

CAPTAIN'S



QUARTERS

Chartered 1770

QUARTERLY NEWSLETTERS - Prepared for the interest of all members (Regular, Honorary and Associate) of the Marine Society of the City of New York in the State of New York, Suite 714, 17 Battery Place, New York, NY 10004.
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July 2007

NEW MEMBERS

Captain Thomas M. Sullivan was elected a Regular member on 21 May 2007.

Mrs. Susan E. Cambria Pouch was elected an Associate member on the same date. Welcome to both.

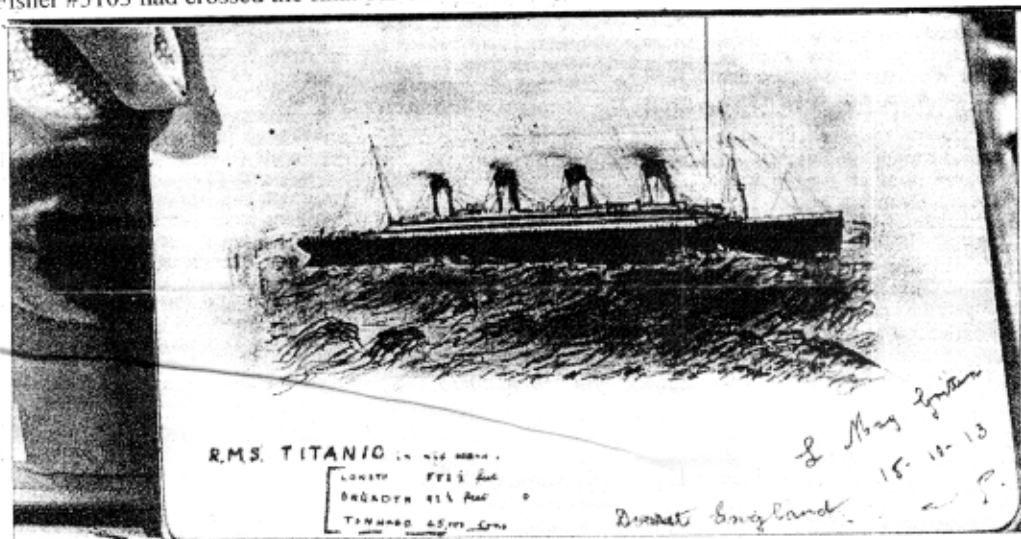
CROSSED THE FINAL BAR

On 23 April 2007, The Society was notified that Captain John A. Fisher #5103 had crossed the final bar on 26 February 1997.

MISSING MEMBERS

The office has had mail for the following members returned: Captain Harvey Terwilliger-Last known address was Eustis, Florida
Captain George Stratidakis-Last known address was Pompano Beach, Florida

If you know their whereabouts, please contact the office



A drawing of the Titanic from an original handwritten account of the disaster by Laura Marie Cribb, a Newark native, is shown at Christie's auction house in New York City yesterday.

After 95 years, dark details surface in Titanic papers up for auction

REUTERS

NEW YORK — Handwritten accounts of the Titanic disaster's aftermath go on sale next week, including log entries describing how bodies of passengers who drowned were buried at sea with 50-pound weights attached.

A Christie's auction of memorabilia from various ocean liners is expected to draw up to \$1 million.

Thursday's sale in New York will feature haunting reminders of the RMS Titanic, which sank in 1912 on its maiden voyage after striking an iceberg. Its deck chairs are not in the auction.

Gregg Dietrich, a Christie's vice president and maritime specialist, acknowledged the sale will have a grim side because some items detail the disaster's recovery operations.

"24 unidentified bodies committed to the deep. The Rev. Canon Hind officiating at burial service," can

be read in pencil notations in a deck log from the MacKay-Bennett, the second rescue ship on the scene. "Attached 50-lb weight to each."

The deck log from the MacKay-Bennett is expected to bring \$30,000 to \$50,000, Christie's estimates.

Dietrich said interest in the Titanic persists nearly a century after it sank, partly because of the "grandiose proclamations" about its design and engineering.

"And it was the first disaster that was communicated worldwide by radio," Dietrich said.

The supposedly unsinkable ship sank quickly, leaving behind 360 bodies that were recovered. Of more than 2,200 people on board, around 700 survived.

The auction also will include an eight-page handwritten account of the disaster by survivor Laurie M. Cribb, a Newark native whose father perished

Whale-watching tour turns deadly

ASSOCIATED PRESS

HONOLULU — The mast broke on a whale-watching catamaran, killing a man and prompting the rescue of 50 people as the boat sank, authorities said.

A 48-year-old man died in the incident Sunday, authorities said. Two people were taken to a hospital in stable condition, and three people were treated for hypothermia.

It was not immediately clear how the victim died. Authorities were investigating the incident.

The Kiele V catamaran was nearly two miles off Maui when the mast broke, the Coast Guard said. Winds were about 20 mph.

Two other whale-watching boats responded to a radio call, authorities said. Other boats, the Coast Guard and firefighters helped take passengers and crew members to shore as the boat foundered.

The Kiele V captain and crew tried to cut away the rigging lines to free the sail, said Jason Moore, a magazine photographer aboard one of the other boats.

"The back side was being pulled down, and the captain only had a hacksaw to cut the rigging," Moore said.

The Coast Guard responded with a helicopter and rescue boats, authorities said.

It was the second death aboard a Hawaii tour catamaran in less than four months. In December, a 13-year-old California boy was killed when a mast snapped in brisk winds, pinning him.

THE STAR-LEDGER, TUESDAY, MARCH 27, 2007

The next Quarterly Meeting will be held on Wednesday 11 July at Snug Harbor Cultural Center, Inc. The Snug Harbor Cultural Center is located at 1000 Richmond Terrace, Staten Island, NY. The meeting will be called to order at 1200 hrs. The John Noble Maritime Museum will be open for tours. The N.Y. Container Terminal will be giving an update on improvements being made.

Lunch will be an authentic Texas BBQ with all the trimmings, including beer, wine and soda. The cost will be \$35.- per person. All Marine Society members are urged to attend. For more information call Karen in the office at 212 425-0448 or email to marinesociety.captains@verizon.net

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Office Administrator

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The Marine Society of the City of New York is a charitable and educational organization, the regular membership being comprised entirely of seafarers, all of whom must have been Captains or Officers of merchant vessels under the United States of America flag or of U.S. Naval /U.S. Coast Guard Officers of the rank of Commander or above. It was formed in Colonial days, formerly chartered in 1770 by King George III to "improve maritime knowledge and relieve indigent and distressed shipmasters, their widows and orphans." Among early members of the society was President George Washington. By and large, the Marine Society of New York has performed its charitable service quietly through the years without fanfare, as becomes an organization of seafarers. It stands today as the watchdog of their interests and interests of American shipping as a whole.

Be sure and request your next of kin or a friend to notify the Society in case of illness or incapacity.

It is also important for regular members to let your next of kin know that they have the right of relief in case of future need.

NEW YORK TIMES SATURDAY, APRIL 7, 2007

Chief of Struggling Union Among Highest Paid

By STEVEN GREENHOUSE
and WILLIAM K. RASHBAUM

The union representing East Coast dockworkers has been hemorrhaging assets and members in the past two years, according to a new financial report. Yet the union's president was paid twice as much as several labor leaders who head unions more than 30 times larger.

The union, the International Longshoremen's Association, paid its president, John Bowers, \$587,078 last year, according to the annual report that the union submitted to the federal government late last month. That made him one of the nation's highest-paid union officials. Mr. Bowers's son John Jr., a union vice president, was paid \$292,440 last year, the report said.

The report is another indication of trouble for the union, which the federal government has sued in a civil racketeering lawsuit that is seeking to have a trustee take control of the union because of its longtime ties to organized crime.

Membership in the union, which represents dockworkers from Maine to Texas, dropped to 43,500 in 2006, from 59,000 two years earlier, according to the report. That 26 percent drop occurred even though the

A group representing dockworkers has lost members and assets.

nation's ports, including huge ones in New York and Elizabeth, N.J., were handling record volumes.

The report also disclosed that the union's assets fell to \$33.8 million last year, down 34 percent from \$51.1 million two years earlier.

"The union is in crisis," said Tony Perlestein, secretary-treasurer-elect of a longshoremen's local in Bayonne, N.J., and a co-chairman of the Longshore Workers Coalition, a union caucus. "More and more work is going nonunion, the contract has been gutted, and the leaders continue to line their pockets. It's a waste of union resources."

James McNamara, a union spokesman, defended the pay for top officials, saying that Mr. Bowers had led the union for 20 years and that the salaries had been approved by the union's delegates.

In explaining the decline in assets as well as the union's \$10 million operating deficit last year, Mr. McNamara noted that the union had donated \$1 million to help longshoremen on the Gulf Coast after Hurricane Katrina devastated that region.

Mr. McNamara said the union's legal costs had skyrocketed in response to the federal lawsuit, which seeks to impose a trusteeship on the union because of "decades of evidence relating to corruption and organized-crime influence with the union." The lawsuit, filed in July 2005, has not yet gone to trial.

When the United States attorney in Brooklyn, Roslynn R. Mausekopf, brought that lawsuit, she asserted that the Gambino crime family had long controlled the longshoremen's operations in Brooklyn and Staten Island, while the Genovese family dominated its operations in Manhattan and New Jersey.

The elder Mr. Bowers responded to the lawsuit by asserting that the union had largely rid itself of mob involvement and by hiring former prosecutors and judges to

lead an anticorruption effort.

But federal law enforcement officials who have long tracked the mob's influence on the union — and prosecuted some crime figures who helped control it and union officials who benefited from the corruption — maintain that organized crime still holds sway over the union. The union's corruption was the inspiration for the 1954 film "On the Waterfront."

The legal fees for the parent union and its Atlantic Coast District were \$3.6 million last year, the report said, with \$2.5 million going to the law firm of Thomas W. Gleason, a son of the union's former president. His brother Robert E. Gleason is secretary-treasurer of the national union, with a salary of \$413,580.

By comparison, the West Coast dockworkers' union, the International Longshore and Warehouse Union, paid its president, James Spinoso, \$150,183 in 2005, including allowances and reimbursements on top of his base salary of \$114,413. That union reported having 42,000 members.

The Service Employees International Union, which reported 1.8 million members, paid its president, Andrew L. Stern, \$258,731 last year, including allowances and reimbursements. The International Brotherhood of Teamsters, which reported having 1.4 million members, gave its president, James P. Hoffa, \$335,657 last year, including allowances and reimbursements.

According to reports filed with the federal Department of Labor, Mr. Bowers, president of the longshoremen's union, received \$413,556 in salary from the parent union; \$164,117 in salary from its Atlantic Coast District, an umbrella group of several locals; and \$9,405 in expenses for official business from the Atlantic district.

Mr. McNamara said that membership had declined partly because of increased automation. He also acknowledged that the 59,000 membership number for 2004 might have been inflated.

The national union and the Atlantic district also spent \$21,516 on season tickets for the Mets last year, the report said. Mr. McNamara said, "The Mets tickets are part of our publicity and promotion and are donated mostly to our children's fund for charitable work."

Mr. Perlestein of the Longshore Workers Coalition asserted that the union's assets were falling because of unusually high executive board salaries and out-of-control legal costs. Another factor, he said, is that dues payments are dropping because of declining membership and lower wages for new hires. Mr. Perlestein criticized the union's leaders for negotiating several lower-wage tiers for new hires. With union dues calculated as a percentage of wages, the lower wage tiers translate into lower dues payments.

Milton Mollen, a former New York State judge who is serving as the union's ethical-practices officer, said yesterday that he would propose barring the union's executive officers from also receiving salaries from union locals.

Leonard Riley, a co-chairman of the Longshore Workers Coalition, said, "If the union's rank and file were truly empowered and were able to put a value on the job that our leaders are doing, they wouldn't pay them nearly as much."

THE STAR-LEDGER THURSDAY, APRIL 12, 2007

Port nuke detectors fall short in testing

Reports question the effectiveness of shield against terror smuggling

BY JOE MALINCONICO
STAR-LEDGER STAFF

As homeland security officials prepare to deploy new technology for preventing terrorists from smuggling nuclear and radioactive weapons into the country, federal audit reports — including one released this week — are raising questions about the effectiveness of the devices.

Preliminary tests on the new devices conducted in 2005 showed that one version of the system was able to detect highly enriched uranium concealed in cargo containers about 53 percent of the time — far short of the federal government's 95 percent performance goal, the audit reports said.

Meanwhile, two other versions of the technology fared even worse in the preliminary testing — with one finding the uranium 45 percent of the time and the other 17 percent of the time, according to the audits.

The reports were done by the Government Accountability Office, a congressional watchdog agency.

The reports evaluate the Domestic Nuclear Detection Office and its plans for so-called Advanced Spectroscopic Portals, the next generation of nuclear and radiation detection devices, which eventually would be used at all seaports, border crossings and airports.

"Despite these results, DNDO did not use the information from these tests in its cost-benefit analysis," said a GAO report issued last fall. "Instead, DNDO officials told us that since the new portal monitors cannot meet the 95 percent level of performance, they relied on the assumption that they will reach that level of performance sometime in the future."

"DNDO officials asserted that the current performance levels of the (monitors) will improve, but they provided no additional information as to how the 95 percent performance goal will be achieved or an estimate of when the technology will attain this level."

Speaking yesterday at a news conference in Staten Island about the status of the new monitors, the head of the nuclear detection office said government contractors had upgraded the system after the 2005 tests were done.

The director, Vayl Oxford, said the proposed new technology underwent additional testing in Nevada in February and March and that the results were an improvement over the 2005 performance. But Oxford would not divulge the test data, nor would he say whether the systems met the 95-percent performance standard

in the recent tests.

"We were very happy with our answers," Oxford said.

Oxford said the federal government likely would release additional information about the new portal monitors this summer when his office makes its recommendations on whether to begin full deployment of the \$1.2 billion program, which calls for installation of 1,400 of the monitors by 2013.

Oxford's office has narrowed the field of companies vying for work to three vendors — Canberra Industries Inc., Raytheon Company-Integrated Defense Systems and Thermo Fisher.

As part of the competitive process, the work could end up being distributed among one, two or three of the companies, Oxford said.

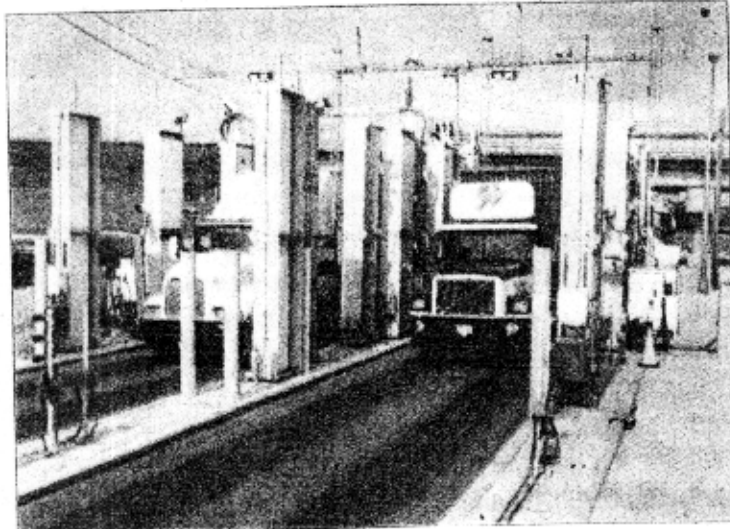
In Staten Island, federal officials three weeks ago began a second layer of testing on the new portal monitors. The first stage took place at the federal Nevada Test Site, where stockpiles of nuclear and radioactive materials were used to gauge the new system's effectiveness.

At New York Container Terminal in Staten Island, homeland security officials are evaluating the performance of the system in the demanding environment of a seaport. So far, about 5,000 cargo containers have gone through the ASP portals before heading out onto the open road. Officials plan to send another 5,000 boxes through the monitors before concluding the Staten Island stage of the testing.

U.S. Customs and Border Protection officials engage in a variety of efforts designed to prevent terrorists from sneaking bombs into the country through its seaports. For example, they target some cargo containers for inspection even before they leave foreign ports. Also, they also team up with the Coast Guard to board and inspect ships suspected of carrying questionable cargo.

The portal monitors basically represent the last line of defense for preventing nuclear and radioactive materials from being smuggled out of the ports. Before leaving the terminals, trucks hauling the containers must drive through the monitors, which are contained in 15-foot high metal beams that line the exit lanes.

Nationwide, about 90 percent of cargo containers pass through the monitors before leaving port termi-



JOHN O'BOYLE/THE STAR-LEDGER

Trucks leaving the New York Container Terminal on Staten Island pass through a series of radiation detection portals last November.

nals. In the Port of New York and New Jersey, about 95 percent of the containers go through the monitors before hitting the road.

The current version of the radiation detectors has one basic problem — the devices cannot tell the difference between radiation that occurs naturally in items like bananas, ceramic tiles or cat litter and dangerous materials like enriched uranium that would be used in weapons.

As a result, the portal monitors on the docks often set off alarms for what turns out to be harmless cargo. For example, in the Port of New York and New Jersey, the detectors register about 200 false pos-

itives a day. Those containers must then go through secondary checks to make sure they contain nothing dangerous, a process that slows the shipment of goods.

The GAO reports on the proposed new detection system included other criticisms, including a failure to compile all of the testing information, alleged flaws in the process for comparing the performance of the new technology to the devices now in use and problems with the way it evaluated the cost benefits of the various technologies.

Joe Malinconico may be reached at jmalinconico@starledger.com or (973) 392-4230.

THE STAR-LEDGER SATURDAY, JUNE 23, 2007

In New York City

A good place to see Newark Bay is from Manhattan.

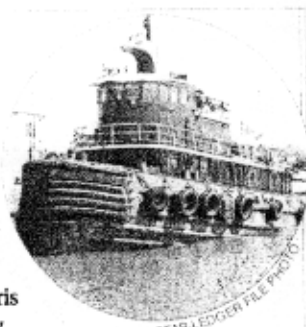
The South Street Seaport Museum will offer a tour today of the bay aboard the W.O. Decker, a restored tugboat built in 1930.

The four-hour cruise will include the Morris Canal, Liberty Island and the Statue of Liberty, Military Ocean Terminal, Robbins Reef Light, the Staten Island Ferry terminal, the Kill Van Kull tank farms, drydocks, oil terminals, tugs and barges, wrecks at Port Johnston, Bayonne Bridge, Shooters Island, Newark Bay bulk and container port and Newark Liberty International Airport.

The tour, which is limited to 12 passengers, includes a box lunch, a beverage and a snack. Tickets are \$100 for the general public, \$80 for members of the South Street Seaport Museum.

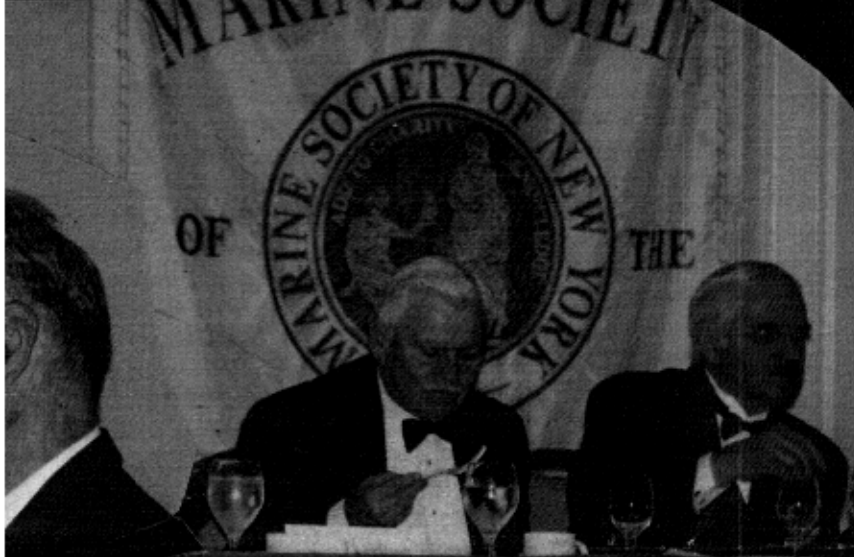
The cruise, which will also be held on July 7, leaves from Pier 16 near Fulton and South streets at 10 a.m. For reservations and more information, call (212) 748-8786.

— Carrie Stetler





THE 237TH ANNUAL DINNER OF THE MARINE



The April issue of *Captain's Quarters* carried a story about Capt. Christopher Marsden, the grandfather of Capt. George Marshall, #5001, each of whom was/is a member of The Marine Society of N.Y., and of his early involvement with wireless messages received at sea at the side of Guglielmo Marconi.

He also told of his own early experiences at sea and with Fort Schuyler and Kings Point.

Capt. Marshall sends the photograph, (alongside) of Capt. Marsden as Executive Officer of the schoolship *St Mary's* between 1903 and 1907. Shown below is the full-rigged N.Y.N.S. *St. Mary's* underway.



Captain Marshall also sent an article from a 1940 issue of the N.Y. Times which, while too long to include here, is interesting even in excerpt. It tells of his grandfather Christopher Marsden being born in Lances., Cty., England in 1866 and going to sea as an apprentice at the age of 14 and obtaining his Masters certificate (sailing ships) at the age of 24. then on to steamships where he served as Master of a Red Star passenger liner barely 10 years later. In 1902, he became Exec. Officer of the full rigged nautical schoolships *St. MARY'S* and *NEWPORT*. Going back to sea at the beginning of WWI, first in command of the *S/S GEORGIANA* then:

"In 1916 Captain Marsden was placed in command of the *S/S EURANA*, a new ship built on the West Coast of the U.S.. He made four voyages in command of this ship with cargoes of flour and grain for France and Belgium, the first voyage with a very special passenger and diarist on board, my grandmother-Mary Elizabeth Powell Marsden. One might say the ship had two commanders!

The ship was scheduled to transit the new Panama Canal but on arrival was informed that the canal was not available for transit. The *EURANA* continued on its voyage via Cape Horn to France. On his arrival there, the *EURANA* was challenged by a German U-boat, much to the ire of Capt. Marsden who was unaware that during the long voyage, the American flags painted on the ship's sides, indicating neutrality status, had been largely washed away.

Ensuing communications between Captain Marsden and the U-Boat commander revealed they had been acquainted while serving as officers on merchant ships with Antwerp as a home port during the North Atlantic passenger-ship days. The U-Boat commander released the *EURANA* to continue her voyage to France"

Chiquita Sells Remaining Great White Fleet

Fresh foods giant Chiquita Brands, International has drawn a line under a century of maritime tradition with the sale of the famous Great White Fleet to Eastwind Maritime and NYKLauritzenCool. The Cincinnati-based shipper told investors that it had agreed to sell the remaining 12 vessels for \$227m, posting a \$100 million profit on the sale. The buyers will become Chiquita's "preferred supplier in ocean shipping to/from Europe and N. America" as a result and a leaseback deal is due to be completed within the next 45 days, the company said.

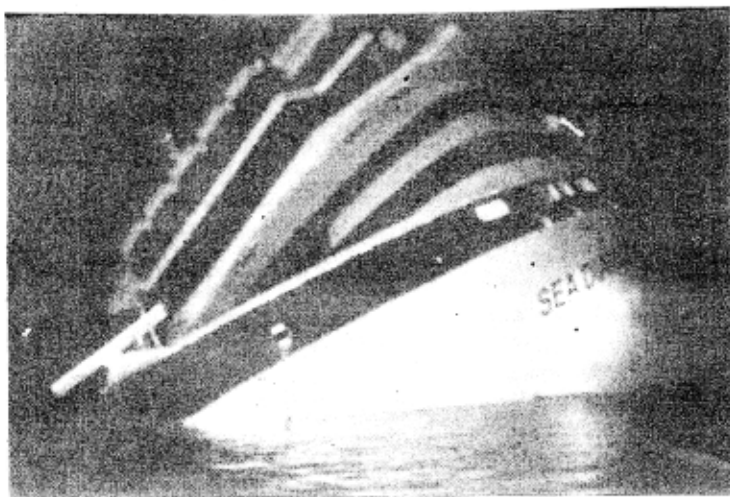
Shipping has been a core part of its business since 1899 when the fleet first earned its name after United Fruit Company founder, Minor C. Keith painted the company's ships white to reflect the tropical sun. In the 108 years it has operated, the company has changed its name several times but the Great White Fleet has remained a constant reminder of the influence of "The Octopus" as the company has become known in its producing heartland, Latin America.

Chiquita said it would charter 11 of the vessels back on 7-year contracts with an option to extend the contracts for another 5. One of the vessels will be leased back for 3 years with option for 2 more. "The transaction will significantly reduce our debt and the alliance will better position us to adapt our shipping services as we grow our business over time," said Fernando Aguirre, Chiquita's Chrmn./CEO. The sale, he said, would allow the company to repay \$170m of debt, including \$90m of outstanding ship mortgage debt and \$80m in term loan and revolving credit borrowings.

The agreements provide for its new partners to service the remainder of Chiquita need for North America and Europe through time charters for another seven reefer vessels beginning in 2008. The vessels to be sold consist of 8 reefer ships and 4 container vessels which collectively transport approx. 70% of Chiquita's volumes shipped to markets in Europe and North America

Excerpted from *Lloyds List* 3 May 2007 sent in by Captain Harry W. Marshall)

A 'big shudder,' then cries of 'life jackets'



In this image taken from television, the Sea Diamond lists heavily off the island of Santorini in the Aegean Sea.

Passengers: Sinking even frightened crew

BY JOHN F.L. ROSS
ASSOCIATED PRESS

ATHENS, Greece — Navy divers searched the sunken wreckage of a cruise ship yesterday for the bodies of a Frenchman and his daughter who disappeared after the vessel foundered on a volcanic reef — the only two people missing despite what passengers described as a chaotic evacuation in the Aegean Sea.

Nearly 1,600 people were retrieved from the sinking ship in a three-hour rescue operation, but some passengers complained of an insufficient supply of life vests, little guidance from crew members and being forced into a steep climb down rope-ladders to safety.

"The crew members were more scared than we were," said Lizbeth Mata, 15, a native of the Dominican Republic who was vacationing with her parents and brother. Mata said some crew members left before the passengers: "They were yelling and screaming — didn't know what to do."

The 469-foot Sea Diamond struck rocks Thursday in the sea-filled crater formed by a massive volcano eruption 3,500 years ago off the island of Santorini. Tourists gathered on clifftops to watch the rescue effort at the reef, which is marked with warning lights and clearly indicated on navigation charts. The ship sank about a quarter-mile off the island's coast, in waters of uneven depth, a few minutes before it was to dock.

The ship's operator, Louis Cruise Lines, said the Frenchman and his teenage daughter were the only passengers missing, and insisted the 21-year-old vessel had been well maintained.

"The vessel maintained the highest level of safety standards and was equipped with the latest navigation systems," spokesman Giorgos Stathopoulos said.

The captain and five officers were summoned to appear at a public prosecutor's office on the island of Naxos to make a formal declaration of their version of events, which is standard procedure in such incidents. No charges have yet been filed, as it remains very early in the investigation.

State-run NET television said that investigators believed most of the damage to the ship's hull was done before the captain issued the distress signal, when he was trying to maneuver the ship away from the rocks.

Earlier, private vessels siphoned oil from the stricken ship in order to prevent further fuel leakage after a small oil slick appeared.

"The evacuation was orderly and successful. Every decision was taken in a way that would not endanger lives," said Merchant Marine Minister Manolis Kefaloyannis.

The missing French passengers were identified as Jean-Christophe Allain, 45, and his 16-year-old daughter, Maud, from Doue-la-Fontaine in western France.

Divers inspected the sunken ship in search of their bodies.

Minister Fanny Palli Petralia, who spoke with Allain's wife, said the family's cabin filled with water when the ship struck the reef.

"She was not sure whether her husband and daughter made it out because things happened so suddenly ... in a few seconds. Her other child was up on deck and was evacuated safely."

Thursday's evacuation was the largest Greek rescue operation since the September 2000 Express Samina ferry disaster, which killed 80 people near the holiday island of Paros when the ferry struck rocks and sank.

"We realized there was a serious problem. ... We exited our cabin and it was tough to be able to walk out of the ship. A lot of people were very emotional over it, upset, very frightened," said Stephen Johnson, a Canadian tourist who was among the 1,547 passengers and crew rescued.

Passengers on the cruise were mostly American, and also included groups from Canada and Spain, France and the Dominican Republic.

Some of those rescued said they had confused the grinding sound when the ship first hit the rocks with the ship's dropping anchor. Australian passenger Katie Sumner said the early stages of the rescue were chaotic.

"We heard a big shudder and then the whole boat started to tilt," Sumner said.

"All of our glasses were sliding everywhere and our warning that the ship was sinking was some of the staff running down the corridor screaming out 'life jackets' and banging on doors, so we got no time to, sort of, get ready or anything, we just left as we were."

THE SUNDAY STAR-LEDGER APRIL 8, 2007

Captain faces charges in cruise ship sinking

ASSOCIATED PRESS

ATHENS, Greece — The captain of a cruise ship that sank in the Aegean Sea was charged yesterday with negligence, a government official said.

A Merchant Marine Ministry spokeswoman confirmed that a prosecutor charged the captain but said she could not confirm a report on state NET TV that five other officers also were charged. She spoke anonymously according to customary government policy. Two French passengers are missing after the Sea Diamond hit rocks Thursday and foundered near Santorini island. The rest of the 1,154 passengers and 391 crew were safely evacuated.

If upheld in court, the charges carry a maximum five-year sentence.

Nearly 1,600 people were retrieved from the sinking ship

Thursday in a three-hour rescue operation after the vessel foundered on a volcanic reef, but some passengers complained of an insufficient supply of life vests, little guidance from crew members and being forced into a steep climb down rope-ladders to safety.

The 469-foot Sea Diamond struck rocks Thursday in the sea-filled crater formed by a volcanic eruption 3,500 years ago off the island, sinking about a quarter-mile off the coast, in waters of uneven depth, a few minutes before it was to dock.

The captain, chief mate, second mate, third mate, chief cabin steward, and housekeeper of the Greek-flagged vessel were arrested after the accident, the Merchant Marine Ministry spokeswoman said.

All six are Greek, according to the cruise company, Greece-based Louis Hellenic Cruises. The company had no comment on the charges and did not release the suspects' names.

THE STAR-LEDGER APRIL 9, 2007

■ A cruise ship captain indicted on negligence charges after his vessel foundered on a volcanic reef and sank in the Aegean Sea blamed strong currents for the accident, state-run television reported in Athens, Greece, yesterday.

Two French tourists have been missing since Thursday when the

ship struck rocks and eventually sank off the island of Santorini. All the other people on board — 1,154 passengers and 391 crew, according to operator Louis Cruise Lines — were rescued. Most of the ship's passengers were American, but also included groups from Canada, Britain, Spain, France, Australia and the Dominican Republic.

An email Directory

To better communicate with our members, The Marine Society would like to compile an email list. Please forward you email address to marinesociety.captains@verizon.net. Please include your name in the email.

Ship On Voyage After 1,000 Years

An 11th century Viking longship that has been reconstructed will soon depart on a 7-week voyage from Denmark across the North Sea and around Scotland to Dublin powered only by her sails. The *Havhingsten fra Glendalough* (Sea Stallion from Glendalough) is the largest Viking warship ever rebuilt.

On 1 July, the vessel will leave the Danish port of Roskilde, which served as the Viking's flourishing political and commercial center from the 9th to the 12th century. After a 44-day and 900 mile crossing using only its huge square sail, the longship and its 65-man crew will reach Ireland, where it was originally built in 1040.

The longship took part in clashes between the Anglo-Saxons and Normans in 1050-1060 when many Danish Vikings lived in Ireland. The boat was sunk in the Roskilde Fjord with four other ships at the end of the 11th century to defend the Danish coast from the invading Vikings from Norway.

The hull of the oak ship was found in 1962 and reconstruction began in 2000 at the dockyards of Roskilde's Viking Ship Museum, a task that was to take 4 years. After 84 days of tests in nearby waters, the ship is now ready to retrace its route home. At the Viking Ship Museum, the head of the project, Preben Røther Soerensen, is putting the final touches on the vessel before its departure. The fresh sea air mixes with the strong scent of pine tar, as handymen work feverishly to make sure the ship is seaworthy. Looking proudly at the longship, Soerensen, a thirtyish Dane with blue eyes and a scruffy beard, is happy with the final result.

"Only about a quarter of the original hull was found but it was the most important part," he says. The ship is 30m long, 3.8m wide and has a draft of 0.9m and weighs 25 tons. During tests the *Havhingsten fra Glendalough* reached 10 knots. It has no engine and the oars will be used only in maneuvers. Unlike the Vikings, the crew will have radar, a satellite antenna and other navigation equipment.

Shipbuilders from Denmark, the Faroe Islands, Norway and the

Åland Islands took part in the reconstruction, using "the same methods the Vikings used and with tools specially made to resemble those used in the Viking era."

"But the hardest part is yet to come. It's the real test that is about to start," Soerensen says, admitting that he has a few apprehensions about the voyage. No one has ever done this kind of crossing, north of Scotland and in the Irish Sea, which are among the most dangerous waters in Europe. The longship, which is an open boat, can flip over in a few seconds in heavy seas. At the time it was common for Vikings to drown, but we have no intention of following them into the deep", he says. The 65 crew members will therefore wear full-body life suits and the ship will be followed by a help boat, "just in case".

The aim of the expedition is "to see how the Vikings, as skilled seamen, sailed Europe's treacherous waters with seemingly fragile ships: whose construction techniques have been proven, and to learn about the longships capabilities and maneuverability," Soerensen says. Like the Vikings, the *Glendalough* crew will make a few stops along the way, since "two days of sailing on a boat like this, where each person has less than .8 sq. meters (8.6 Sq. ft) to himself is exhausting." The crew, aged 16-64, including twenty women, will work in 4-hr. shifts and, when not at work, will have "very basic living conditions".

But the risks and lack of comfort have not dissuaded the crew, who come from 11 countries including Australia, Denmark, Germany, Ireland, Norway and the United States. They are "adventurers who are interested in the Viking era and who want to take part in this historic experience", according to Soerensen. The longship is due in Dublin by 14 August, when celebrations are planned. It will then go on display at the National Museum of Ireland until the spring of 2008, before returning to the Viking Ship Museum in Roskilde where it will join four other ships that were found along with it at the bottom of the Roskilde Fjord.

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