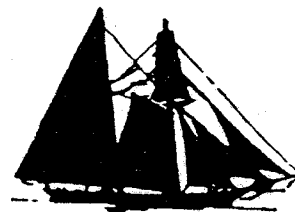


# CAPTAIN'S



Chartered 1770

# QUARTERS



**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.  
Office 212-425-0448 FAX 212-425-1117  
Website: [www.marinesocietyny.org](http://www.marinesocietyny.org)

*October 2006*

## QUARTERLY MEETING 16 OCTOBER 2006

The quarterly meeting and luncheon of the Marine Society of New York City will take place 1230 hrs. at Giovanni's, 100 Washington Street, NYC. Our own Rev. Dr. Jean Smith will be the speaker. The subject, "Marine Counseling Programs", is sure to be sensitively handled and of broad interest to members and their guests.

## FORT SCHUYLER DEFEATS KINGS POINT

Depending on which shore of the Long Island Sound you dip your oar, the good/bad news is that Fort Schuyler defeated Kings Point in the Annual Life Boat (Momomoy) Race in those hostile waters.

## NEW MEMBERS

The following new members were elected 25 September 2006

VADM John W. Crane, jr , Pres. SUNY Maritime College	Honorary Member
Carleen. Lyden-Kluss.....	Associate Member
Timothy M. Murray.....	Associate Member
Tom Roberts.....	Associate Member



On 11 May 2006, the annual "Admirals Scholarship Dinner" of the SUNY Maritime College was attended by members of the Standing Committee of the Marine Society of the City of New York at which time the

original 1770 Charter of the Society was entrusted to the Museum there.

It is shown being received by Vice Admiral John W. Crane, jr., President of the SUNY Maritime College

**MARINE SOCIETY  
OF THE  
CITY OF NEW YORK**

**Officers**

Captain Timothy J. Ferrie .....President  
CDR Robert H. Pouch .....1<sup>st</sup> Vice President  
Captain James McNamara 2nd Vice President  
Captain Harold Parnham.....Treasurer  
Captain Cynthia Smith.....Secretary  
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Captain Herman Fritzke  
Captain Harry Marshall  
Captain George Previll PP  
Captain Hugh Stevens  
Captain Frank Zabrocky

**Captain's Quarters**

Mr. John R. Strangfeld, Editor

**Administrative Assistant**

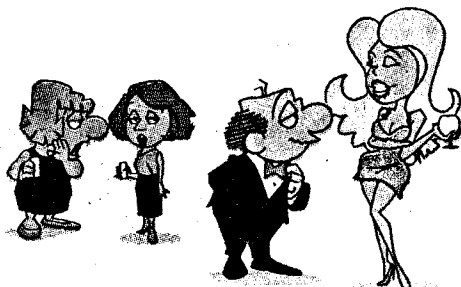
Ms. Karen Laino

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.**



"LEROY THINKS HE'S GOD'S GIFT TO WOMEN, BUT HE'S MORE OF A CONSOLATION PRIZE."

**Book review**

**Brutality on Trial**

E. Kay Gibson

**"A tremendous job of researching a classic case of criminal behavior on the part of a shipmaster that took place some 80 years ago. [Gibson] has meticulously searched for and found corroborating records in numerous places showing great ingenuity and diligence... the most complete story possible of tragic events that took place at sea and in far away ports almost a century ago."— Thomas A. King, retired superintendent, U.S. Merchant Marine Academy**

*Brutality on Trial* tells the story of landmark legal victories against abuse on the high seas. These were the first documented violations of the Seamen's Act of 1915, signed into law by Woodrow Wilson to hold officers and ship owners legally accountable for abusing their crews. This is the first book to explore the outcomes of that act, including a series of criminal and civil trials that at last brought dignity to the lives of common seamen.

Drawing on newspaper accounts and corroborating research that includes all relevant maritime documents, State Department consular reports, signed statements of those involved, and extensive court records, Gibson has chronicled not only the terror on the voyages of the barkentines *Puako* and *Rolph* but also the significant statutory, legal, and societal changes in the merchant seaman's status, rights, and life at sea. This exhaustive account of murder, suicide, and mayhem on American sailing ships argues that the final years of the sailing ship era were far from romantic. As late as 1918 and 1919, American seamen were still suffering under the brutal hands of officers such as Adolph Cornelius Pedersen of the *Puako* and Frederick Hansen of the *Rolph*. *Brutality on Trial* mirrors a critical era in maritime history and law—emerging from the values of the nineteenth century into the post-WWI world.

E. Kay Gibson is an independent researcher who specializes in U.S. maritime history. She and her husband have coauthored three books, which garnered awards from the American Library Association and the North American Society for Oceanic History. Cloth \$34.95

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1-800-226-3822

E. Kay Gibson is the wife of Charles D. Gibson, member of the Marine Society since 1992

**Book review**

**The Good Lord Hates A Coward**

**(An Account of Life As A Merchant Seaman)**  
By Joseph J. Kinneary, Ph.D. (2005)

**C**aptain Kinneary is a man who, in recent years, has lived up to Rudyard Kipling's advice, keeping his head when all about him seemed to be losing theirs and blaming it on him. His 144-page book, published privately by his own company, JK Marine, for the most part begins its narrative with the author's entry into Kings Point in 1971, then charts a course through a seagoing career that, on December 27, 2001, was unexpectedly dashed on the rocks by a random drug test required by United States Coast Guard regulations.

Kinneary has a documented medical condition known as "shy bladder syndrome." Individuals suffering from this not-all-that-rare neurological malady find it extremely difficult, even impossible, to urinate under stressful conditions. At his December 2001 callup for random urinalysis, which occurred while he was employed as Master of a sludge tanker for the New York City Department of Environmental Protection, Kinneary was unable to produce a urine specimen within the allotted time. His on-the-spot offer to submit instead to blood testing was summarily rejected, and within a short time Kinneary found himself out of a job, with his license under attack, charged with "refusal" to submit to a urine test.

In a real-life narrative eerily reminiscent of a George Orwell novel, Kinneary (who may suffer from shy bladder syndrome but who is not shy about discussing it) takes the reader through a disturbing saga of work suspensions, administrative hearings, medical benefit denials, and so forth: a plethora of bizarre and draconian consequences of a single failure to produce a specimen, which, collectively, can only be described as symptomatic of an administrative agency malfunction of the highest order. When one reads of the troubles thrust upon this experienced, learned mariner (he also holds a Ph.D. in Marine Biology from Rutgers) despite the fact that there was never the slightest indication that he had actually used any illegal drugs, one cannot help wondering whether the complex web of regulatory oversight that is being spun around maritime personnel in recent years can possibly be achieving its stated goal of increasing shipboard safety. The book is a must-read for every seafarer, marine personnel manager, maritime lawyer, and concerned citizen.

*Jim Maloney*

Copies of the book can be obtained by sending a check or money order in the amount of \$24.95 to JK Marine, P.O. Box 502, East Northport, NY 11731. The author may be reached via e-mail at [jjk@jkpulum.com](mailto:jjk@jkpulum.com).

Capt. Joseph J. Kinneary has been a member of the Marine Society since 1996

Fort Schuyler MARINER

# Scraping bottom

Great Lakes carriers, shippers struggle to obtain "fair share" of dredging dollars.

By CHRIS GILLIS

AMERICAN SHIPPER: JUNE 2006

Larger, deep-draft containerships are cause for the shipping industry along the U.S. coastal states to press lawmakers for bigger portions of the federal budget for dredging. But carriers and shippers on the Great Lakes feel that similar calls for relief are falling on deaf ears.

The Great Lakes, sometimes referred to as America's "fourth coast," is faced with shrinking water levels and silting. Federal funding to deepen vessel channels and berths on the Great Lakes continues to come up short.

"Simply put, decades of inadequate funding for dredging Great Lakes deep-draft ports and waterways are crippling Great Lakes shipping," said James H.I. Weakley, president of both the Lake Carriers' Association and Great Lakes Maritime Task Force. "Just about every port on the lakes is losing cargo because the U.S. Army Corps of Engineers' dredging budget for the lakes is inadequate to meet the needs of commerce."

The Great Lakes Maritime Task Force, which comprises ports, carriers and shippers, met in Washington the first week of May to press lawmakers on Capitol Hill for sufficient funds to dredge the Great Lakes ports.

The task force noted that it would cost about \$200 million to dredge the lake ports. This funding could be sourced from the Harbor Maintenance Trust Fund, which now includes about \$1.8 billion, the task force said.

"That surplus is the result of not spending revenues raised by a tax on cargo that moves on our nation's waterways," Weakley said. "In other words, we aren't getting what we already paid for."

According to the task force, there are 134 deep-draft ports and six connecting channels the Corps must dredge on the Great Lakes. For example, the turning basin in the Saginaw River in Michigan, a waterway that handles up to 5 million tons of cargo a year, has not been dredged since 1983.







"We're hit two ways: water levels are down this year and maintenance dredging isn't being done," said Robert F. Dorn, senior vice president of Interlake Steamship Co., one of the Great Lakes' largest carriers, in an interview. "Even with the rain, it's still an issue."

The large 1,000-foot-long lake vessels give up about 270 tons of cargo for each inch of reduced draft. Oceangoing vessels in the international trades lose about 115 tons of cargo per inch of lost draft, the task force said.



The Paul R. Tregurtha discharges coal in Marquette, Mich. The vessel, with an overall length of 1,013.5 feet, is the largest ever built for the Great Lakes trade.

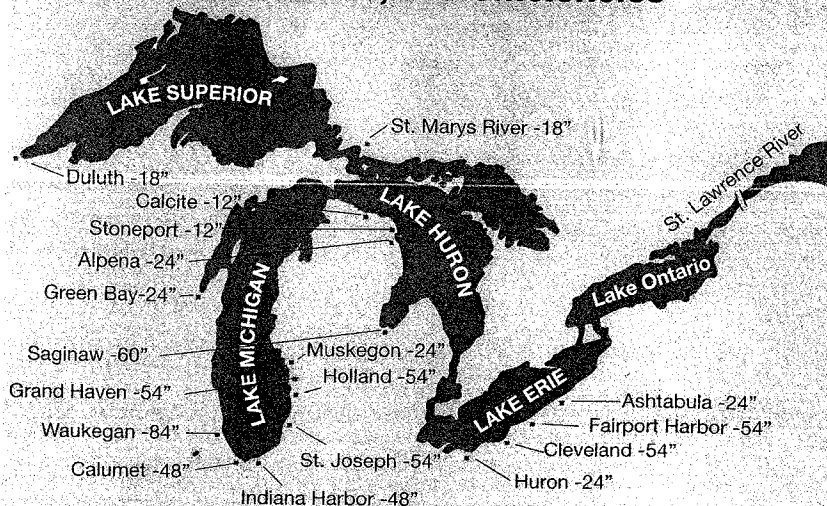
## Impact of dredging on per-trip carrying capacity major Great Lakes vessel classes

Major Great Lakes vessel classes	Vessel length (feet)	Per-trip carrying capacity	Classes per inch of draft
	1,000	69,664	267
	806	34,720	146
	767	28,336	127
	730	27,568	115
	635	22,064	107
	501	13,776	71

Capacity per inch of draft reflects the incremental tonnage carried at normal loaded draft.

Source: Great Lakes Maritime Task Force.

## Lost inches, lost efficiencies



Commercial vessels working the Great Lakes are leaving behind cargo virtually every time they load because of inadequate dredging of deep-draft ports and waterways. The map above uses select Great Lakes ports to illustrate how many inches of loaded draft the dredging crisis is costing the industry.

Source: U.S. Maritime Administration.

C't'd next page

## Maersk Pushes for Dry Dock Revolution by Janet Porter

Dry-dockings every five years could become history for certain ship types if revolutionary proposals drawn up by Maersk are adopted. The Danish shipping heavyweight is on a mission to persuade industry regulators that such frequency is unnecessary and is already making headway. A pilot project is being conducted to prove that containerships coated with silicon anti-fouling paint only need an out-of-water survey every 7.5 years.

That has enormous commercial ramifications for those ship-owners given permission to extend the time between dry-dockings, but also brings broader benefits. Maersk's chief procurement officer Ulrik Brandt describes the initiative as a positive example of owners, flag states and class societies "working hand-in-hand to improve shipping efficiency and, at the same time, help the environment. A containership that had silicon paint applied from new would only need two dry-dockings in its first 20 years of operation, compared with four under the existing requirements. A vessel repainted with a silicon coating at its first five-year survey, could wait until its 13<sup>th</sup> and 20<sup>th</sup> years for the next two, reducing the usual four dry-dockings to three over that period.

Maersk, operator of the world's largest containership fleet drafted its proposal after comparing different coatings during a product sourcing exercise, and present the idea to the Danish Maritime authority and the UK's Maritime and Coastguard Agency a year ago. The two organizations, which manage their respective country's ship registers, have given consent for trials that will last up to 20 years. Singapore granted its approval just last week.

Lloyds Register, ABS and Det Norske Veritas, which class most of Maersk's ships are providing the technical expertise for the flag states. LAURA MAERSK and LICA MAERSK, a pair of 3,700 teu sister ships, are the first to take part in the pilot project. Both are classed by LR which will be monitoring them throughout their life to check that longer intervals do not pose technical or environmental risks.

ABS chief surveyor Lenny Pendexter adds that, should an in-water survey indicate deterioration of the coatings or damage to the hull plating, or raise other concerns, a drydocked inspection may be ordered. Rules set out in the Solas convention do not actually require a drydocking every five years but state that a ship must have two bottom inspections with a 5-year period—generally accepted as one in-water and one out of water.

Furthermore, only certain types of tonnage such as containerships or car carriers that go relatively fast would be eligible, experts say. New style coatings with their super-slick surfaces, attract very few barnacles or other matter and what attaches itself is washed off at speeds in excess of 18 knots.

Only bluechip operators with an impeccable reputation for continuous hull and machinery maintenance programmes would be allowed to test out the new coatings this way. Mr. Watson says the conditions for participating in the pilot scheme "are very very stringent", but acknowledges that there would be environmental advantages of having fewer out-of-water surveys and less frequent hull re-painting. Maersk is confident that modern coatings could last up to ten years, maybe more, before a ship's hull would need to be re-treated but accepts that the intervals between drydockings should be extended gradually.

During the trials, a brand new containership would have scheduled in-water surveys at 30 months and 60 months, an out-of-water check at 7.5 years and then two more in-water inspections at 10 years and 12.5 years before its second drydocking at 15 years.

Silicon paint is far more expensive than traditional anti-fouling coatings but Maersk reckons the cost savings of fewer drydockings and lower fuel usage will outweigh the extra outlay. The company is also adamant that safety will not be jeopardized in any way since electronic monitoring devices are able to keep a constant check on the external condition of a modern containership without the need for a visual out-of-water inspection.

## WALL STREET JOURNAL. OPINION

FRIDAY, SEPTEMBER 29, 2006

### Felons in the Dock

Here's an odd but telling footnote to the political fight over port security: The powerful International Longshore and Warehouse Union is lobbying Congress not to bar felons from working in sensitive dock security jobs. Really.

House and Senate conferees are trying to work out a final port security bill this week, and a provision sponsored by Senator Jim DeMint (R., S.C.) would prohibit dock workers convicted of certain felonies—including murder, espionage or treason—from obtaining access to secure areas. Workers convicted of other felonies—say, extortion, smuggling, bribery, identity fraud or the unlawful possession or distribution of firearms—would be prevented from getting clearance until seven years after conviction. The Department of Homeland Security has issued a similar regulation, though it isn't final.

Yet the longshoremen's union—the same outfit behind the 2002 West Coast port shut-down—and its labor allies are muscling Congress to strike the DeMint provision. Larry Willis, the general counsel for the Transportation Trades Department at the AFL-CIO, says that the felonious categories that would bar workers are "too broad."

Too broad? Some 750,000 workers currently have unescorted access to secure port areas, including longshoremen, truck drivers and rail workers. People with a criminal record would seem to be obvious candidates for recruitment by bad guys trying to infiltrate the docks. The felony standards Congress is considering are also similar to those that are currently enforced for airport workers or nuclear-plant guards.

Various politicians and unions created a political furor earlier this year merely because an Arab company with a clean business record, Dubai Ports World, would have managed some American ports. How bizarre to worry about that non-threat but then be complacent about sensitive port access by proven crooks.

DUBAI PORTS WORLD still hasn't sold U.S. assets.

Months after furor over port deal, lawmakers scramble to save efforts to tighten U.S. government's foreign investment reviews. House leaders will seek compromise bill at lame-duck session.

They fear New Jersey Democratic Sen. Menendez, facing challenge, may block bill while advocating stricter scrutiny. An executive involved says sale of DPW assets may occur "a little beyond" six-month deadline set in March.

A senior U.S. official says the company has pared bidders to three.

## "Scraping" c't'd

Both carriers and shippers are frustrated by the inability to use maximum vessel capacity. The demand for vessel transport on the Great Lakes has been strong for the past two and half years.

"There is demand for that" unused capacity, Greg A. Ruhl, director of sales, marketing and traffic for Great Lakes Fleet, told *American Shipper*. "We're booked solid."

Great Lakes Fleet owns and operates eight vessels, ranging in size from 767 feet to 1,000 feet in length. The Lake Carriers' Association, based in Cleveland, estimates that there are about 55 U.S.-flag vessels plying the Great Lakes, of which 45 were in service on April 1.

These vessels transport raw materials, such as iron ore and fluxstone for the steel industry, limestone and cement for builders, and coal for the power companies. Collectively, the U.S.-flag Great Lakes fleet can transport up to 125 million tons of cargo a year when high water levels offset the lack of adequate dredging of Great Lakes ports and waterways, the Lake Carriers' Association said.

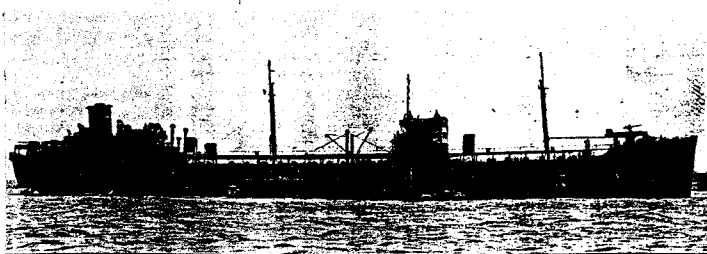
"The continuing inability to maximize vessel loadings, particularly the 1,000-foot-long vessel loadings, due to lack of a reliably funded Great Lakes dredging program, continues to put in jeopardy our ability to keep pace with coal generated energy demands into the future," said Fred L. Shusterich, president of Midwest Energy Resources Co. (MERC).

MERC is considered one of the largest shippers on the Great Lakes. Last year, the company shipped about 20.5 million tons of low sulfur western coal on 412 vessels from its terminal at Superior, Wis. This year MERC plans to move 22 million tons.

Shusterich said the 1,000-foot-long vessels calling at its company terminal lose as much as 18 inches of loaded draft when the St. Mary's River is the controlling depth on the voyage. This results in about 4,500 tons of coal, or as much as 6.5 percent of the vessel's carrying capacity per trip, left on MERC's dock.

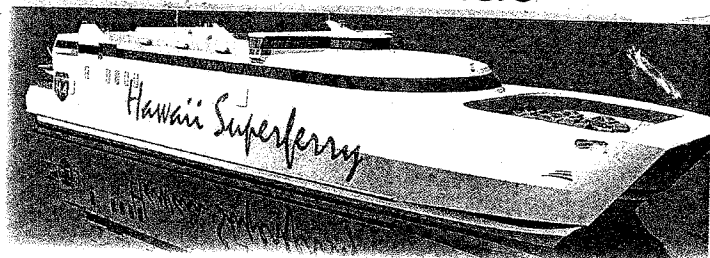
"In order to keep pace with the coal generated energy demands of the Great Lakes basin, Congress must fund a comprehensive plan to restore the Great Lakes system to its project depths as quickly as possible, and subsequently adequately maintain these project depths into the future," Shusterich said.

THE WALL STREET JOURNAL  
FRIDAY, SEPTEMBER 29, 2006/6



The T-2 Tanker of World War II

# Hawaii prepares for FERRY SERVICE on the islands



The Assoc

**W**ithout passenger boats, bridges or tunnels linking the islands of Hawaii, the state's four island counties in some ways are as isolated from each other as they are from the mainland.

That may change when the Hawaii Superferry, a four-story catamaran, begins running from Honolulu, on the island of Oahu, to Maui and Kauai in a little over a year. A second boat connecting Honolulu with the Big Island is expected to start service in 2009.

"This is like the coming of the jet age. It's a new transportation mode," says John Garibaldi, president of Hawaii Superferry. "How much of the beauty of Hawaii do you experience from 20,000 feet in the air?"

Over the past several decades, other boat services have tried to provide a viable alternative to commercial airliner service to move people around the islands, but every effort has failed.

The latest ferry service was originally scheduled to start this year, and it still has a long way to go before its new July 1, 2007.

The latest ferry service was originally scheduled to start this year, and it still has a long way to go before its new July 1, 2007, launch date. Even if the \$235 million project starts then, it's unclear whether it will be able to turn a profit.

**ENVIRONMENTALISTS**, lawmakers, farmers and lawyers stand in the way.

Some are worried that the Superferry project is being rushed without researching traffic effects on each of the islands, without planning to prevent hump-

back whales from being struck by the big boats, and without protecting against invasive species such as biting ants spreading across the islands.

"We're not being given the whole story. The shortcomings are being glossed over," said Lucienne de Naie, chapter leader of the Hawaii Sierra Club. "We need to get real and examine these things. All we're getting is shiny promises and platitudes."

The Superferry is expected to start service with one boat the length of a football field offering daily service from Honolulu to Maui and Kauai. It will carry up to 900 people and 250 cars at one-way fares of \$42 per person and \$55 per vehicle.

The ferry will travel up to 40 mph, with a trip from Honolulu to Maui taking about three hours, compared to about 40 minutes by plane. The shortest trip, from Honolulu to Maui, would be 89 nautical miles. The Honolulu-Big Island line would be the ferry's longest voyage at 140 nautical miles.

**PLANS FOR THE SUPERFERRY** have been moving along at an uneven pace for several years.

In a rush to take advantage of federal funding, a downtown Honolulu ferry terminal was completed in 2003. Transportation Secretary Norman Mineta visited the unused terminal two years ago and called Hawaii's ferry plan one of the nation's most ambitious and forward-looking transportation projects.

Construction of the first boat is 75 percent complete in Mobile, Ala., and the state began construction this month of floating ramps to load and unload cars at each port.

Past ferry services have never lasted long, said Panos D. Prevedouros, a University of Hawaii professor of civil and environ-

mental engineering.

"They had issues with the waves. ... The ride was choppy and the demand was low," he said. "The current project is different. This is a full-sized ferry that can transport hundreds and hundreds of passengers at a low price."

Some state legislators have questioned Superferry officials over how they will be able to compete with the soon-to-be four interisland airlines, which recently offered \$39 one-way promotional fares.

Superferry officials argue that they will cater to a different kind of customer than the airlines, and that they don't believe the low airfares will last. Regular airfares range above \$72 one-way.

One of the keys to the Superferry's success is its plan to allow vehicles onboard with the passengers.

Families wouldn't have to check in their luggage, farmers could load their produce in vans and school buses could bring children on field trips, said Terry O'Halloran, who recently filled a job as public affairs director to help improve communications with critics of the project.

"The interisland ferry is going to connect the islands in a way we haven't ever seen before," he said.

**BUT THE SUPERFERRY** may yet run adrift.

Several lawmakers have threatened to withhold \$10 million in harbor improvements because they say the Superferry hasn't adequately addressed some residents' concerns. A lawsuit on appeal to the Hawaii Supreme Court seeks a lengthy environmental review process before the ferry can proceed with its plans.

"Like anything else, you're never going to make everyone happy," said Warren Watanabe, president of the Maui County Farm Bureau and a member of a Superferry advisory panel. "From my perspective, I think they are putting forth their best effort to get everything resolved."

## On the Web:

Hawaii Superferry: [www.hawaiisuperferry.com](http://www.hawaiisuperferry.com). Expected to begin offering daily service from Honolulu to Maui and Kauai in July 2007 for \$42 per person and \$55 per vehicle.

## Ballast Rules Could Have Caused COUGAR ACE Casualty

(excerpted from 28 July 2006 Lloyds List - contributed by Capt Harry Marshall)

Ballast water was almost certainly responsible for destabilizing the 13-year old car carrier M/S COUGAR ACE loaded with some 4,813 Mazda vehicles now listing heavily more than 200 miles offshore. Mitsui OSK Lines, operator of the vessel confirmed that the ship had not collided with some object or grounded.

After talking with the ship's captain, MOL president Akimitsu Ashida said instability developed during a ballast water adjustment process. (Ships are required to change ballast water before entering some ports to ensure alien species are not released into local waters) At the same time, it was hit by a large wave. The ship is listing at about a 60-degree angle with the deck edge till out of water- the edge of the deck being considered the tipping point for water ingress.

Salvage experts said the ship could probably be saved as long as a port of refuge could be found to accept the crippled ship, the first step being to correct the ballast situation, "a very difficult exercise" but necessary before cranes could be brought in to return the vessel to an upright position. A salvage team from Crowley Marine is due to reach the ship on 2 August.

Her 23 rescued crew members are being treated in Anchorage Alaska for cuts, bruises, thirst hunger and strained muscles from hours of clinging to the severely listing vessel. One member stated that there was little time to send out distress signals. Less than 10 minutes passed between the initial listing and its laying nearly on its side.

Note: The Intl. Herald Tribune of 13 September reported the ship was being towed in to Portland, Oregon and that the Mazda company may sell the vehicles as used vehicles after assessing damages.



## "JUST COMPENSATION" A BELATED THANK YOU

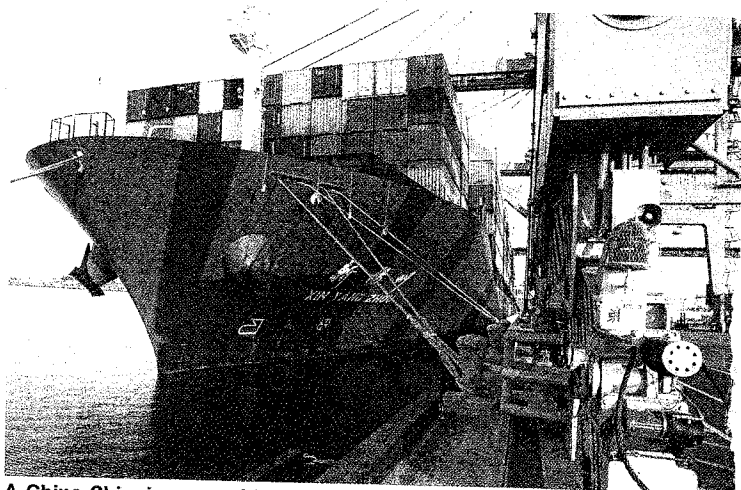
Two bills House 23 and Senate -1272 embrace monthly benefits for Merchant Marine Veterans of WWII seeking such recognition and benefits as were awarded under the 1944 G.I. Bill of Rights.

It has been said that when one dies, so does one's influence and power. And so it was when President Franklin Roosevelt died, his directions to his advisors that the Merchant Seamen of WWII should be accorded benefits like veterans of other services—also died. The influence of dissenting members and some of the animosities left over after the war from competing services and civilian service groups prevented benefits being given to Merchant Marine Seamen. Many military service people who served 90-days but might have only dug ditches in Louisiana and never stepped outside the United States nevertheless got the full GI Bill, GI loans, GI education and much more. But those who sailed the Murmansk run, were sunk in burning oil or frigid waters of the North Atlantic, got nothing. In fact, their pay (which has been reviewed countless times) stopped the moment they went into the water!

One out of every 26 Merchant Mariners was killed in action, a higher % than any of the other U.S. forces. Those mariners lucky enough to survive the war came home to nothing. That just does n't sound right, does it. They say America is strong because of the will of the people and their concern for each other. Passage of these two bills will go a long way to prove this is so — these blemishes should not be a part of our record. The respective bills would give each of the probably less than 10,000 surviving Merchant Marine Veterans or their widows still surviving \$1,000 a month.

The complaint is "that there is no money left in the budget" and that the laws are so written that it is said to be hard to allocate new money for payment of a "debt" incurred and overlooked for over 60 years. Our government recently idled 20 B-2 bombers which cost **two billion each**. Less than half the cost of just one B-2 bomber would fund the cost of Bills HR23/S-1272 !

Please recommend these bills be passed by your Congressman and Senators.



A China Shipping vessel is cold-ironed in the Port of Los Angeles. Cold-ironing, or Alternative Maritime Power, as the port calls it, allows ships to be electrically powered while docked, cutting out significant amounts of diesel air emissions.

## Pressing for cold-ironing

Electrically powering docked ships seen as way to cut emissions from ships. Carriers, ports are catching on.

AMERICAN SHIPPER: JUNE 2006

**DVD "Shipping Out"** reviewed by Captain Hugh M. Stevens  
Captain Shellenbarger suggested that I pass on my recommendation of this fine DVD

"In early '05, a delightful producer from the West Coast traveled East in search of funding to produce the history of women in the American Merchant Marine. She visited the USMMA at Kings Point and contacted the PONY/NY Chapter of the Council of American Master Mariners, the Marine Society of New York City and numerous other marine groups. Ultimately, she raised the necessary funds and has produced a very interesting story, "Shipping Out" It includes an number of women many of us know and a number of women with whom the writer was not acquainted.

First, of course, is CAPT Debbie Dempsey, ex Lykes Bros. Master and now a Columbia Bar Pilot. CAPT Ann Sanborn, former master of the Texas A & M Training Ship and now a professor at Kings Point, plus numerous others. The sight of a woman tug captain, steering her vessel with her baby on her hip, makes a firm impression on the viewer.

We all know full well what we as males went through to ship out and get to wherever we are. Without belaboring it, the DVD makes it quite clear that it's just a little harder if you're a female. CAPT Dempsey's book "The Captain is a woman" gives further insight into this subject. The writer works with a number of female cadets aboard the 'T/V KINGS POINTER'. They do a fine job. I've observed two who were Cadet Captains of the 'KINGS POINTER' who were outstanding in many respects. Also sailed with a woman mate on OSV's in the Gulf of Mexico. She was most helpful to me when I was learning to handle the tricky boats. She now has a 1,600 ton masters license.

You'll enjoy watching this production. I recommend you get a copy." CAPT Hugh M. Stephens

And, taking a few comments from the wrapper sleeve:

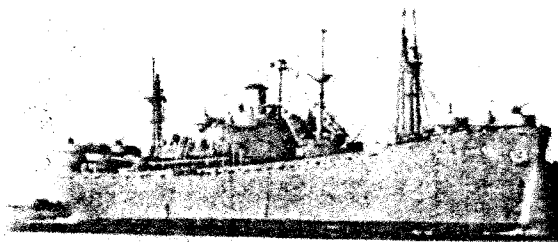
"Filmed on board merchant ships in coastal waters from Alaska to New York, *Shipping Out* looks at the little known history of women and seafaring in America. Featured in the program are women who hold jobs in commercial shipping. We meet them as engineers, bar pilots, tug boat captains, mates and deckhands.

Maritime academies opened to women in 1974. After four years as cadets, they graduated as the first women officers in the American Merchant Marine. Their initial experiences were often stressful. On board, they merged with all male crews and confronted age-old attitudes that traditionally barred women.

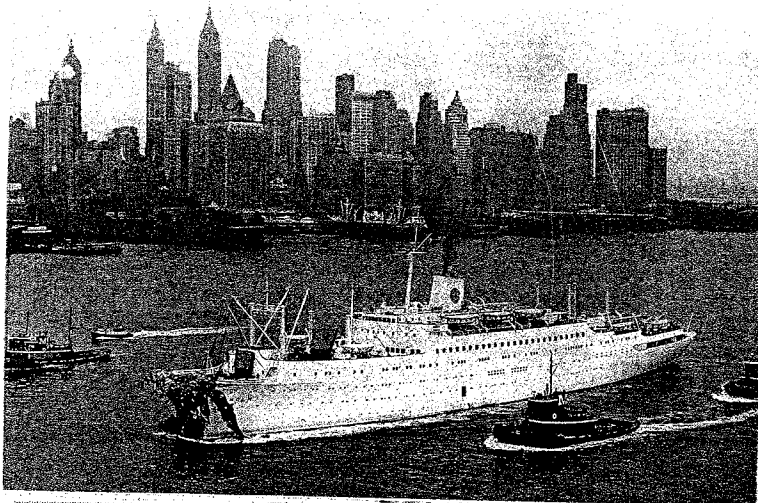
Ironically, history tells us that women worked on vessels for hundreds of years—most often they were disguised as men—or they were pirates—or they were toiling wives of sea captains. *Shipping Out* looks at the complicated and sometimes contradictory history of women and the sea.

A free teacher's companion guide to *Shipping Out* is available to educators at [www.ShippingOutVideo.com](http://www.ShippingOutVideo.com)

*Shipping Out* is produced by Maria Brooks whose award winning documentaries, *The Men Who Sailed the Liberty Ships* and *The Odyssey of Captain Healy* have been seen on Public Television. A Waterfront Soundings Production in association with KTEH Silicon Valley Public Television [www.WaterfrontSoundingsProduction.com](http://www.WaterfrontSoundingsProduction.com)"



# Renamed Athena, the Vessel That Sank the Andrea Doria Returns



Shiho Fukada for The New York Times

At top, the damaged Stockholm in New York Harbor in 1956 after the collision. Above, renamed Athena, the liner was back in New York yesterday.

By ALAN FEUER

Among its oceangoing sisters, the S.S. Stockholm has always been infamous as the ill-fated vessel that struck and sank the Italian liner Andrea Doria in dense fog off Nantucket 50 years ago. The collision — on July 25, 1956 — resulted not only in 51 deaths and the daring rescue of hundreds from the swells of the Atlantic; it also assured a name for the Stockholm as “the death ship” of the high seas.

Nonetheless, on Wednesday morning, there it was: sailing through the narrows, up the Hudson and docking at a West Side pier. Yesterday it sat at its mooring at Pier 90 — albeit with a new hull, new innards and a new name.

The ship, rechristened Athena last year, had arrived in New York at the end of a trans-Atlantic cruise with a passenger list of Britons, many of whom were aware of — and apparently unfazed by — its macabre past.

“That was years ago — what’s the bother now?” asked

THE NEW YORK TIMES, SATURDAY, SEPTEMBER 23, 2006

Norman Marsh, a burly town councilor from Eastbourne, a resort town on England’s southern coast. “We were on the Van Gogh once — hit an oil tanker out of Gibraltar. Now that was something else.”

The ship’s return to New York City may have a close approximation, in human terms, to the convict sentenced to 50 years for murder who completes his sentence and revisits the scene of the crime. It was the vessel’s second journey to New York in recent years and its maiden trip to the city as Athena, sailing for the British outfit Classic International Cruises.

Steaming out of Falmouth last week, the 16,000-tonner built in Gothenburg, Sweden, in 1948, lived up to its past, encountering weather that the British aboard described by turns as “frightful,” “a spot rough,” “very heavy” and “bloody terrifyingly bad.”

“Everybody was buffeted around,” said Katharyn An-

derson, a homemaker from Devon traveling with her brother, Brian Thomson. “Plates were flying, cups, glasses, everything. They had to take the glass tables down and lay them on the floor.”

Ms. Anderson and other passengers said the 40-foot swells and gale-force winds were in fact so strong that an unfortunate 70-year-old doctor was knocked to the floor on Tuesday night and died. His body was disembarked in Halifax, they said. Representatives from Classic International Cruises, based in Southampton, England, did not respond to phone messages seeking comment.

“You get about with all these old people, you’ll have fatalities,” Mr. Marsh observed. “It’s a law of averages, isn’t it?”

By far, the ship’s most famous fatalities were the five members of its crew who perished in the collision 50 years ago, which reads in accounts of the day like a particularly well-designed disaster movie. Hungarian ballet dancers rushed the promenade deck in their underthings; a Hollywood actress ran from the smoke-filled Belvedere Room to rouse her sleeping 3-year-old; a Canadian nun hurriedly donned a life-preserver; and a group of oil executives had both their cocktails and their bridge table knocked from beneath them by the force of the blow.

The Stockholm had been steaming east toward Scandinavia when its

ice-breaking prow rammed the starboard side of the Andrea Doria, which had been due to arrive at Manhattan’s 44th Street Pier from Genoa. The Ile de France, sent to rescue the Andrea Doria’s 1,134 passengers, circled the vessel, which sank 11 hours after its hull was torn apart.

Meanwhile, the Stockholm, with 550 passengers of its own, limped back to New York and docked at Pier 97, only blocks from where it rested yesterday.

“It looked like someone took a bite out of the front of it,” said an old-timer, who gave his name as Paddy the Longshoreman. Paddy, who said he was there that day (as he has been nearly every day since 1953), described not only the huge chunk missing from the Stockholm’s bow, but also the faces of those at the rails of the returning Ile de France, which looked, he said, “like they were stunned, like, ‘Am I back?’”

It was Paddy who pointed out the Athena’s riveted hull, angled prow and small size: all signs of an older ship. Then he drifted off on a memory of just how glad he was that Ruth Roman, the actress with the 3-year-old, had survived.

The question was whether a salt like him considered Athena irrevocably tainted by the past.

“It just happened,” he said with a shrug. “A lot of bad things happen on the sea.”

THE NEW YORK TIMES,

SATURDAY, SEPTEMBER 30, 2006

## What ‘Death Ship’?

To the Editor:

Re “From ‘Death Ship’ to Cruise Ship” (news article, Sept. 23): Although fault in the 1956 collision was never determined by a court, and is still debated, the evidence in a post-collision hearing showed that the Andrea Doria sped through dense fog and failed to use its radar equipment properly and that at the last minute, her master ordered a hard turn to port at full speed that brought his ship straight into the path of Stock-

holm.

This negligent turn violated every notion of good seamanship and was the final cause of the collision. Also, the ship should never have sunk; she did so because of a substantial design defect.

After the collision, the crew of Stockholm, assisted by other vessels, conducted the largest peacetime rescue in maritime history.

Nearly 60 and still sailing, the Stockholm is no death ship. Rather, what a life she has had!

BRUCE PAULSEN

New York, Sept. 23, 2006

The writer is co-editor of a book about the Andrea Doria sinking.

## President's Message

### FROM THE BRIDGE

Let me start by thanking everyone for their time and energy during these past few months. As I stated in my opening letter in January, we have hit the deck with our feet running and have been keeping a steady pace ever since.

First, the 236<sup>th</sup> Annual Dinner was a great success. The evening started with a meeting of the membership to vote for the changes made to the Society's By-Laws. These changes will benefit the Society and all members, both present and future. My sincere thanks to all who attended and to those who returned their proxy cards. The changes were approved almost unanimously with only one descending vote. New membership and By-Laws books are in the process of being prepared for print. They will be mailed out in the upcoming months. I would like to thank Captain Frank Shellenbarger and our Office Administrator, Karen Laino, for their hard work and time in this matter.

The Annual Dinner saw a profit of over \$25,000! Great job! The dinner was attended by over 300 people, which is a one third increase over previous years. Our speaker and honored guest, Mr. James J. Devine, treated attendees to an enjoyable and informative speech. Other highlights from the dinner included the unveiling of the fully restored and framed Charter. VADM Craine, President of SUNY Maritime, and Captain Donald Ferguson, Special Assistant to the Superintendent of USMMA, were on hand to accept a \$10,000 scholarship donation to each school. A \$1000 donation for the student's activity fund was also donated to each school. Many thanks to Captain Robert Fay, Dinner Chairman, and CDR Robert H. Pouch, Master of Ceremonies, for their endless hours of hard work in making this night such a great success.

On May 11, 2006 The Marine Society was honored at the 2006 Admiral's Scholarship dinner. I was extremely pleased to accept on behalf of The Marine Society the Admiral's Award for Outstanding Service to the State University of New York Maritime College. Congratulations to all honorees including Captain Tom Sullivan from K-Sea Transportation, who is a very good friend of the Marine Society, Captain James DeSimone, a member of the Standing Committee, and Mr. Clay Maitland, honorary member of the Marine Society and also good friend and supporter of the Marine Society.

On June 29, 2006, CDR Robert H. Pouch and I attended the annual visit and Trustees meeting at Sailors' Snug Harbor in Sea Level, North Carolina. Bob and I were very impressed with the facility and took great effort to talk to the residents of Snug Harbor. We were very pleased with the care the residents receive and found them happy and content. The Mariners outreach program is progressing extremely well. We will keep you informed as Snug Harbor sails on its new course.

Over the summer our treasurer, Captain Harold A. Parnham, was honored by the Industry Museum at Fort Schuyler for being a founding member and also for his many



years of service. In addition to this recognition, I was extremely honored to present to Captain Parnham, on behalf of the Marine Society, a medallion that is usually only presented to the guest of honor at the Annual Dinner. Captain Parnham has been an incredible influence on the lives of many cadets who have gone on to incredible careers in this industry. He has been more than a classroom professor, he has been an educator, a mentor, a leader, and I'm honored to say that Captain Parnham is a great friend to all. Congratulations Hap, from The Marine Society

After being petitioned by the Seaman's Church to help support the Mariner's Counseling Program, The Standing Committee voted in July to donate \$20,000 which will help mariners with the increasing struggle to renew licenses. The Officers and Standing Committee feel that this program is well within the parameters of our Charter. At the next quarterly meeting held on October 16, 2006, Eric Larson and Rev. Jean Smith from Seaman's Church Institute will be on hand to talk about the program and answer any questions. I encourage all members to join us at this meeting.

Also in my first letter to membership, I was hopeful that a first time Monomoy race between Fort Schuyler and Kings Point could be established. I am extremely happy to announce that on September 16<sup>th</sup> the 1<sup>st</sup> Annual Marine Society Monomoy Race Challenge occurred at Fort Schuyler. The winner, Fort Schuyler, won by 8 boat lengths according to Capt. Parnham, who was on hand to witness the event. Captain Robert Fay, Race Chairman, presented the winning crew with a certificate and Fort Schuyler received a \$1000 grant to go towards waterfront activities. A Challenge Cup Trophy will be awarded at a later date.

In September we welcomed aboard Regular member Captain Steven Bendo to the Standing Committee. Captain Bendo has been a strong supporter of all of our activities. I thank him for accepting this position and feel he will make a fine addition to the Standing Committee.

Additional thanks to: Mr. Dan Robson – for his time and effort in updating and maintaining our website. If anyone has any information they feel could be beneficial to our website please contact either Dan or Captain Cynthia Robson.

I would also like to thank our Office Administrator, Karen Laino, not only for doing a great job but for her dedication and genuine interest in the every day operations of the Marine Society.

In closing, to date the Marine Society has donated close to \$79,000 to various charities and organization in accordance with our Charter and By-Laws. Our membership continues to grow and currently stands at 334 members, of which 245 are Regular Members, 55 Honorary Members and 34 Associate Members.

It is an honor and privilege to serve as your President. With the help of the Officers and Standing Committee, I will continue to strive to keep the Marine Society on a steady course and in the forefront of the Maritime Industry.

Captain Timothy J. Ferrie, President