

CAPTAIN'S



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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



Spring 2013

the sea mar/apr 13 Crew released after 1,000 days in the hands of pirates **Iceberg 1 crew finally freed after rescue raid**

THE crew of a ship hijacked by Somali pirates almost three years ago was freed just before Christmas.

According to the International Chamber of Commerce (ICC) International Maritime Bureau (IMB) the 22 remaining crew members of the *Iceberg 1* were freed as a result of a two-week operation by the Puntland Maritime Police Force (PMPF) in Garaad in the Mudug region of Somalia.

The IMB commended the PMPF on their actions against the pirates. None of the crew were harmed during the operation, which resulted in the deaths of three pirates and the capture of three more. However, the freed hostages showed signs of physical abuse and illness, and needed medical attention. During their years of captivity one seafarer took his own life. The fate of the Indian chief

officer, Dhiraj Tiwari, who was tortured and separated from the other crew, remains unknown.

The Panama-flag vessel was hijacked off the Yemeni coast in March 2010. Since the vessel was hijacked the crew appear to have had little support from their owners. While under the control of the pirates, the vessel grounded and is believed to be a total loss.

The Maritime Piracy Humanitarian Response Programme (MPHRP) and its partners in the industry-wide coalition established to assist seafarers and their families with the humanitarian aspects of piracy incidents also welcomed the news of the release of the 22 crew members on the *Iceberg 1* after 1,000 days in captivity in Somalia.

MPHRP programme director Roy Paul said: "The news of their release is a great

Christmas present for the families of these seafarers who have had a horrific ordeal for the past 1,000 days. MPHRP staff, along with its industry and welfare partners has tried to offer what support they could and we now will look at offering to support the national authorities and our network of responders to provide both immediate and on-going care."

The International Transport Workers' Federation (ITF) reported that the 22 hostages, who are of seven different nationalities, were helped to get home by the UN Political Office for Somalia and the UN Office on Drugs and Crime's Hostage Support Programme, with support from other agencies including Interpol, the MPHRP, the seafarers' consulates and the ITF.

In mid-January the ITF said the released men were "in urgent need of psychological

help to address the trauma they were deliberately subjected to, and assistance with rebuilding their lives. Many have medical problems and are looking for help." The ITF also called on Panama to join the effort to help the crew recover from their ordeal.

ITF seafarers' section chair Dave Heindel explained: "There is a good understanding across the shipping industry of just how much these seafarers and their families have suffered over the last three years, and it's no surprise that some people in the industry have offered financial support. However, we'd particularly like the flag state, which in this case is Panama, to join them and us in sponsoring this relief effort."

According to reports the three captured pirates have been sentenced to between three and ten years in prison.

Routes altered to help ships steer clear of whales

By Kenneth R. Weiss
LOS ANGELES TIMES

LOS ANGELES — Shipping lanes along the California coast — the oceanic super-highways for Asian goods coming to America — are poised to be rerouted in order to protect endangered whales from

collisions.

The International Maritime Organization, which governs global shipping, has approved three proposals that would shift one lane through the Santa Barbara Channel and the approaches to the Los Angeles-Long Beach port complex and

ports located in San Francisco Bay.

The route adjustments were recommended by the U.S. Coast Guard and the National Oceanic and Atmospheric Administration after four blue whales were thought to have been killed by ship strikes in

the Santa Barbara Channel in 2007 and an additional five whales were suspected ship-strike victims off the central and northern California coast in 2010.

The shipping industry has supported the modest lane

EDITORS NOTE:

This is your newsletter. If you have any news or item which you believe might be of interest to members of The Marine Society as a whole, please don't hesitate to hand it, mail it or "e-mail" it to Karen Laino, Office Administrator. Thank you.
J.R.S.

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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.

Navy Trims Goal For Size of Fleet

By DION NISSENBAUM

WASHINGTON—The U.S. Navy slightly scaled back its projected fleet size, stoking concerns among some in Congress over cost-cutting steps they say could jeopardize military plans and naval deployments.

The reduction outlined for lawmakers in recent days is modest—trimming the official fleet-size goal to 306 ships from 313; the current fleet has 287 ships. But the Navy's size is a volatile political issue, and was at the center of heated debates during last year's presidential campaign.

Some Republicans are seizing on the announcement as evidence that the Pentagon is paring back the Navy to a size that could make it difficult to carry out plans to shift more forces to Asia without undermining operations in hot spots in other parts of the world, including the Middle East and Africa.

"I think the Navy is making a mistake here," said Rep. Duncan Hunter (R., Calif.). "As we lose the ability to project force, that diminishes the U.S. role in the world. You simply won't be able to respond."

Pentagon officials said the reduction would still allow the Navy to carry out the demands

of its current defense strategy.

"This is not a radical departure from the previous numbers," said Rear Adm. John Kirby, the Navy's chief of information. "We do believe that this is the suitable number of ships."

Officials said advanced technology and new designs allow the Navy to do more with less.

Critics argue the Navy will need more ships as the U.S. defense strategy shifts from fighting in Afghanistan and Iraq to deterring future threats from countries such as China and North Korea. Mr. Hunter pointed to a 2010 blue-ribbon report by an independent panel that called for a Navy fleet of 346 ships.

The size of the Navy became a focal point of the presidential campaign when Republican challenger Mitt Romney accused President Barack Obama of cutting the size of the fleet to World War I levels. Mr. Obama mocked Mr. Romney in one of the more memorable moments of their final debate.

"We also have fewer horses and bayonets," the president said. "We have these things called aircraft carriers where planes land on them. We have ships that go underwater, nuclear submarines....It's not a game of battleship where we're counting ships."

WALL STREET JOURNAL, February 6, 2013

MUNOZ & KREPP SPEAK OUT AGAINST GOVERNMENT CUTS

On the heels of Tony Munoz's, editor-in-chief and publisher of the Maritime Executive, column that spoke out against the Administration's effort to dismantle the U.S. Merchant Marine (USMM) comes another call to protect the U.S. maritime industry from harmful Government cuts.

This week, Denise Krepp, former U.S. Maritime Administration Chief Counsel, wrote an editorial for the Maritime Executive, warning of the complete destruction of the USMM within 10 years. Krepp stated the downfall would come from Food Aid lobbyists convincing Congress and the Administration to eliminate cargo preference requirements. These requirements are what currently mandate a portion of government-impelled cargo to be shipped on U.S. flagged and U.S. crewed vessels. Without this cargo, the USMM would face unrecoverable jobs and funding losses. Also due to the current economic climate, in which Congress already decreased Food Aid funding from 75 to 50 percent last summer, such cuts would most likely find a foothold in passable legislation. To read her article in full visit:

<http://www.maritime-executive.com/article/The-End-of-the-US-Merchant-Marine-2013-03-12/>

In addition to their recent editorials, Munoz and Krepp spoke with Dave Gardy of Maritime TV to warn of the dangers facing our industry. They both emphasized the importance of Food Aid funding and the necessity of cargo preference and the Jones Act to the survival of the USMM. They called for industry wide education and action, stating that those who work and rely on the industry need to reach out to Congress and explain exactly how important a vital Merchant Marine is to this country, and how the elimination of it would destroy American jobs. To watch the interview visit:

<http://www.twworldwide.com/player.cfm?ID=15449>

March 22, 2013 AOL

It doesn't matter that he's a distant cousin or that she never met the relative who is honored for his bravery every year at the last Catholic parish where he was a priest in Kearny.

Mary Ann McHugh of Caldwell smiles with pride when talking about the late Rev. John Washington, one of four Army chaplains who died 70 years ago yesterday during World War II.

"I tell everybody about it," McHugh said. "I really do, because he was a hero."

St. Stephen's Church in Kearny tells it, too, and did again yesterday at its annual Mass so that generations to come don't forget Washington



Barry Carter
nj.com/carter



PHOTOS BY WILLIAM PERLMAN/THE STAR-LEDGER

Mary Ann McHugh of Caldwell, a cousin of the Rev. John Washington, is greeted yesterday by the Rev. Timothy P. Broglio, Archbishop Military Services, USA, at St. Stephen's Church in Kearny during the unveiling of the memorial to honor the four chaplains who died when their military ship was torpedoed by a German submarine during World War II.

Anniversary recalls men of faith who helped others until the end

and three cleric companions — Rabbi Alexander D. Goode, the Rev. George Fox and the Rev. Clark Poling. The church also unveiled a monument in honor of the four.

They were aboard the *Dorchester*, a military transport ship that was part of a convoy in the 76th Artillery Division traveling in the northern Atlantic from Newfoundland to Greenland.

As the story is told, a German submarine spotted the convoy in the early morning hours of Feb. 3, 1943. Of the three torpedos fired, one hit below the ship's waterline, causing it to sink rapidly.

Amid the panic, survivors said the four chaplains tried to inspire those who were frightened. They told sailors where to go for life boats and gave out life vests.

When none were left, the chaplains took off the vests they were wearing and gave them to others. As the ship was sinking, the chaplains could be seen praying on the deck.

Of 902 men on board, 672 died.

In their memory, the Four Chaplains' Medal was approved by Congress on July 14, 1960.

But at yesterday's Mass, the Rev. Timothy P. Broglio, Archbishop of Military Services, USA, said the chaplains didn't just wake up on Feb. 3 to be

heroes.

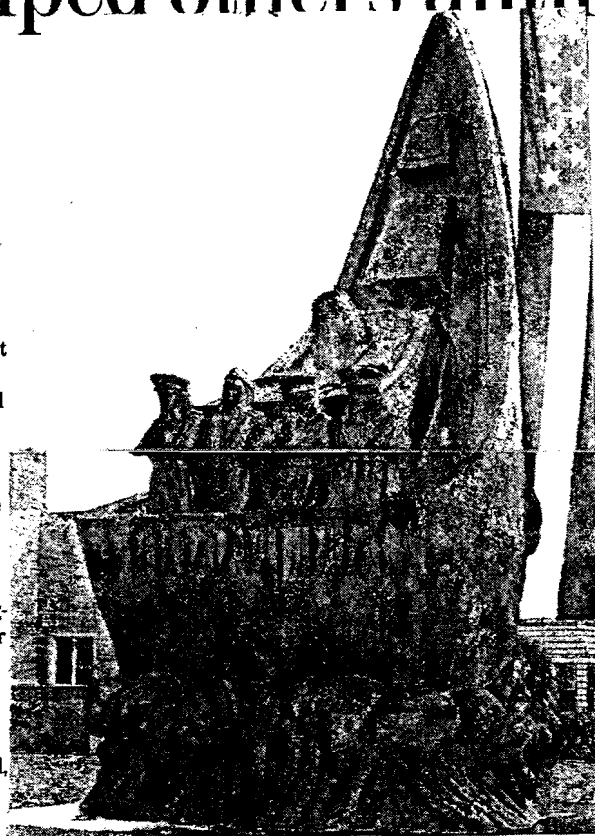
"They were men for others with the courage of their convictions," Broglio said. "Their sacrifice repeats the firm belief that each person has unique value not conferred by man or the state but by God himself."

Washington, a Newark native, became a priest in 1935 at St. Patrick's Pro-Cathedral in the city. From there, he served at St. Genevieve's Church in Elizabeth; St. Venantius Church in Orange and St. Stephen's for five years before he went to war.

At St. Stephen's, he left a lasting impression on Gene Swarbrick, who said Washington could have been a boxer or opera singer had he not been a priest. Swarbrick joined the service like Washington, enlisting in the Army Air Corps. Four days later, he said, Washington was killed.

"It was hard," he said. "He was some kind of guy."

As a tribute, Swarbrick sang "There's a Gold Mine in the Sky."



The monument, just outside the church, shows Washington and the chaplains on the ship as it's sinking. Each of them are in a different state of prayer. On the back side of the monument an angel is holding the life jackets the chaplains gave to others.

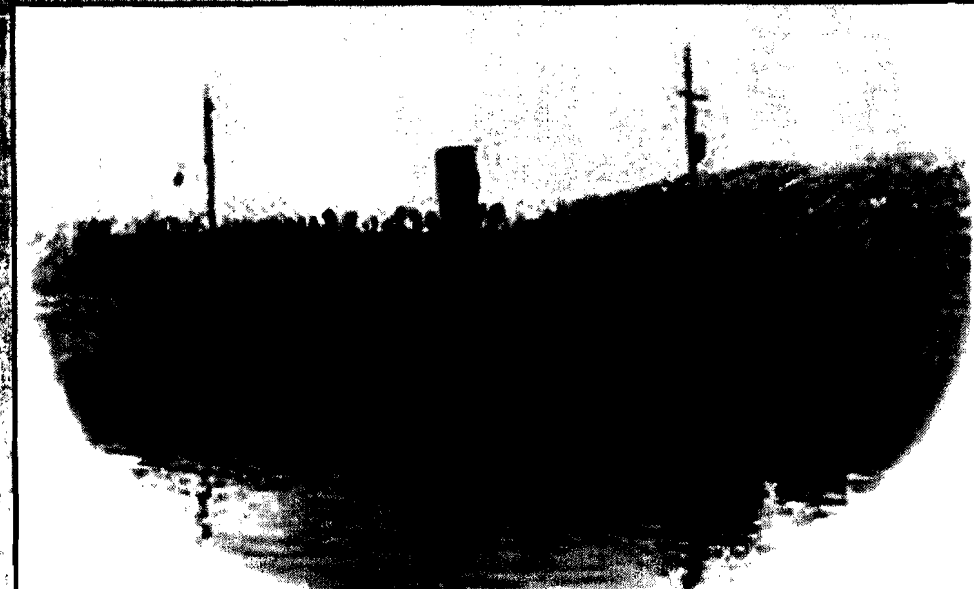
"It's like the angels are coming up to heaven with this symbol," said sculptor Timothy Schmalz, the sculptor. "They gave their life jackets to give life to other people."

McHugh loved the monument and was grateful to the church for keeping the story alive just as her family did. McHugh said she was 10 years old when she first heard about her cousin. She said she was proud of him then, and remembers telling friends about his valor when she got to high school.

The Rev. Joseph Mancini of the St. Stephen said the parish wanted to do something special this year for this story of faith and action. He said the call went out and the Kearny C'd on page 19

The Rev. John Washington, Rabbi Alexander D. Goode, the Rev. George Fox and the Rev. Clark Poling are featured in a memorial at St. Stephen's that honors their World War II heroism.

USAT DORCHESTER



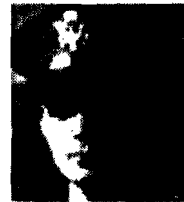
ALEXANDER D. GOODE



GEORGE L. FOX



CLARK V. POLING



JOHN P. WASHINGTON

THE SAGA OF THE FOUR CHAPLAINS

The Four Chaplains were four United States Army chaplains who gave their lives to save other soldiers during the sinking of the USAT Dorchester during World War II. They helped other soldiers board lifeboats and gave up their own life jackets when the supply ran out; 230 of the 904 men aboard the ship were rescued. Life jackets offered little protection from hypothermia which killed most men in the water. Water temperature was 34 degrees (F) and air temperature was 36 degrees (F). By the time additional rescue ships arrived "hundreds of dead bodies were seen floating on the water, kept up by their life jackets."

The chaplains, who all held the rank of lieutenant, were the Methodist Reverend George L. Fox, the Jewish Rabbi Alexander D. Goode, The Roman Catholic Priest John P. Washington and the Reformed Church in America Reverend Clark V. Poling. They were sailing on the USAT Dorchester troop transport on February 3, 1943, when the vessel, traveling in convoy, was torpedoed by the German submarine U-223 in the North Atlantic. As the vessel sank, the four chaplains calmed the frightened soldiers, aided in the evacuation of the ship and helped guide wounded men to safety. The chaplains also gave up their own life jackets.

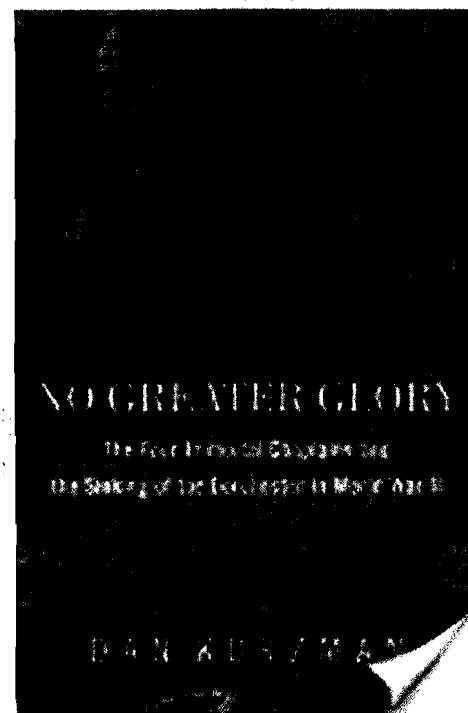
Once a luxury coastal liner, the 5,649-ton vessel had been converted into an Army transport ship. The Dorchester, one of three ships in the SG-19 convoy, was moving steadily across the icy waters from Newfoundland toward an American base in Greenland. SG-19 was escorted by Coast Guard Cutters Tampa, Escanaba and Comanche.

As the Dorchester, a U.S. Army troopship, made its way through the freezing waters of the North Atlantic, the four chaplains went about their work, counseling and praying with the 904 men on board. As fearful rumors swept the ship, compounded by seasickness, stifling heat, stale air and tightly crowded quarters, the chaplains were often needed. entered a stretch of water off Newfoundland called Torpedo Junction, where many ships had been sunk by German U-boats. There were frequent drills and alerts as the cutter made routine sweeps in search of enemy submarines. Amid mounting anxiety, the chaplains resorted to laughter and music

to help dispel the fear that prayer and bible verses could no longer reach.

On Tuesday, February 2, the cutter detected a submarine, but could not get a fix on the position. By 1 a.m. the next morning (February 3), the exhausted troops had finally settled down below as the watch changed on deck and the relieved man headed below to revive his nearly frozen limbs and get a cup of coffee. There was a faint thud and the ship shuddered. The German U-Boat U-223 had fired three torpedoes, one of which hit the midsection of the Dorchester. Ammonia and oil were everywhere in the fast-sinking vessel and upon the freezing sea.

The Dorchester, now without power or a radio, listed to starboard. The convoy sailed on, unaware of the plight of the troopship. Dazed men, half naked and without life jackets, struggled to the upper deck. Panic infected the men as overcrowded lifeboats capsized and rafts drifted off before anyone could use them. They stood little chance of surviving in the icy blasts which struck them.



The four Chaplains were among the first on deck. In the midst of this chaos, the calm action and courage of the four Army chaplains saved many lives. They guided wandering, frightened men to lifeboat stations, distributed life jackets and helped others over the side of the relative safety of the lifeboats. Survivors remember hearing their comforting voices raised in prayer. Others remember them handing life jackets to man after man and, at the end, giving up their own. Many remember that agonizing sight of four men standing in knee-deep waters on the slanting deck, their arms linked and voices raised in unified prayer. They were the last to be seen by witnesses, each praying for the care of the men. The stern of the Dorchester rose high in the water and then suddenly slipped beneath the icy waters. The men were gone. Of the 904 men who sailed on the Dorchester that night, 605 were lost. It took approximately 18 minutes from the explosion for the Dorchester to go down. The Coast Guard Cutter Tampa was able to escort the other freighters to Greenland. Meanwhile the Cutters Comanche and Escanaba, disobeying orders to continue the search for the German U-Boat, stopped to rescue 230 men from the frigid waters that night. Almost 700 died, making it the third largest loss at sea of its kind for the United States during World War II.

Featured Book: No Greater Glory: The Four Immortal Chaplains and the Sinking of the Dorchester in World War II # Hardcover: 272 pages

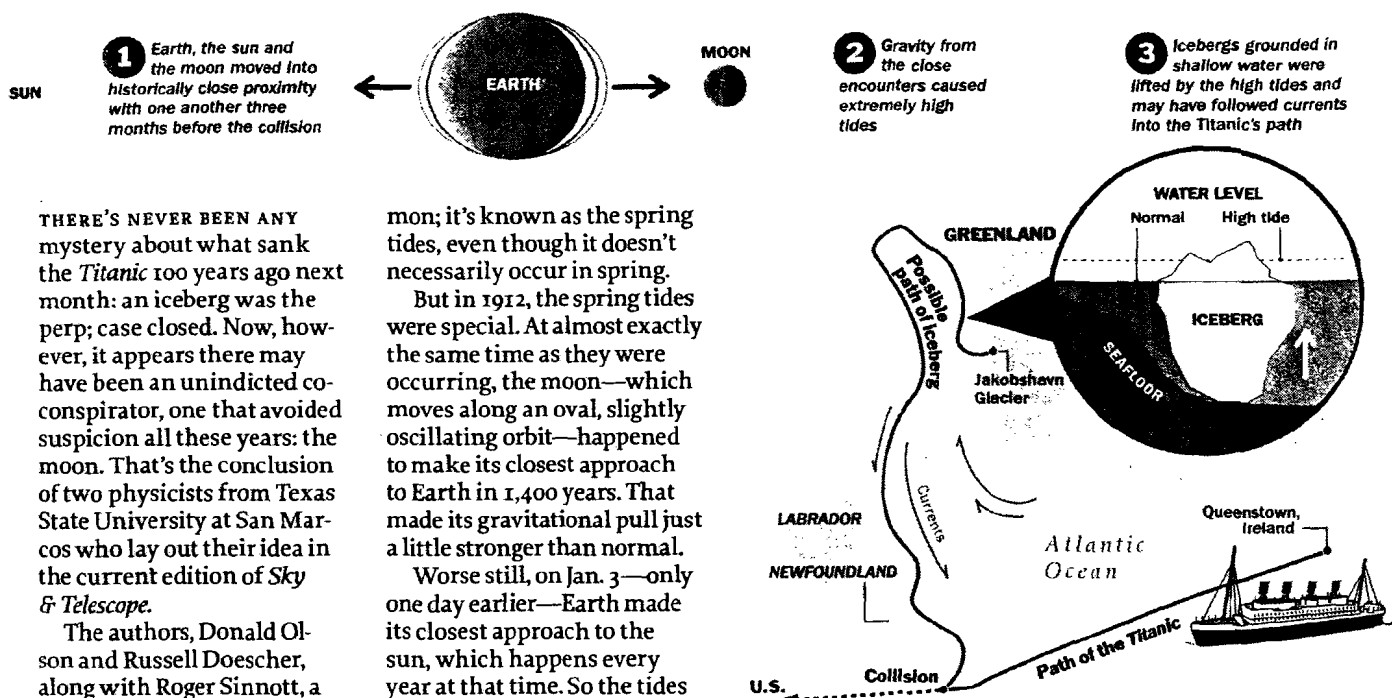
by Dan Kurzman

Publisher: Random House: First Edition edition (May 11, 2004)

How the Moon Sank the *Titanic*. A cosmic convergence may have led to the tragedy

TIME • March 19, 2012

By Michael D. Lemonick



THERE'S NEVER BEEN ANY mystery about what sank the *Titanic* 100 years ago next month: an iceberg was the perp; case closed. Now, however, it appears there may have been an unindicted co-conspirator, one that avoided suspicion all these years: the moon. That's the conclusion of two physicists from Texas State University at San Marcos who lay out their idea in the current edition of *Sky & Telescope*.

The authors, Donald Olson and Russell Doescher, along with Roger Sinnott, a senior contributing editor of the magazine, begin with a convergence that occurred months before the *Titanic* set sail—on Jan. 4, 1912, to be exact. On that day, the sun and moon lined up with Earth in such a way that their gravity led to a cycle of unusually high tides. By itself, the phenomenon is not that uncommon;

it's known as the spring tides, even though it doesn't necessarily occur in spring.

But in 1912, the spring tides were special. At almost exactly the same time as they were occurring, the moon—which moves along an oval, slightly oscillating orbit—happened to make its closest approach to Earth in 1,400 years. That made its gravitational pull just a little stronger than normal.

Worse still, on Jan. 3—only one day earlier—Earth made its closest approach to the sun, which happens every year at that time. So the tides on Jan. 4 were not just high but higher than they'd been in many hundreds of years. At first the physicists theorized that the rising sea might have forced extra icebergs to break away from Greenland, and indeed that might have occurred. But to get into the shipping lanes by April, any fresh flocs would have had to

swim against the prevailing currents, which would have been impossible. Instead, the new theory suggests, the killer berg might have been an old one that had become grounded in the relatively shallow waters around Labrador and Newfoundland. The historically high tides may

have freed multiple such icebergs, turning the shipping lanes into the deadly minefield they became that April.

It's an ingenious piece of detective work, though it can never be definitively proved. After the ship was gone, the moon—like the iceberg itself—just drifted on.

Tycoon aims to re-create the *Titanic* voyage — hold the iceberg

ASSOCIATED PRESS

NEW YORK — What could possibly go wrong?

An Australian billionaire is getting ready to build a new version of the *Titanic* that could set sail in late 2016.

Clive Palmer unveiled blueprints for the famously doomed ship's namesake yesterday at the Intrepid Sea, Air and Space Museum in New York. He said construction is scheduled to start soon in China.

Palmer said 40,000 people have expressed interest in tickets for the maiden voyage, taking the original course from Southampton, England, to New York. He said people are inspired by his quest to replicate one of the most famous vessels in history.

"We all live on this planet, we all breathe the same air and, of course, the *Titanic* is about the things we've got in common," he said. "It links three continents."

The original *Titanic* was the world's largest and most luxurious ocean liner when it hit an iceberg in the North Atlantic and sank on April 15, 1912. Only 700 people of the more than 2,200 on board survived the most famous maritime disaster in history, partly because there were not enough lifeboats to carry everyone.

Palmer said an unknown when the original ship sailed — climate change — may play into a positive for the new ship's fate. "One of the benefits of global warming is there

hasn't been as many icebergs in the North Atlantic these days," Palmer said.

Passengers on board the replica will dress in the fashion of that period and eat dishes from the original menu, in dining rooms copied from the

ill-fated predecessor.

Palmer, who is funding construction of the ship himself, built his fortune in real estate and coal. Australia's BRW magazine estimated his net worth last year at \$4 billion; Forbes puts it at \$895 million.

A young man saw an elderly couple sitting down to have lunch at McDonalds. He noticed that they had ordered one meal, and an extra drinking cup. As he watched, the gentleman carefully divided the hamburger in half, then counted out the french fries, one for him and one for her, until each had half of them. Then he poured half of the soft drink into the extra cup and set that in front of his wife. The old man began to eat, and his wife sat watching with her hands folded in her lap. The young man decided to ask if they would allow him to purchase another meal for them so that they didn't have to split theirs. The old gentleman said, "Oh no, we've been married 50 years and we feel that everything will always be shared, 50/50." The young man then asked the woman, "why don't you go ahead and eat your share?" She replied, "Not yet, it's his turn with the teeth."

Yet another Carnival ship runs into problems

Unable to maintain speed, the Legend cuts cruise short

By Molly Hennessy-Fiske
LOS ANGELES TIMES

HOUSTON — Another Carnival cruise ship has faltered, the third in a week for the troubled fleet that drew national attention last month when the Carnival Triumph broke down in the Gulf of Mexico, stranding more than 4,200 passengers who had to be towed back to shore.

Carnival Corp., the nation's largest cruise company, announced yesterday that the Carnival Legend was unable to sail at optimal speed off the coast of Honduras, bringing an early end to the seven-day Caribbean cruise for 2,500 passengers and 930 crew members who set sail from Florida last Sunday.

"Carnival Legend is experiencing a technical issue with one of the ship's Azipod

units that is affecting the vessel's sailing speed. The ship's safety systems and hotel services are all functioning normally," Carnival officials said in a statement. The Azipod units are used to propel and steer the ship.

Carnival officials canceled the Legend's scheduled visit to Grand Cayman yesterday so the ship could immediately return to port in Tampa Bay, Fla., according to the statement.

About 1,500 miles away in St. Maarten yesterday, passengers on the Carnival Dream were being flown home after their cruise from Port Canaveral, Fla., stalled at port with a generator problem Wednesday. Conditions seemed a far cry from those on the Triumph last month: St. Maarten airport officials tweeted photos of the welcome committee greeting passengers at the airport, and others said they were relaxing and enjoying the island.

Carnival officials said the Dream never lost power but admitted there were problems with elevators and toilets Wednesday after some passengers complained, posting comments online.

Late Thursday, Carnival flew Grammy-winning singer Jon Secada to the Dream to perform for stranded passengers.

The Carnival Elation also ran into problems last weekend with its Azipod units and had to be escorted back to port by a tugboat as it began its voyage from New Orleans on March 8, Carnival officials said.

The latest woes are a reminder of the drama that played out last month, when the Carnival Triumph was crippled by an engine fire in the Gulf of Mexico during a four-day cruise.

The problem stranded 3,141 passengers and 1,086 crew members for five days with broken toilets and little food.

THE STAR-LEDGER MARCH 18, 2013

WALL STREET JOURNAL, March 16 - 17, 2013 * * * *

Carnival to Step Up Maintenance After Mishaps

By Maxwell Murphy
AND SAABIRA CHAUDHURI

Power and safety upgrades will cause Carnival Corp. to spend about twice as much on maintenance in the coming year as it has historically, the cruise-ship company's finance chief said Friday.

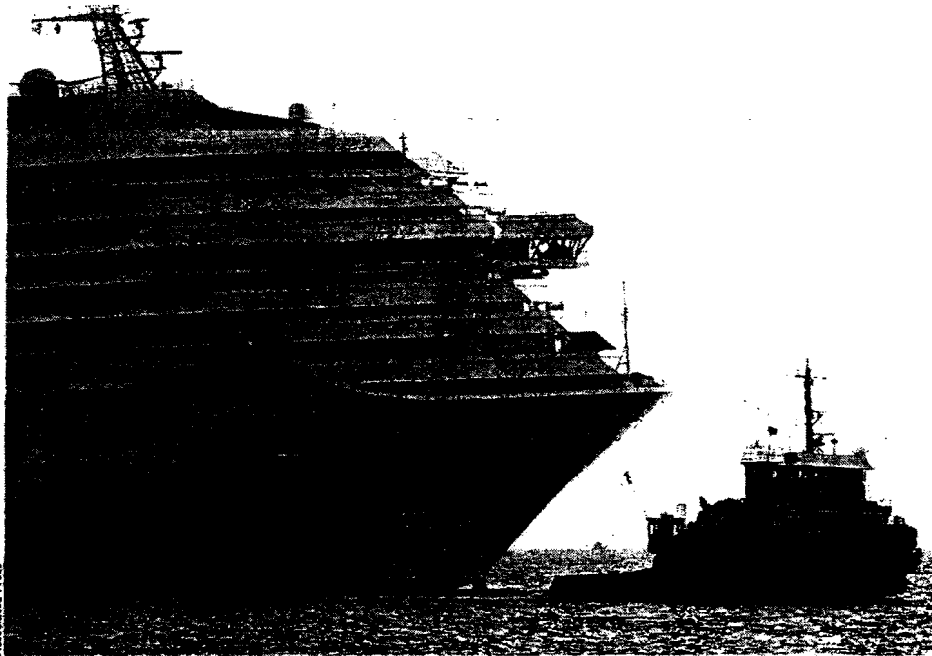
"The fleet has gotten a little bit older" and the company will be "clearly spending more" on upkeep, David Bernstein said on a quickly convened conference call to discuss quarterly results. The results were moved up as Carnival confronts recent mechanical problems on three of its ships.

Mr. Bernstein pegged maintenance capital expenditures for the coming year at \$800 million or more, compared with \$600 million recently and \$400 million to \$500 million in years past. The new outlook factors in upgrades to emergency generators and other refurbishments designed to enhance passenger comfort and safety, he said.

Carnival posted a profit for its latest quarter aided by lower expenses, though the world's largest cruise-line operator issued a downbeat outlook for the remainder of the year.

Miami-based Carnival, whose lines include Holland America, Cunard and its namesake brand, is smarting from some public-relations blows.

On Friday, it said problems with one of the thrusters on its Carnival Legend is affecting the ship's sailing speed, forcing the



The Carnival Triumph, with 4,000 passengers, had to be towed to Mobile, Ala., last month after an engine fire.

cancellation of a stop at the Grand Cayman Islands.

On Thursday the company said it was arranging to fly as many as 4,300 passengers home after the Carnival Dream had to moor for repairs at the Caribbean island of St. Maarten.

The incidents came about a month after the Carnival Triumph limped into Mobile, Ala., after a nightmare cruise in the Gulf of Mexico made headlines. The Triumph lost power after an engine-room fire, and its 4,000

passengers were stranded for several days at sea without working toilets.

Carnival announced the call and earnings release Thursday afternoon, and Chief Operating Officer Howard Frank apologized for the short notice. He said the company felt the recent incidents prompted it to report results sooner than planned.

The power problems on the Dream this week likely wouldn't have generated wide media coverage if not for the dayslong Tri-

umph issues, he said. Meanwhile, Mr. Bernstein said he hoped Carnival Legend will "sail as normal next week."

The recent events come after Carnival's booking volumes had started to recover from the negative publicity surrounding the Costa Concordia, a ship owned by a Carnival Cruise subsidiary that wrecked off the coast of Italy in January 2012, killing 32 people.

On Friday, Chief Executive Micky Arison struck an optimis-

tic note, saying since January, new bookings—including those at Costa—are running significantly higher than last year at slightly higher prices.

"Despite considerable attention surrounding the Carnival Triumph, we had been encouraged to see booking volumes for Carnival Cruise Lines recover significantly in recent weeks," he said.

However, Mr. Arison also noted that cumulative advance bookings for 2013 are behind the prior year at stagnant prices and that economic uncertainty in Europe continues to hinder revenue-yield growth.

Carnival lowered the midpoint of its fiscal 2013, per-share earnings guidance by 15%, which among other factors reflects the cost of refunds and out-of-service time for Dream. It also includes 10 cents a share related to the Triumph incident.

For the quarter ended Feb. 28, Carnival reported a profit of \$37 million, or five cents a share, compared with a loss of \$139 million, or 18 cents a share, a year earlier. Revenue edged up 0.3% to \$3.59 billion.

Fuel prices decreased about 4% to \$677 per metric ton.

For the current quarter, Carnival expects earnings between four cents and eight cents a share. Analysts recently pegged the quarter's earnings at 29 cents a share.

For the year, the company projected earnings between \$1.80 and \$2.10 a share. Analysts expected \$2.35 a share.

Cruise ship victims meet disgraced captain in court

He and 8 others are accused in shipwreck

By Frances D'emilio
ASSOCIATED PRESS

GROSSETO, Italy — The captain of the cruise ship that crashed into an Italian reef appeared in court yesterday to hear the evidence against him, while passengers who survived the deadly shipwreck and the families of those who died showed up just "to look him in the eye."

The case of Francesco Schettino, 51, was of such interest that a theater had to be turned into a courtroom in the Tuscan city of Grosseto to accommodate those who had a legitimate claim to be at the closed-door hearing.

Wearing dark glasses, Schettino used a back entrance to slip into the theater, making no comment to reporters outside. Lawyers said he listened intently to the proceedings, where his attorneys raised some objections to the evidence being submitted.

Thirty-two people died after Schettino took his Costa Concordia cruise ship off course and brought it close to the Tuscan island of Giglio on Jan. 13. The ship then ran aground and capsized. Schettino himself became

a lightning rod for international disdain for having left the ship before everyone was evacuated.

Hearings this week will help decide whether the judge will order a trial for Schettino, who is accused of manslaughter, causing the shipwreck and abandoning ship while passengers and crew were still aboard. He denies the accusations and hasn't been charged. Any trial is unlikely to begin before next year.

Crash survivors, victims' relatives and their lawyers attended the hearing on the evidence against Schettino and eight others accused in the shipwreck, including crew members and officials from Concordia owner Costa Crociere SpA.

"We want to look him in the eye to see how he will react to the accusations," said German survivor Michael Liessen, 50, who was attending with his wife.

A key question is how much of the blame should Schettino himself bear, and how much responsibility for the disaster lies with his crew and employer, Costa Crociere, a division of the Miami-based Carnival Corp.



ALBERTO PIZZOLIA/AGENCE FRANCE-PRESSE

Francesco Schettino, captain of the Costa Concordia, draws a crowd as he leaves court yesterday in Grosseto, Italy.

THE STAR-LEDGER / OCTOBER 16, 2012

Connection to the Island

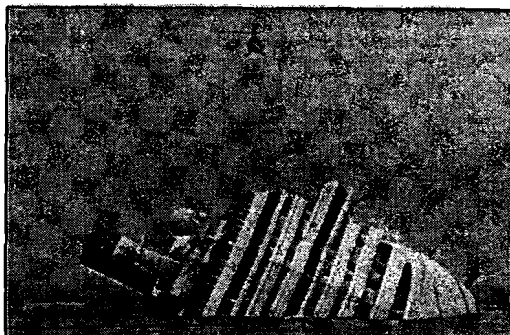
Giuseppe Tievoli, 82-year-old father of Antonello Tievoli, a waiter working on the Costa Concordia, said his son called on Friday to tell him they would be passing Giglio. **Giulia Segreti reports from Rome.**

"Antonello called me when they left Civitavecchia on Friday and told me that around 9pm they would be passing by Giglio," he told the Financial Times.

"The ship always passed by Giglio. Sometimes it sounded its horn in a sign of saluting. If it was during the day, in particular when there was the old commander, who was from the island and had his whole family living on it."

"It is an old thing... back in the times when smaller ships came from Sardinia, wives and children of the sailors waited to say hi."

Investigators are looking at why the liner came so close to the island as it sailed up the Tuscan coast.



PIER PAOLO CITI/ASSOCIATED PRESS

The Costa Concordia in late January after running aground off the island of Giglio, Italy.

Italy: Court Experts Broaden Blame In Cruise Ship Wreck Beyond Captain

Court-appointed experts said the captain was primarily to blame for the deadly cruise ship accident that killed 32 people in January, but they also faulted the crew and the shipowner for blunders, delays and security breaches that contributed to the disaster. The ship, the Costa Concordia, ran aground and capsized off the Tuscan island of Giglio after Capt. Francesco Schettino took it off course in a stunt. He is accused of causing the shipwreck, manslaughter and abandoning the ship before all passengers were evacuated. Eight other people are also under investigation. The experts said crew members bungled directions, did not understand orders and were not trained or certified in security and emergency drills. They said the ship's owner, Costa Crociere, delayed alerting coastal authorities about the emergency, an assertion the company denied. (AP)

EPA: Not so fast on Bayonne Bridge project

Agency questions impact on air quality

By Steve Strunsky
STAR-LEDGER STAFF

The federal Environmental Protection Agency has "fundamental concerns" over a finding by the U.S. Coast Guard that raising the Bayonne Bridge would not have a significant environmental impact.

"We believe that an appropriate analysis would likely reveal changes in the distribution pattern of cargo which could reasonably be expected to result in environmental impacts, particularly air quality impacts associated with increased port activity and associated diesel truck traffic," the EPA stated in comments submitted to the Coast Guard in December and obtained by The Star-Ledger.

The Coast Guard is the federal permitting agency for a plan to raise the bridge roadway by 64 feet, allowing larger ships to pass beneath it en route to container ports in Newark, Elizabeth and Staten Island. As part of the permitting process, the Coast Guard conducted a draft environmental assessment of the project, which has been the subject of comments by the EPA and other agencies, as well as the public.

The Coast Guard's findings, along with the EPA's comments, signal a dispute between two federal agencies over a critical infrastructure project that has been granted

fast-track review status by the Obama administration as a potential source of badly needed construction jobs.

The \$1 billion project is supported by the local shipping industry, construction and long-shoremen's unions and Gov. Chris Christie, among others, as necessary to preserve thousands of jobs and generate billions in economic activity.

Completion of a Panama Canal expansion within the next two years is expected to bring ships directly to East Coast ports from Asia, and project supporters say cargo will shift to competing ports if the bridge problem is not solved.

The Coast Guard insists its review has been thorough and objective, and that concerns by the EPA and others would be addressed before any permit is granted.

Many of those concerns, as well as support for the project, were expressed at a public meeting hosted by the Coast Guard yesterday at the Leroy Smith Public Safety Building in Newark. The meeting drew about 150 union members, port officials and other proponents of a speedy approval of the project as well as environmentalists and activists who urged for a more cautious review.

Kim Gaddy, who chairs the Newark City Environmental Commission and is a member



JOHN MUNSON/THE STAR-LEDGER

The Port Authority plans to raise the Bayonne Bridge roadway for larger ships that will pass through the Panama Canal.

of the Coalition for Healthy Ports, told Coast Guard officials the project needs a full environmental impact statement. A more thorough review could add a year to the determining process.

"More kids die in the city of Newark from asthma than homicides," Gaddy said. "You're killing us and we can't take it anymore."

Marshall Boulter, a member of the Laborers International Union of North America, urged the Coast Guard to issue a permit for the project as soon as possible. Later, in an interview, Boulter said he understands Gaddy's concerns but he needs the work. "I feel for her, but I have to support my family also," he said. "I have kids to take care of."

After the comment period

on the environmental assessment, the Coast Guard will have an indefinite period to decide whether to conduct a more thorough environmental review or declare that the project presents no significant impact.

The New York Shipping Association said the project would have an environmental net benefit because the larger vessels that would take advantage of it are more environmentally friendly.

The big new ships not only conform to tighter international emissions standards, the NYSA says, but they are also more efficient because their larger carrying capacity means fewer trips are required to haul the same amount of cargo.

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HISTORY OF THE MERCHANT MARINE VETERANS ORGANIZATION

Source: John Forsburg

In the early and mid 1980's, many of the World War II Mariners were retiring. They were interested in finding out about their old mates and began making phone calls and writing letters. Some suggested they start having get-togethers. These get-togethers became the start of Chapters. As time went on, one Chapter grew into many. They formed in Florida, New York, California, Washington, Minnesota, Arizona and many other states.

The China Coasters Chapter in San Pedro, California began hosting regional gatherings and mariners from the West Coast, Midwest, Florida and New York attended. By 1984, talk started about forming a National Organization.

In 1986, the National AMMV organization was officially formed. This was done in San Pedro and mariners came from all over the United States. By-laws were written, a Constitution was formed, and officers were elected. The founding members greatly appreciated the China Coasters Chapter for hosting them

in the beginning. Membership continued to grow and more Chapters were started.

In 1988, a group of Mariners on the East Coast filed suit against the U.S. Government because the Merchant Marine were left out of all the things the other services got after the War (the GI Bill). They won the lawsuit and Mariners were finally eligible for the same benefits as other WWII veterans, although it was 43 years too late. They started filing their DD-214 papers with the Government, which took some time. By early 1989, over 63,000 Mariners had filed these papers.

The National Convention was held in Fort Lauderdale, Florida that year (1989). They discussed how best to spread the word about their newly formed organization and how to increase their membership. It was suggested that the organization try to obtain copies of the newly filed DD-214's.

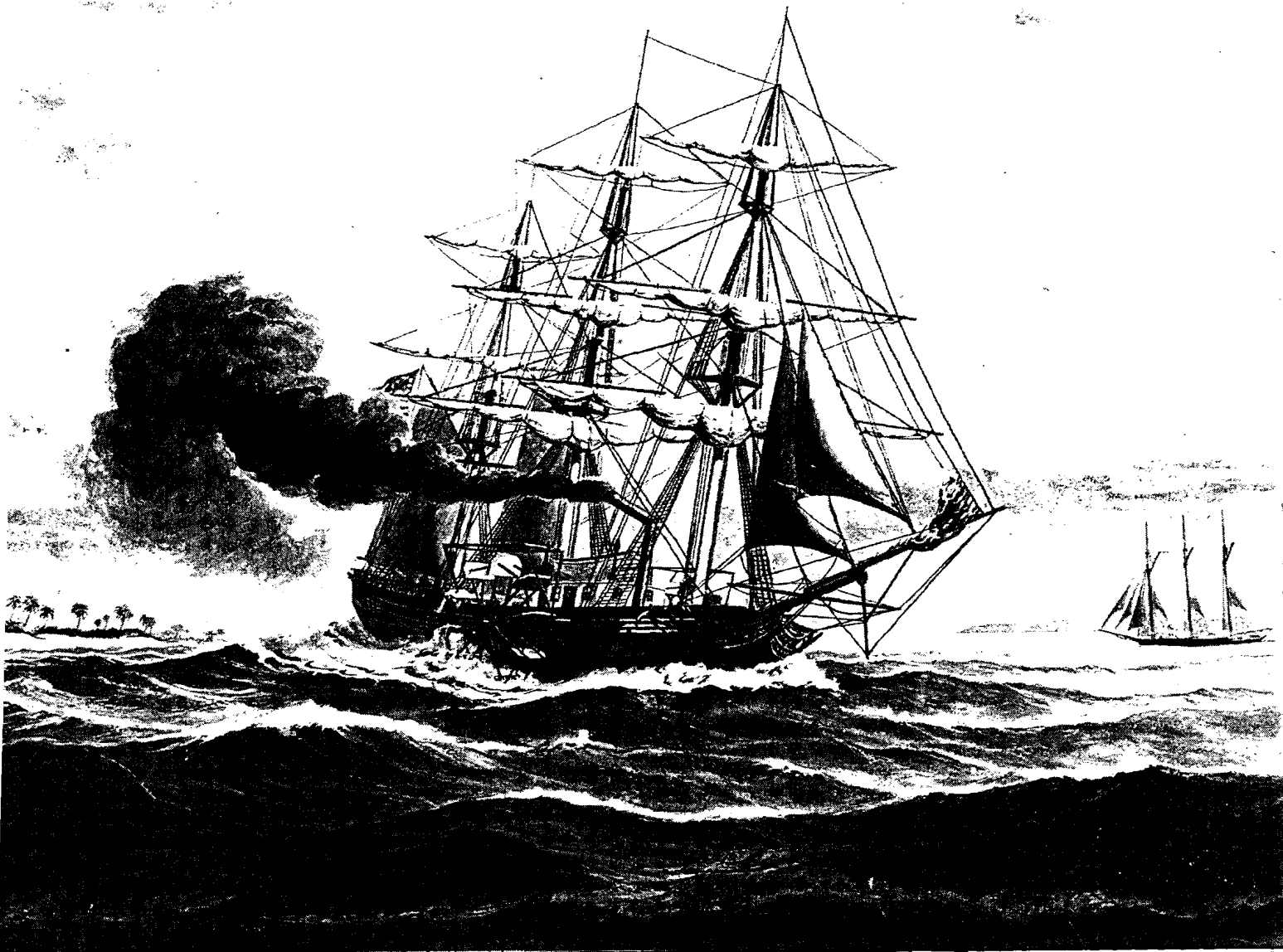
Founding members John Forsberg and Ruby discussed this suggestion with the past gover-

nor of Nebraska and received some advice on how to proceed. They paid a visit to the Coast Guard Office in Washington, DC and talked to a man who referred them to the person who worked between the Coast Guard and the Maritime Service.

After about 30 minutes of discussion, it was agreed that copies of all 63,000 DD-214's would be mailed to AMMV National President Santo Cerza's home in Florida. With some help, Cerza sorted the DD-214's according to state and sent them to the district vice presidents, who then sent them to the Chapters. As time went on more Chapters were started and the AMMV Organization continued to grow. National meetings were held in many cities in the United States. Today there are almost 70 Chapters nationwide.

The China Coasters hosted national meetings many times for Maritime Day in May. Attendees would go out in the Bay and lay wreaths in memory of their departed mates. This day always drew a large crowd.

In their 25 plus years, the AMMV organization has had many presidents and other officers. They have worked hard for the members and the members express their deepest gratitude.



NATIONAL MARITIME DAY

*S/S SAVANNAH
(from the famous Mitchell Painting)*

On May 22, 1922 Congress declared May 22nd to be National Maritime Day with the following resolution:

"Whereas on May 22, 1819, the steamship *The Savannah* set sail from Savannah, Georgia on the first successful transoceanic voyage under steam propulsion, thus making a material contribution to the advancement of ocean transportation. Therefore be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That on May 22nd of each year shall hereafter be designated and known as National Maritime Day, and the President is authorized and requested annually to issue a proclamation calling on the people of the United States to observe such Maritime Day by displaying the flag at their homes or other suitable places and for Government officials to display the flag on all on all Government buildings on May 22nd each year."

A proclamation by President of the United States of America, George W Bush in 2006 when issuing the call for on U.S. citizens to celebrate this observance and display the U.S. flag at their homes and in their communities, and for all ships sailing under the American flag to dress ship on this day —follows:

"America's Merchant Mariners make our nation more secure and our economy stronger. Throughout our history, they have promoted commerce and protected our freedom. On National Maritime Day we honor the dedicated service of the United States Merchant Marine."

Each year, the men and women of the U.S. maritime transportation system move more than 2 billion tons of cargo along our waterways and across the open seas. Many of the raw materials Americans purchase are transported by vessels and carry agricultural products and finished goods in and out of the United States every day.

Merchant Mariners have also served in every conflict in our Nation's history. The U.S. Merchant Marine helps provide our Nation's Armed Forces with crucial supplies and equipment. These brave men and women demonstrate courage, love of country, and devotion to duty, and we especially honor those who have made the ultimate sacrifice in defense of our Nation. The United States is safer and the world more peaceful because of the work of our Merchant Mariners, and we are grateful for their service.

In recognition of the importance of the U.S. Merchant Marine, Congress, by joint resolution approved on May 22 1933, as amended, has designated May 22 of each year as "National Maritime Day" and has authorized and requested that the President issue an annual proclamation calling for its appropriate observance." (unquote)



Capt. George Preville – All-Oceans Traveler

Capt. George C. Preville's ships service list is two pages long, small type. He has voyaged around the world and then some, starting with wartime service in 1944, three decades with US Lines, three years as master of the Fort Schuyler / SUNY Maritime schoolship *Empire State*, and a final 17 with the Navy's Sealift Command. He's a grand storyteller with a smile that lends warmth to his words.

Capt. Preville's memory is prodigious. He recalls leveling lead ingots precisely for top layers of wool or ore-laden sand decades ago in Australia, rebels' artillery fire up in the China mountains in 1947, and endless more. The memory spans a half century of merchant marine service from 1944 to retirement a decade ago in 2000. His all-oceans sea stories are thus impressive and captivating.

Life began in Belle, West Virginia, near Charleston, with high school graduation at age 16, and first place in the county's extemporaneous speaking contest plus a close second in the state-wide version. His chosen topic? Australia. So began the wish to experience distant places.

Next came two years at West Virginia University with an intended major in forestry... with mandatory Army ROTC. But it was wartime – 1944 – with too many Army Air Force cadets in training, so surface Navy vs Kings Point was the choice. Kings Point won: application, acceptance, three months basic training at the Puss Christian, Mississippi, campus and a War Shipping Administra-



tion berth in the requisitioned United Fruit Company vessel *Black Warrior* as a Cadet-Midshipman.

With World War II newly ended in Europe the ship's task was now a new one: remove the guns and carry supplies to war-torn European countries desperately in need, in furtherance of the Marshall Plan. "My first ship – she was a Liberty Ship – we took ten thousand tons of coal to Italy. Coal from West Virginia!"

*"Graduate on Saturday...
ship out on Monday in the Liberty
Ship SS David Wilmot..."*

The *Black Warrior* – a 580-foot cargo ship designation C2 – was among many put into service by the War Shipping Administration to replace vessels sunk during WWII. George would serve on them extensively after the War in commercial service. Graduation from Kings Point MMA on Long Island came in



Cadet-Midshipman Preville, 1944, and later, Capt. Preville at home with Jennifer and George Jr. (courtesy George Preville).

1946 with a Third Mate's license. Graduate on Saturday... ship out on Monday in the Liberty Ship *SS David Wilmot* with the coal for Italy. A life-long sea career was well underway.

Soon came one of the longest journeys of George Preville's career: 417 days in the Sword Line vessel *Henry Jocelyn*, 1947-48. The ship's route? Coal for Brazil, to Argentina for maize for India, then orders for Bahrain in the Persian Gulf and a full cargo of drummed gasoline for Shanghai, China. Then came orders not for home but down to Australia for a cargo of barley for Belgium, then Gibraltar en route for engine repairs and back to New York at last, empty, on a day sixty years ago that he distinctly remembers as foggy.

Of those first years George recalls: "We had other things to bring back as the European countries recovered. But in the beginning there wasn't much return cargo, because their factories were destroyed in the War." The *Henry Jocelyn* voyage would be a long and complex one – port after port in fourteen straight months away from home.

George resolved on shorter voyages after that: "Later you could choose your ships, but at first you'd go wherever the merchant marine sent

continued

Capt. George Preville

continued

you." Future cargoes for US Lines would include general goods for war-ravaged Europe, scotch from Glasgow, Scotland ("the Whiskey Run"), and tulip bulbs and giant wheels of Edam cheese from Holland. Future runs would be North Atlantic to Northern Europe, Spain, France, the UK, Belgium, Holland, and service to the Far East as well.

Life for a young man sailing in those days was full of challenge and good moments: "You got to see a lot of scenery and some of the scenery was the people. The quarters were better than before the War, but no air conditioning and no washing machines. I remember I bought a portable washing machine in Australia and I'd rent it out!" Laughter and that Preville smile here; no rent, really, just shipmates borrowing this priceless machine.

"Life was the ability to see the world," he says of these years. "You make friends. US Lines had a very big outreach – we had the service to Europe, and down to Australia." George's post-War service on US Lines ships included ninety-five trips over three decades on ships with ocean-wandering names – *American Ranger*, *Pioneer Sea*, *Newcastle Victory*, as well as the superliner *United States* and the luxury liner *America*. The *America* had served in troop transport during the War. Over time George's ships were both passenger and cargo and his commands up the ladder from Third Mate to Master.

Poignant recollections in George's vast store include a late-War transatlantic route: "We had contracts with the Army and Navy moving American troops back as the War settled

down. I remember one trip going eastbound we had only 75 passengers; the ship could have carried a thousand at least. We had plenty of passengers coming back – refugees and our own American troops."

Amidst all this George spent five years in Australia – as if foreshadowed by his speaking contest topic long ago – successfully speeding up the loading and discharge of US Lines ships ("Brisbane, Sydney, Melbourne, Adelaide, Perth... I had the whole continent"). He introduced special fork lifts with catalytic converters and, lest the longshoremen decide to slow down for rain, an effective new version of foul weather gear.

The time did come, however, to marry his Rosemarie and make plans to leave the oceans and be home. It was the late 1960s by then and the two settled in New Jersey to raise their two children, Jennifer, at work in West Virginia today, and George Jr., with APM terminals in Miami. The final assignments would be three years as Master of the *Empire State* and subsequent service with the Navy's MSC Atlantic headquarters ashore before retirement in the summer of 2000.

Looking back, US Lines records for 1949 proudly note that Capt. George Preville was cited in the rescue of 12 men from a tug and two barges off Honshu, Japan. The towing tug had lost the tow.

"A hurricane was converging on us," he remembers. "The seas were building. We were still on the fringe but wanted to get out of there.... The radio room picked up an SOS – it was a tugboat towing another tug, a relic, war surplus from the Philippines, and a couple of molasses barges. The tug in charge left the scene for safe harbor, leaving four people on the

dead tug, and four on each barge. We finally found them – radar is inadequate in those seas – up on the crest of a wave. We floated lines across to the barge men to pull them alongside and aboard. But that didn't work for the tug, and the captain asked for volunteers to man a lifeboat."

Twelve men were picked, Capt. Preville commanded the lifeboat, and the rescue was completed. All hands safely aboard. For this George was awarded USL's Distinguished Service Medal, among other commendations; the medal is a sizable gold coin, stowed in a safe deposit box near home. George adds: "Our own lifeboat was lost, as we had it in tow since we couldn't get it aboard after the rescue."

Of New York harbor today George notes that fixing the Bayonne Bridge should help the harbor keep up, and he's glad the Port Authority is getting control of more port places. Of the merchant marine today – "Give it more budget! Every time there's a war the country depends on it. Kings Point, Fort Schuyler, Maine, Massachusetts, San Francisco – they're all good schools."

George is active today as member and past president of the Marine Society, and clearly a favorite of fellow members for his smile, wit, and wisdoms. Of the maritime industry itself these days – "It's more than just the ships," he says, to the accompaniment of that engaging Preville smile. "Think of Port Industry Day... it's got everybody from all segments and they all talk to each other to promote our port. So that's good."

– Terry Walton, Robert Ferraro
for The Marine Society
of the City of New York, ©2011
www.marinesocietyjny.org



Capt. Harry W. Marshall - "A Wartime Job With a Peacetime Future"

Harry William Marshall is himself proof that an accomplished midshipman can become an accomplished leader in almost any field. Beginning as a Cadet Seaman in the war years of the 1940s Harry learned the craft of merchant mariner from crash courses taught by Kings Pointers to young wartime recruits – and more so from serving in the treacherous sub-infested waters of the North Atlantic. Harry then applied what he learned at sea to help navigate the shoals of doing business in port towns around the globe, and subsequently in the boardrooms of Wall Street. Along the way he earned the respect, admiration, and affection of colleagues who have heaped honor upon honor on a humble and grateful member of what's come to be known as the Greatest Generation.

Like so many seamen Harry hail from a little town far from the salt. Born in Jackson, Kentucky, in 1924 and raised in Irvine, his family moved to Atlanta when Harry was in his mid-teens. There he entered a local technical high school. When graduation time came around in 1942, so did Coast Guard Academy recruiters; Harry applied but was rejected for his limited experience with math courses. "I had Algebra 5, I had Geometry 3, but still they didn't accept me," he says with a twinkle.

Disappointment proved just a detour. Harry wanted the sea and would get there somehow. He had always loved to read, and what he read was sea stories, especially novels – among them C. S. Forester's *Horn-*

blower series and later the novels of Patrick O'Brian.

It was while taking a streetcar to school one day that Harry noticed a poster advertising "A Wartime Job With a Peacetime Future." The poster picture – a handsome young man with sextant in hand. Perfect slogan, perfect photo for an ambitious young man with a yen for the sea. It was an ad for

"Harry got the berth. It was a turning point in his life, and a big life-lesson learned: 'If an opportunity presents itself, take it!'"

the U.S. Merchant Marine Cadet Corps. Harry applied and was accepted. Ten days after HIS graduation Harry was in the Cadet barracks at Bayou St. John, Louisiana.

After just eight weeks schooling Harry graduated as Deck Cadet, and just two weeks later was assigned a ship. It was war and everything moved double time: From high school graduation in June, to a berth at sea in August.



Harry Marshall as Cadet Seaman, and Capt. Harry Marshall today, with his array of awards and licenses – reflections of a master mariner's lifetime.

The berth was aboard the new Liberty ship *Thomas Hartley*. Harry and his crew joined her in the Houston shipyard that built her. First cargo: full load of bulk sugar from Cuba for discharge in New Orleans. Then, in January 1943, sulfur and military supplies for Great Britain, then on to Russia. This would begin one of the strangest voyages in WWII history – called "The Forgotten Convoy" in merchant marine lore

The *Hartley* joined a six-ship convoy escorted transatlantic by Navy warships.

After a stop in Scotland the convoy, now 23 ships designated JWS3, went on to Iceland to pick up a British Navy escort for the final run to Murmansk. Steaming to Russia the convoy was attacked by German planes. Two ships were sunk, but the *Hartley* with Deck Cadet Marshall aboard got her cargo through to Murmansk, and began a long time in limbo.

The British escort was pulled away to hunt subs in the Atlantic, so Harry's convoy was stuck in Russia. For eight months! The young cadets used the time to study navigation,

continued

Capt. Harry W. Marshall
continued

rules of the road, and other courses for seamanship exams; and of course to enjoy Russian hospitality. "I also did a lot of trading," he says, cigarettes and soap for Rubles, "sixty Rubles for one bar of soap."

It's been almost seventy years since Murmansk but Harry still has crisp memories of his crewmates. Skipper Herbert Callis, for example, was a "wonderful ship handler, great pilot, excellent skills," who sat on top of a gun with his sextant to take sights. Harry remembers with special fondness the mates who took time to teach the newcomers. Among them was Third Mate Jack LeCato, who had two years at Annapolis and taught their navigation class, and who became a lifelong friend.

Eventually the convoy did get its escort and Harry made it stateside. In December 1943 he and the other cadets were sent back to school – first in New Orleans, then Pass Christian, Mississippi. But after merely four weeks of Merchant Marine school came the big prize: on February 4, 1944, Harry got his Third Mate's license and an Ensign's commission in the U.S. Naval Reserve. Cadets with sufficient sea time were classified "Specials," earning credit for real life experience. Harry surely had that.

Once he had his "ticket," Harry was assigned to the *Wildwood* – built 1919. Turns out, another fellow had been assigned to that ship instead of Harry. But that seaman spurned such an antique vessel; he took one look, turned heel, and left. Harry got the berth. It was a turning point in his life, and a big life-lesson learned: "If an opportunity presents itself, take it!" Harry was aboard the *Wildwood* deliv-

ering munitions to England on D-Day.

Harry went from Third Mate to Captain in just three years. And soon his career went way beyond that. Harry says of his life beginning with *Wildwood*, "I was Chief Mate hired by American Foreign Steamship Corporation, spent forty years and five months there, and then ended up owning my own company."

By 1947 at age just twenty-two, Harry had his Master's license. But he wouldn't sail much longer. American Foreign Steamship had bigger plans for him. In May 1947, with his ship in Staten Island drydock, the owners offered Harry a shore job as Assistant Port Captain. This was the right time for a job ashore, since Harry had some personal plans that needed tending to. It seems there was this girl Mary . . .

Mary Margaret Kelly, a girl from Elmhurst, Queens, had been babysitter for one of Eddie Hammer's friends; Hammer had been *Wildwood's* Chief Mate. He thought Harry and Mary should meet. They did, and now it was time to tie the knot. Job ashore? Perfect.

For Harry, both personal and corporate marriages were ideal. Six decades later Harry can still say what he loves most is "to spend time with Mary," their six children, and six grandchildren. And when he speaks of his years with the American Foreign Steamship owners, Harry chokes up. Company founder Moses Ginsberg was "a fabulous gentleman" who in 1948 helped finance ships – including the famous *Exodus* – taking the first refugees to the new state of Israel. And Moses's sons Morris and Calmon were generous men who ran a company as successful as any in the entire merchant marine.

With American Foreign Steamship Harry served as Port Captain,

vice president of operations, and, when the Ginsbergs closed the company in 1984, president and owner of the successor American Foreign Shipping. Of his years with AFS Harry says he "knew every ship, where it was, and what it carried." A wall-size world map at home is bespeckled with white dots denoting ports visited. Lots of little white dots, but they indicate only the where, not how often; "fifty-two times to Japan alone," Harry notes. His responsibilities – "to make every decision for the ships; personnel, loading, ports, repairs." His excellent decision-making was confirmed in his being asked to serve as General Agent and Ship Manager for the Maritime Administration in the Ready Reserve Force – including Persian Gulf vessels during Desert Storm and Desert Shield.

Harry hasn't been all business. He has devoted time and service in numerous worthy ways – the Kings Point Board of Directors, National Maritime Historical Society, the Marine Society of the City of New York, the Propeller Club, Kings Point Museum / Library. As a generous donor to Kings Point he received a Lifetime Achievement Award, and was named 1999 Kings Pointer of the Year; a classroom has been named in his honor.

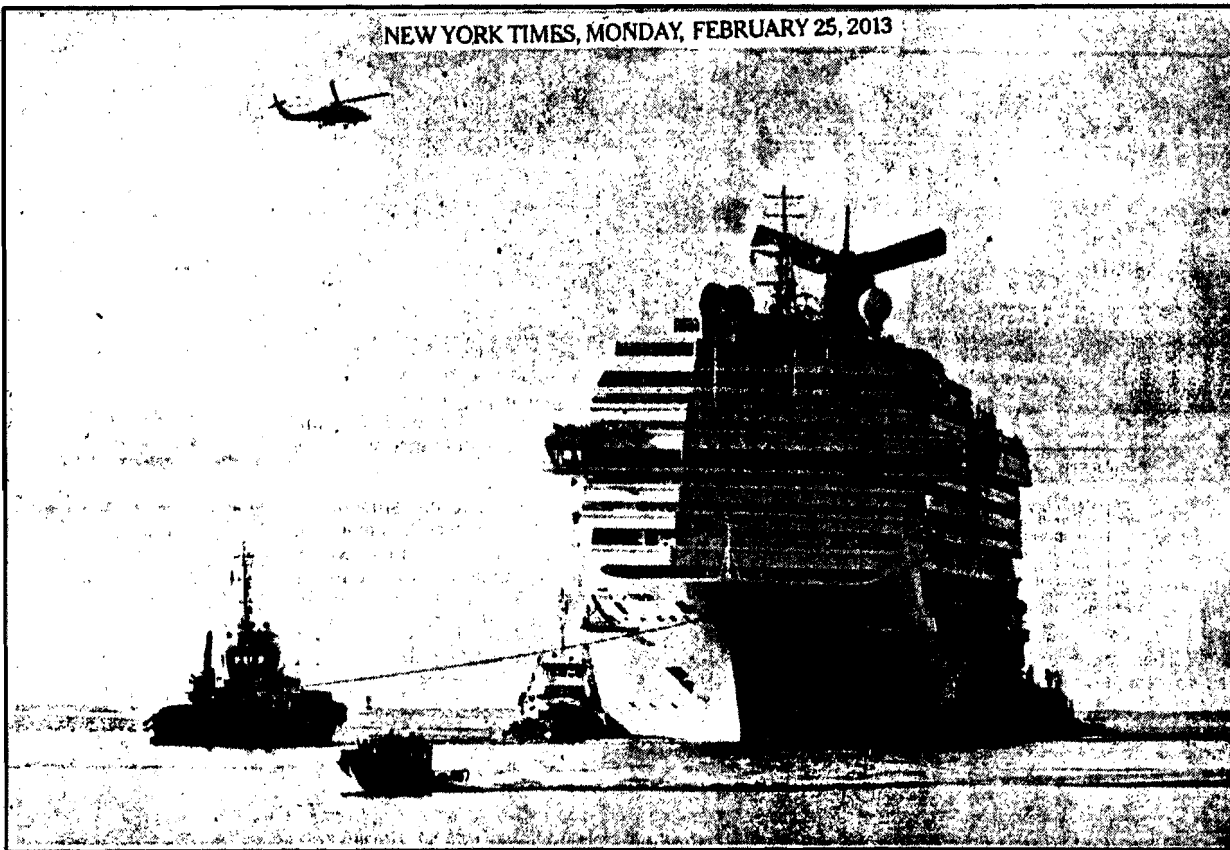
Harry retired from American Foreign Shipping in 1996 after a career, and a life, that confirmed the veracity of that streetcar poster back in Atlanta: The Merchant Marine Cadet Corps did indeed lead him to "A Wartime Job With a Peacetime Future."

– Robert Fernero, Terry Willton
for The Marine Society
of the City of New York, ©2011
www.marinesocietyny.org

In Memory

Several years ago, the Marine Society began to "profile" some of its members. Two of the Society's stalwart leaders which were so featured, passed away this last year. Capt. George C. Previll on

the 16th of January 2012 and Capt. Harry W. Marshall on the 10th of December 2012. Copies of their profiles are shown in a reduced print size, for which we apologize



The Carnival Splendor cruise ship was towed into San Diego Bay in 2010, after a fire destroyed its electrical systems.

Giants Dead in the Water

By BARRY MEIER
and JOHN SCHWARTZ

Lack of Backup Power Puts Cruise Passengers At the Ocean's Mercy

It is becoming a familiar tale: When the cruise ship was towed into port, the endless hours for passengers of sleeping on deck and going without electricity or toilets were finally over.

"It was really hell," said Bernice Spreckman, who is 77 and lives in Yonkers, N.Y. "I used my life jacket, which was flashing with a little light on it, to find a bathroom it was so dark."

Ms. Spreckman was not among the 4,200 people aboard the Carnival Triumph who this month endured five days of sewage-soaked carpets and ketchup sandwiches. Her trial at sea came in 2010, on another ship run by Carnival Cruises, called the Splendor, which carried 4,500 passengers.

On both ships, fires broke out below decks, destroying the electrical systems and leaving them helpless. A preliminary Coast Guard inquiry into the Splendor found glaring deficiencies

in its firefighting operations, including manuals that called for crew members to "pull" valves that were designed to turn.

But more than two years after the episode, the final report about what happened on the Splendor has yet to appear, a reflection of

what critics say is a pattern of international regulatory roulette that governs cruise ship safety.

While the Splendor was based in the United States, the ship was legally registered in Panama, meaning the Panamanian Maritime Authority had the right to lead the investigation. But after the 2010 fire, Panamanian regulators chose to have the Coast Guard take over the inquiry. Then, officials in both countries apparently spent months trading drafts of their reports.

One official in Panama said the authority had completed its review of the Splendor report in October 2012. But a Coast

Guard spokeswoman, Lisa Novak, said it still had not "finalized" the report. In the case of the Carnival Triumph, the regulatory scene will shift to the Bahamas, where that ship was registered.

In a recent letter to Coast Guard officials, Senator Jay Rockefeller, Democrat of West Virginia, said that cruise ships seemed to have two separate lives. Only during days near port are they closely monitored.

"Once they are beyond three nautical miles from shore, the world is theirs," said the letter from Senator Rockefeller, who has headed recent inquiries into cruise ship safety.

Cruise industry officials point out that seaborne vacations are extremely safe and that some 20 million people go on cruises annually, with few problems. The most glaring exception to that record occurred last year when a vessel operated by a subsidiary of Carnival, the Costa Concordia, ran aground off the coast of Italy, resulting in 32 deaths.

In the Triumph's case, the Coast Guard has said that the ship's safety equipment failed to contain the blaze. And both the Triumph and the Splendor returned from their aborted voyages without serious injuries to passengers or crew.

But those successes also underscore what most travelers do not realize when they book cruises: nearly all ships lack backup systems to help them return to port should power fail because to install them would have cost operators more money.

The results are repeated episodes involving dead ships, with all the discomforts and potential dangers such situations can bring. In another case, in late 2012, the Costa Allegra cruise ship, a sister ship of the Concordia, lost power after a fire in the generator room and it had to be towed under guard from its location in the Indian Ocean.

In many ways, passengers aboard boats like the Triumph and Splendor were lucky because their ships were disabled in calm weather, when instead they could have been knocked

out during storms, or when they were far out at sea or in pirate-infested waters, experts said.

"Anything that knocks a ship dead in the water is serious," said Mark Gaolette, a safety expert and former Navy officer.

Meanwhile, overall safety troubles may increase, experts say, as operators introduce a new generation of megaships. Massive new vessels like the Oasis of the Seas, operated by Royal Caribbean, can carry up to 5,400 passengers and 2,160 crew members. That is one-third more than the number of people on vessels like the Splendor.

Experts say that evacuating

The cost of a cruise ticket comes with the risk of needing a tow back to port.

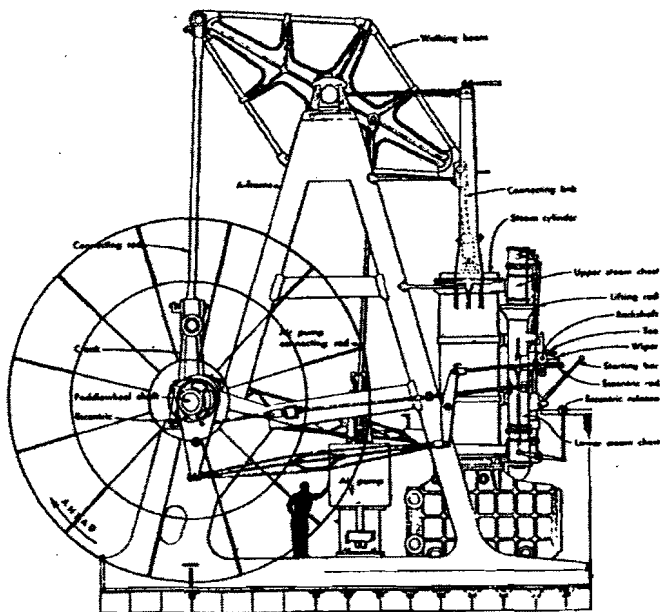
any vessel is a dangerous, last-ditch procedure. And the prospect of doing so on a ship like the Oasis of the Seas is daunting. It carries enough lifeboats for 6,500 people; or 1,000 seats fewer than its maximum capacity.

A spokeswoman for Royal Caribbean, Cynthia Martinez, said that, if necessary, crew members would have to slide down emergency escape chutes into life rafts. It was more than a decade ago, just as operators were building a generation of ships like the Triumph and Splendor, that maritime experts began calling on them to improve vessel safety.

In 2000, for example, a United Nations agency involved with ship safety, the International Maritime Organization, began developing such recommendations. One required operators to equip cruise ships with backup engines and generators that would take over if a vessel's main engines were knocked out by a fire or another cause.

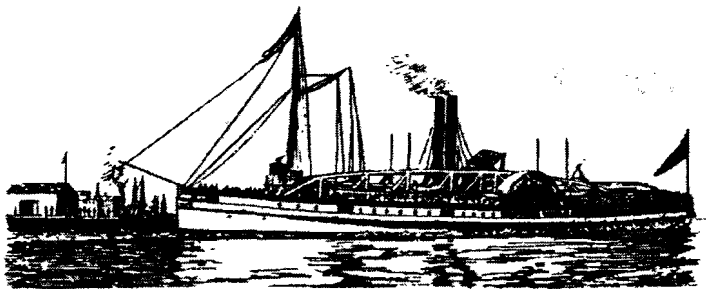
There are many reasons for having such redundancies, ex-

C'd on Page 19



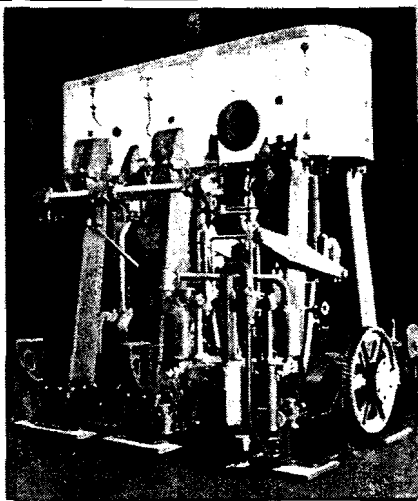
The figure of a man in the drawing above illustrates the great size of walking beam marine engines. This one is of intermediate size. The largest one ever built had a cylinder diameter of 110 inches and a piston stroke of 14 feet. It developed 7500 horsepower and eight boilers were required to supply it with steam. The paddle-wheels it drove were 35 feet in diameter and each weighed 100 tons.

Walking beam steamers were common in many parts of America. The *Western World*, below, helped to knit together the rapidly-growing cities bordering the Great Lakes.



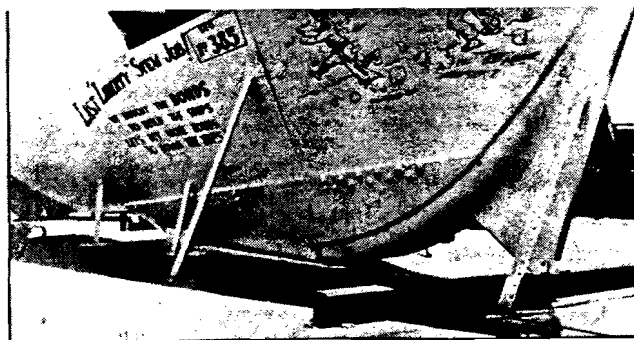
The Liberty Ship Engine

This is the exhaust side of the massive 140 ton engine. The main condenser is bolted to this side of the engine, resting on the two pedestals. This engine was, to marine engineers, just as famous as the ships. Someone even wrote a poem about reciprocating engines many years before WW II.



They can build them out in Egypt
And repair them in Japan -
The reciprocating engine
Is the greatest friend of man.

Photo courtesy Gene Anderson,
S.S. JEREMIAH O'BRIEN.



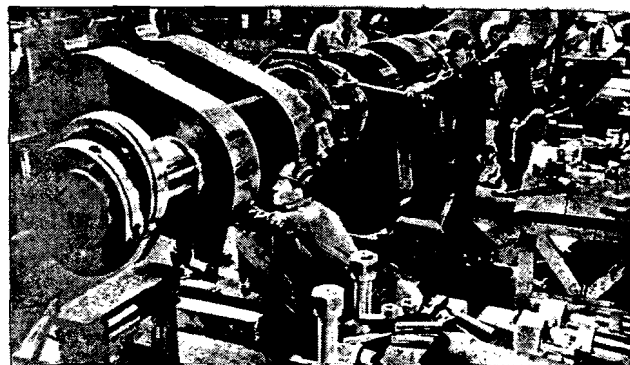
Fairfield's Last Liberty

The last Liberty Ship delivered by Beth-Fairfield was the U.S.S. SAMAR, a Navy crewed vessel which was commissioned on 31 October 1944. This is her stern assembly. Curiously, the yard still refers to this hull as the 385th, even though SAMAR was the 384th Liberty delivered. A fire claimed one of the ships, LOUIS G. TIFFANY, which was scrapped on the ways and never launched. Photo courtesy The Baltimore Sun and Ernest Imhoff.



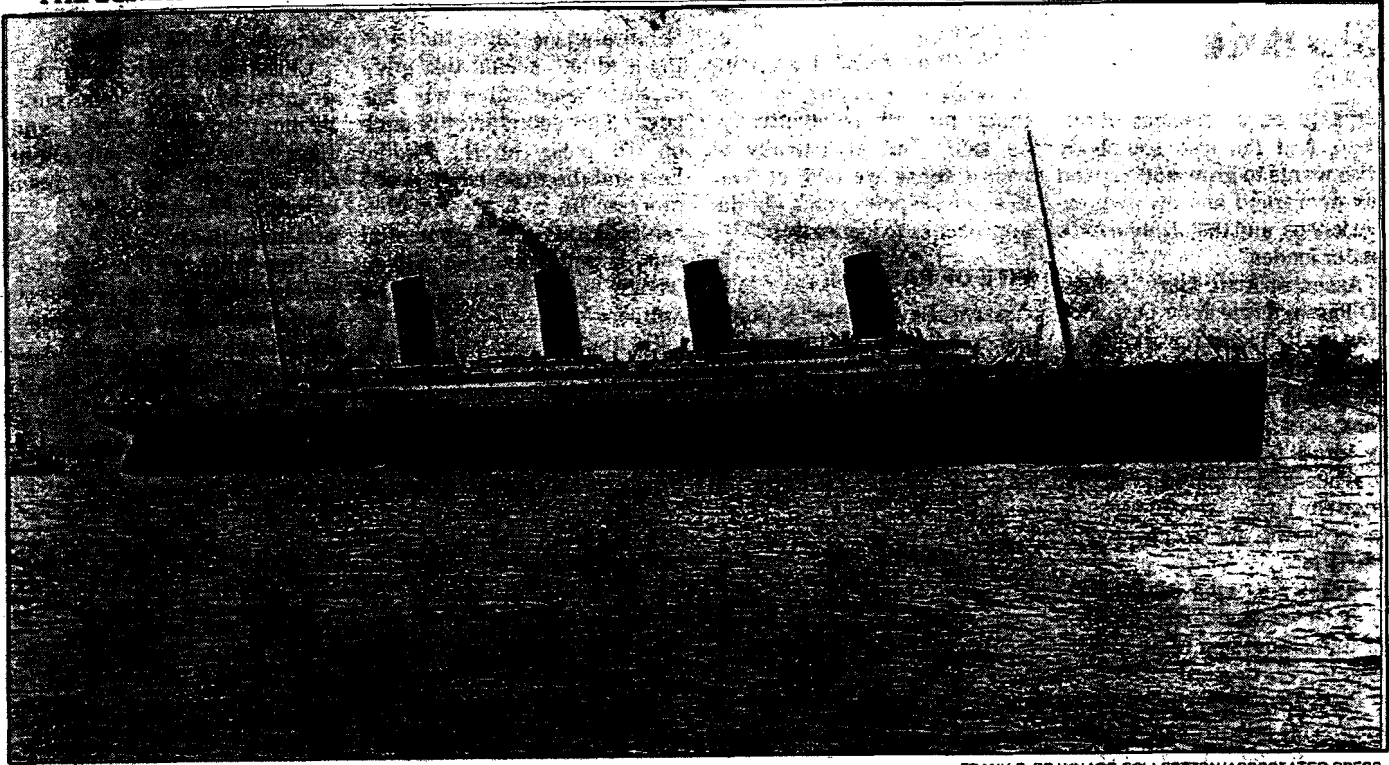
Propellers

Parts for the Liberty Ships came from some 35 states. They piled up in the shipyards awaiting installation. Here is the propeller garden at Fairfield, filled with brand new manganese-bronze wheels. Today one of these would cost over \$200,000, so we keep our ship away from the shoals. Photo courtesy The Baltimore Sun and Ernest Imhoff.



Crankshaft

Everything about the triple-expansion steam engine was massive. This is a crankshaft, being assembled at the Joshua Hendy Ironworks in California. This one plant could turn out an engine every single day at peak capacity. The engines cost an average of \$100,000. Photo courtesy Dave Scheuerman.



FRANK O. BRAYNARD COLLECTION/ASSOCIATED PRESS

During its first and only voyage from Southampton, England, in 1912, the ship Titanic hit an iceberg and sank off Newfoundland.

Allure of disaster lifts Titanic legacy

Even 100 years later, sinking fascinates like no other tragedy

By Seth Borenstein
ASSOCIATED PRESS

Epic disasters — the anguished cries, the stories of heroism — are the central narratives of our age, both enthralling and horrifying. And our obsession began a century ago, unfolding in just 160 terrifying minutes, on a supposedly unsinkable ship, as more than 1,500 souls slipped into the icy waters of the North Atlantic. And the band played on.

It was the Titanic. And ever since, we've been hooked on disasters, in general — but the tale of the great luxury liner, in particular. And the approaching 100th anniversary of the sinking has merely magnified the Titanic's fascination.

There were catastrophes before that fateful Sunday night in April 1912, but nothing quite captivated the newly wireless-connected globe's attention. It was more than news. It was a macabre form of entertainment.

Bigger, deadlier disasters followed, but they all borrowed from the storylines — morality plays, really — established by the Titanic's sinking: The high-profile investigations, wall-to-wall news coverage, issues of blame, technological hubris, ignored warnings and economic fairness — all were themes that played out in the BP oil spill, the space shuttle disasters, Hurricane Katrina, the Exxon Valdez and the recent grounding of the Costa Concordia.

"The story is ageless, like all great stories," said James Delgado, director of maritime heritage at the National Oceanic and Atmospheric Administration.

"The elements in this case of triumph, tragedy, and hubris, of bravery and cowardice, all wrapped up in one brief moment. That speaks to people."

And to this day, the Titanic is big business in movies, books, songs, poetry, and museum exhibits hundreds of miles from the nearest ocean. Dozens of tourists have paid tens of thousands of dollars to dive in Russian submersibles to visit the

ship's watery grave and see in the ocean floor "where the Titanic dug in and the ship created this knife-like sharp edge," Delgado said.

For decades that burial spot was unknown, but the discovery of the Titanic in 1985 brought Titanic back to the world's attention. Then a dozen years later, another man raised the Titanic to an even greater fame with a multi-Academy Award-winning movie and follow-up documentaries. This was, he said, a parable that the storyteller in him could not ignore.

"It's this great sort of metaphorical novel that actually happened," said "Titanic" director James Cameron. "You can go and visit the wreck and go and see this monument to human folly."

The 882-foot long Titanic steamed from Queenstown, Ireland, on April 11 toward New York, carrying more than 2,200 passengers and crew, more than 130,000 pounds of meat and fish, 1,750 pounds of ice cream, 400 asparagus tongs and only 20 of the 32 lifeboats designed to be on board.

The ship ignored more than 30 ice warnings. At 11:40 p.m. April 14, the Titanic hit an iceberg and stalled. At 2:20 a.m., it sank.

Before the Titanic, the great Chicago fire, the Galveston hurricane and the San Francisco earthquake attracted America's attention, but "the Titanic hit a nerve in a different way," said Kevin Rozario, a professor of American Studies at Smith College. "It's the dramatic quality of the Titanic."

Everything about the sinking — its speed and the fact that everybody was in one place — added to the drama.

In fact, the Titanic's sinking took about as long as a stage play of that era, noted John Wilson Foster, a Queens University Belfast professor who wrote several Titanic books. "The survivors did say during the sinking it seemed like a play," Foster said.

Rozario, author of the book "Culture of Calamity," said disasters reflect everyday fears that at we often ignore. When a catastrophe happens, "we see ourselves" in the storylines that play out.

The Real Reason for the Tragedy of the Titanic

By Chris Berg

In the 1958 Titanic film "A Night to Remember," Captain Smith is consulting with the shipbuilder Thomas Andrews. After the two realize that the Titanic will sink and that there are not enough lifeboats for even half those aboard, Smith quietly says "I don't think the Board of Trade regulations visualized this situation, do you?"

In the run-up to the 100th anniversary of this tragedy this weekend, there's been a lot of commentary about who and what were to blame. Left unsaid is that the Titanic's lifeboat capacity is probably the most iconic regulatory failure of the 20th century.

The ship had carried 2,224 people on its maiden voyage but could only squeeze 1,178 people into its lifeboats. There were a host of other failures, accidents, and mishaps which led to the enormous loss of life, but this was the most crucial one: From the moment the Titanic scraped the iceberg, the casualties were going to be unprecedented.

Yet the Titanic was fully compliant with all marine laws. The British Board of Trade required all vessels above 10,000 metric tonnes (11,023 U.S. tons) to carry 16 lifeboats. The White Star Line ensured that the Titanic exceeded the requirements by four boats. But the ship was 46,328 tonnes. The Board of Trade hadn't updated its regulations for nearly 20 years.

The lifeboat regulations were written for a different era and enforced unthinkingly. So why didn't the regulators, shipbuilders or operators make the obvious connection between lifeboat capacity and the total complement of passengers and crew?

It had been 40 years since the last serious loss of life at sea, when 562 people died on the Atlantic in 1873. By the 20th century, all ships were much safer.

changed what regulators and shipowners saw as the purpose of lifeboats. Lifeboats were not designed to keep all the ship and crew afloat while the ves-

sel sank. They were simply to ferry them to nearby rescue ships.

Recent history had confirmed this understanding. The Republic sank in 1909, fatally crippled in a collision. But it took nearly 36 hours for the Republic to submerge. All passengers and crew—except for the few who died in the actual collision—were transferred safely, in stages, to half a dozen other vessels.

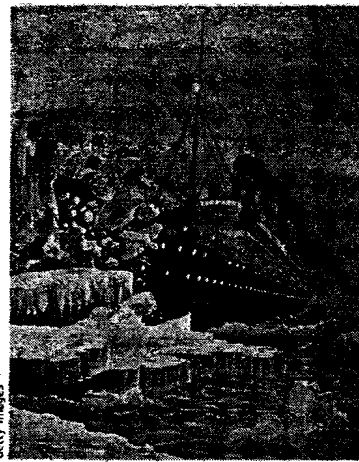
Had Titanic sunk more slowly, it would have been surrounded by the Frankfurt, the Mount Temple, the Birma, the Virginian, the Olympic, the Baltic and the first on the scene, the Carpathia. The North Atlantic was a busy stretch of sea. Or, had the Californian (within visual range of the unfolding tragedy) responded to distress calls, the lifeboats would have been adequate for the purpose they were intended—to ferry passengers to safety.

The disaster is often seen as a tale of hubris, social stratification and capitalist excess. The truth is considerably more sobering.

There was, simply, very little reason to question the Board of Trade's wisdom about lifeboat requirements. Shipbuilders and operators thought the government was on top of it; that experts in the public service had rationally assessed the dangers of sea travel and regulated accordingly. Otherwise why have the regulations at all?

This is not the way the story is usually told.

Recall in James Cameron's 1997 film, "Titanic," the fictionalized Thomas Andrews character claims to have wanted to install extra lifeboats but "it was thought by some that the deck would look too cluttered." Mr. Cameron saw his movie as a metaphor for the end of the world, so historical accuracy was not at a premium,



Artistic rendering of the Titanic from Le Petit Journal Paris, April 28, 1912

Yet the historian Simon Schama appears to have received his knowledge of this issue from the Cameron film, writing in Newsweek recently that "Chillingly, the shortage of lifeboats was due to shipboard aesthetics." (Mr. Schama also sees the Titanic as a metaphor, this time for "global capitalism" hitting the Lehman Brothers iceberg.)

This claim—that the White Star Line chose aesthetics over lives—hinges on a crucial conversation between Alexander Carlisle, the managing director of the shipyard where Titanic was built, and his customer Bruce Ismay, head of White Star Line, in 1910.

Carlisle proposed that White Star equip its ships with 48 lifeboats—in retrospect, more than enough to save all passengers and crew. Yet after a few minutes discussion, Ismay and other senior managers rejected the proposal. The Titanic historian Daniel Allen Butler (author of "Unsinkable") says Carlisle's idea was rejected "on the grounds of expense."

But that's not true. In the Board of Trade's post-accident inquiry, Carlisle was very clear as to why White Star declined to install extra lifeboats: The firm wanted to see whether regulators required it. As Carlisle told the inquiry,

"I was authorized then to go ahead and get out full plans and designs, so that if the Board of Trade did call upon us to fit anything more we would have no extra trouble or extra expense."

So the issue was not cost, per se, or aesthetics, but whether the regulator felt it necessary to increase the lifeboat requirements for White Star's new, larger, class of ship.

This undercuts the convenient morality tale about safety being sacrificed for commercial success that sneaks into most accounts of the Titanic disaster.

The responsibility for lifeboats came

"entirely practically under the Board of Trade," as Carlisle described the industry's thinking at the time. Nobody seriously thought to second-guess the board's judgment.

This is a distressingly common problem. Governments find it easy to implement regulations but tedious to maintain existing ones—politicians gain little political benefit from updating old laws, only from introducing new laws.

And regulated entities tend to comply with the specifics of the regulations, not with the goal of the regulations themselves. All too often, once government takes over, what was private risk management becomes regulatory compliance.

It's easy to weave the Titanic disaster into a seductive tale of hubris, social stratification and capitalist excess. But the Titanic's chroniclers tend to put their moral narrative ahead of their historical one.

At the accident's core is this reality: British regulators assumed responsibility for lifeboat numbers and then botched that responsibility. With a close reading of the evidence, it is hard not to see the Titanic disaster as a tragic example of government failure.

Mr. Berg is a fellow at the Institute of Public Affairs in Melbourne, Australia. This op-ed originally appeared on the Australian Broadcasting Corporation's website *The Drum* (www.abc.net.au) on April 11.

WALL STREET JOURNAL, April 13, 2012

Aboard a doomed ship: Tales of the Titanic

Gilded Lives, Fatal Voyage: The Titanic, Her Passengers and Their World

Hugh Brewster

Crown Publishers, 269 pp., \$26

Reviewed by Arthur T. Vanderbilt II

Walter Lord's "A Night to Remember" and James Cameron's award-winning movie set the Titanic bar high. In "Gilded Lives, Fatal Voyage," Hugh Brewster clears that bar with ease and shows again why the story never gets old.

This book focuses on the passengers and follows

a handful of them from boarding the ship through that fateful night. We know the story well, we know what's going to happen, yet the author draws us so completely into the lives of these passengers that the reader experiences each hour as if for the first time. The immediacy of the story is enhanced by haunting photographs taken by two passengers on that maiden and final voyage.

An historian might quibble when the author fills in some spots with educated assumptions — "quite possibly," "may have," "it is likely that"; there are parts of the story that will never be known. But by bringing us into the lives of these passengers, Brewster has brought the reader aboard the doomed ship for a white-knuckled read. "The recollections of those who survived allow us to place ourselves on that sloping deck and ask, 'What would we do?'"

Arthur T. Vanderbilt II is the author of "Fortune's Children" (HarperCollins)

STAR-LEDGER MARCH 25, 2012

Hoboken Weighs Hunkering Down

By Heather Haddon

HOBOKEN, N.J.—A broad range of ideas is under review to fortify this compact city against the kind of floodwaters that overwhelmed it from two directions during superstorm Sandy—from building a sea wall to raising power stations high above ground.

Protective structures also have been proposed for New York City across the Hudson River, but Mayor Michael Bloomberg has rejected projects such as a sea wall as too expensive. Hoboken, though, is so vulnerable and so small—just one mile square—that experimental measures might be feasible.

"Hoboken is small enough. Maybe some crazy idea would be useful," said Philip Orton, a research scientist and storm-surge expert at the Stevens Institute of Technology, a private university in Hoboken.

Mayor Dawn Zimmer said she wants new flood protection in place by the end of 2013.

"From my standpoint, we can't go another year like this," she said.

Among the ideas are raising city roads, adding pumps and building a mammoth system that would channel floodwaters into tunnels and onto lower-lying land to take advantage of the Meadowlands' natural function as a drainage system for New Jersey cities—including Hoboken.

Zoning changes are also being considered to prevent the building of ground-floor apartments in flood zones, as is a shift to an energy system that would allow the city to produce some of its own power to supplement the utility grid.

"I think Hoboken is a perfect candidate for smart grid," said Adam Zellner, president of Greener by Design, a New Brunswick consulting firm that has spoken to the city about creating independent power production. "It can be done in a way that's much more digestible because it's small."

Although the proposals have sparked the imagination of engineers, the federal government has yet to weigh in on what it would recommend.

Ms. Zimmer is assembling a task force of property owners, local officials and engineers from the Stevens Institute to discuss the city's flood-protection options.

One measure the mayor supports would raise the city's power substations onto platforms such as shipping containers, a novelty that has been used in other flood-prone areas. An estimated 90% of the city lost power after Sandy flooded Hoboken's three substations.



The Long Slip Canal that runs along side of the NJ Transit rail yards experienced extensive flooding from superstorm Sandy.

"We have to think outside a box," Ms. Zimmer said. "I don't want to be going into hurricane season with my substations exposed."

A sea wall also could have helped prevent flooding from the Long Slip Canal—an industrial inlet near NJ Transit's rail yards that was overwhelmed by Sandy's storm surge, said Ron Hine, director of the Fund for a Better Waterfront, a group monitoring Hoboken coastline development. Two luxury developments sustained serious flooding

from the canal storm surge.

"A sea wall in front of the canal could help solve that problem," Mr. Hine said.

Few debate the need for better flood protection in Hoboken, a city that until the 19th century was on an island. Swaths of it remain below sea level.

Hoboken has flooded repeatedly in the past, and in the spring a \$17 million pump was completed in the city's southwest section to help mitigate heavy rains.

The pump can remove 75 mil-

lion gallons of water per day from the city when running, and it did its job during Sandy, said city spokesman Juan Meli.

"It makes the water drain a lot faster," Mr. Meli said. "If we hadn't had it, the flooding would have remained for many more days."

Sandy pushed floodwaters into the city from Weehawken Cove in the north and from Long Slip Canal in the south. Residents, some of whom were trapped in their buildings for days, said floodwaters were chest-high in some streets.

Sandy caused \$10 million in damage to city infrastructure, and the Hoboken City Council recently approved \$4.2 million in emergency expenditures to repair damaged city facilities.

"I lost everything," said Karen Nason, a Hoboken resident and business owner who sustained flooding both in her home and her floral shop. Her car was ruined, and much of the stock in her store died.

Flood-protection efforts will depend on federal funding. New Jersey Gov. Chris Christie included more than \$7 billion for mitigation and prevention in his request for congressional funding for the state after Sandy. Details on what the mitigation funds would cover haven't been made available.

Even routine flood-protection

projects are costly.

One such, to restore 21 miles of shoreline between Sea Bright and Manasquan in New Jersey, will cost \$222 million, with additional spending in store to continue replenishing sand once it erodes.

A tunnel system to divert floodwaters from Hoboken and other New Jersey cities to the Meadowlands would likely cost billions of dollars, though it would offer a more long-term flood-protection strategy than simply lifting roads or building a sea wall, Mr. Orton said.

The U.S. Army Corps of Engineers doesn't have mitigation studies specifically looking at Hoboken, but top agency leaders spoke with Hoboken officials immediately after Sandy, and those conversations likely addressed future flood prevention, said Chris Gardner, a spokesman for the New York District of the U.S. Army Corps of Engineers.

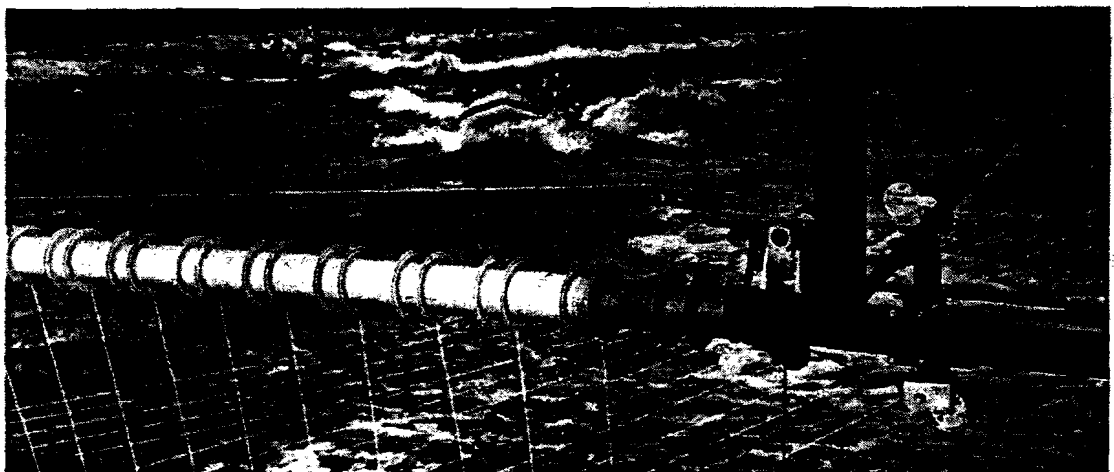
Hoboken resident Chris Halleron has seen his commute time double since PATH service was suspended due to Sandy. He said he was open to flood-mitigation measures, even those that were unsightly.

"We moved to Hoboken for its pretty views of Manhattan, but if we had to look over a sea wall to maintain those views, I'm all for it," said Mr. Halleron, a magazine editor. "It needs to be addressed."

—Sharon Adario and Jennifer Weiss contributed to this article.

the sea mar/apr 13

'Pirate' trap is made available to owners



Westmark's new anti-boarding system creates a barrier around the ship (Photo: GAC Maritime Security)

GAC Maritime Security says it is now making the P-trap engine-blocking system available to owners. The system creates a security zone around the ship to prevent other vessels from approaching too close and attempting to board. Created by Netherlands-based specialists Westmark, this patented anti-boarding device creates a non-lethal secure barrier around a ship, adding an additional

layer of protection from attack.

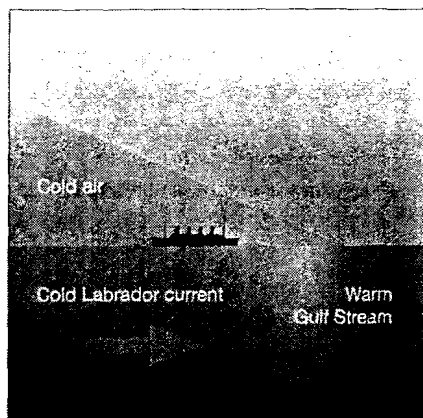
A set of long, thin lines are carried on side booms extending up to ten metres from the ship's bow on both sides of the ship just below the water surface. Any vessel entering this security zone will run into these lines, which trap the propeller and disable the engines of the approaching craft.

OPTICAL ILLUSION A NEW EXPLANATION FOR THE DISASTER

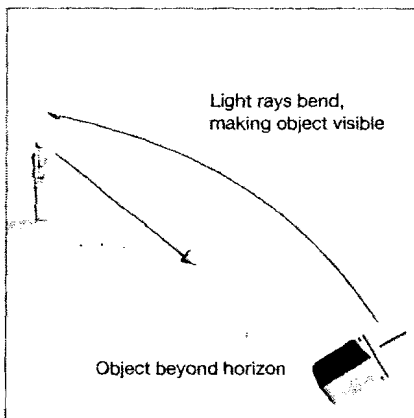
An unusual optical phenomenon explains why the *Titanic* struck an iceberg and received no assistance from a nearby ship, according to new research by British historian Tim Maltin. Atmospheric conditions in the area that night were ripe for super refraction, Maltin found. This extraordinary bending of light causes miraging, which, he discovered, was recorded by several ships in the area. He says it also prevented the *Titanic's* lookouts from seeing the iceberg in time and the freighter *Californian*

from identifying the ocean liner and communicating with it. A 1992 British government investigation suggested that super refraction may have played a role in the disaster, but that possibility went unexplored until Maltin mined weather records, survivors' testimony and long-forgotten ships' logs. His findings—presented in his new book, *A Very Deceiving Night*, and the documentary film *Titanic's Final Mystery*, premiering on the Smithsonian Channel at 8 p.m. on April 15—are distilled here:

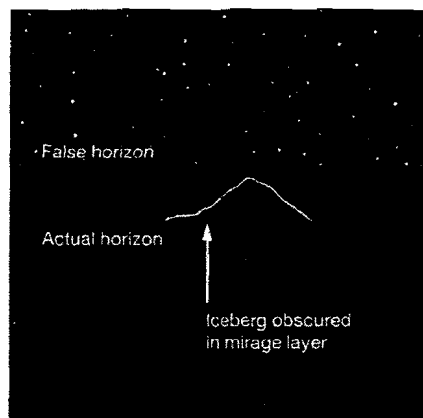
ILLUSTRATIONS BY CHARLES FLOYD



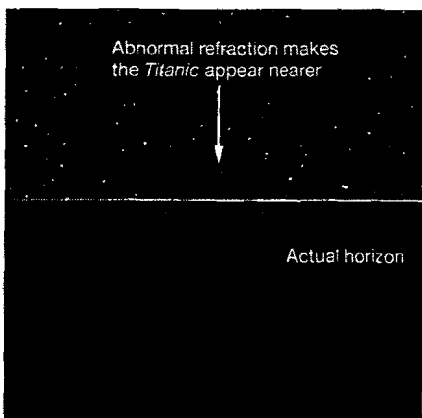
1. The *Titanic* was sailing from Gulf Stream waters into the frigid Labrador Current, where the air column was cooling from the bottom up, creating a **thermal inversion**: layers of cold air below layers of warmer air. Extraordinarily high air pressure kept the air free of fog.



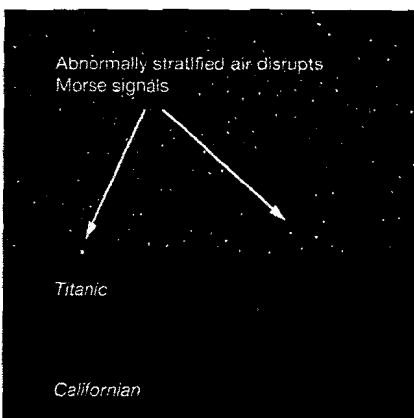
2. A thermal inversion refracts light abnormally and can create a **superior mirage**: Objects appear higher (and therefore nearer) than they actually are, before a false horizon. The area between the false horizon and the true one may appear as haze.



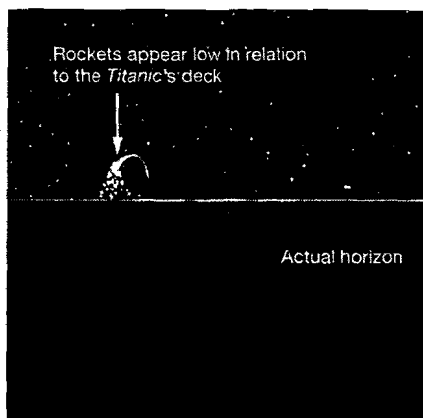
3. The *Californian's* radio operator warned the *Titanic* of ice. But the moonless night provided little contrast, and a calm sea masked the line between the true and false horizons, **camouflaging the iceberg**. A *Titanic* lookout sounded the alarm when the berg was about a mile away—too late.



4. Shortly before the collision, the *Titanic* sailed into the *Californian's* view—but it **appeared too near and small** to be the great ocean liner. *Californian* captain Stanley Lord knew the *Titanic* was the only other ship in the area with a radio, and so concluded this ship did not have one.

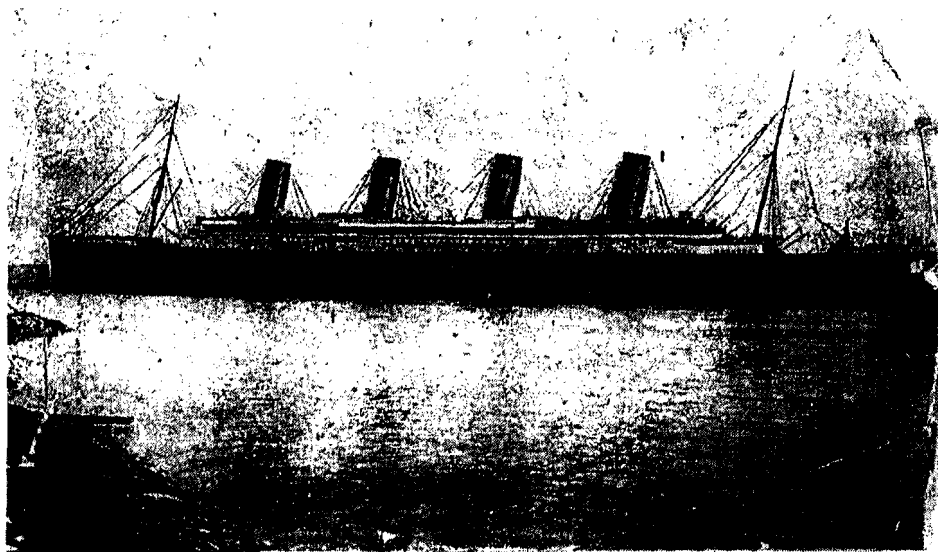


5. Lord said he repeatedly had someone **signal the ship by Morse lamp** and she did not take the slightest notice of it." The *Titanic*, now in trouble, signaled the *Californian* by Morse lamp, also to no avail. The abnormally stratified air was distorting and disrupting the signals.



6. The *Titanic* fired distress rockets some **600 feet into the air**—but they appeared to be much lower relative to the ship. Those aboard the *Californian*, unsure of what they saw, ignored the signals. When the *Titanic* sank, at 2:20 a.m. April 15, they thought the ship might be simply sailing away.

Adapted from *A Very Deceiving Night*, by Tim Maltin. Copyright © 2012. With the permission of Airborne TV & Film.



Books on Titanic Go On and On

In the book "How to Survive the Titanic" — an elegant account of the infamy that hounded J. Bruce Ismay, the chairman of the company that owned the ship, after he fled in a lifeboat — Frances Wilson writes, "The need felt by survivors to tell their tales was, from the start, overwhelming and the need of those who were not on board to read their accounts, to see the films, to repeat the experience and work it through, to raise the Titanic and watch her go down again and again is one of the shipwreck's most peculiar effects."

The centennial of the Titanic disaster is April 14, and publishers appear to be hoping readers maintain an appetite for it. The number of Titanic-related books that have crossed my desk recently borders on the comical. But to dip into almost any of them is to be riveted by a story that remains eerie, dramatic and heartbreaking.

Like the ship itself, several of these books try to stand out as physical objects, and "Titanic, First Accounts" is the loveliest of the bunch. Featuring an illustration of the ship by Max Ellis that spans the flaps and front and

back covers, it collects accounts from survivors in books, newspaper articles and testimony to inquiry boards.

"First Accounts" begins with a chapter from a book by Lawrence Beesley, a teacher who was 34 when he survived the Titanic's demise. "As the oarsmen pulled slowly away we all turned and took a long look at the mighty vessel towering high above our midget boat, and I know it must have been the most extraordinary sight I shall ever be called upon to witness," he wrote.

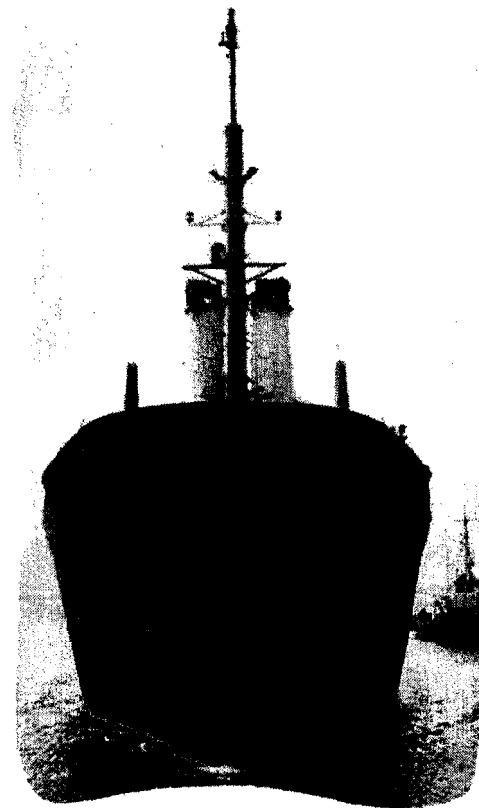
And there are many more accounts and studies of the disaster. Andrew Wilson's "Shadow of the Titanic" charts the difficulties survivors had long after their ordeal at sea. Others include Hugh Brewster's "Gilded Lives, Fatal Voyage: The Titanic's First-Class Passengers and Their World," John Welshman's "Titanic: The Last Night of a Small Town," Charles Pellegrino's "Farewell, Titanic: Her Final Legacy" and Richard Daventport-Hines's "Voyagers of the Titanic: Passengers, Sailors, Shipbuilders, Aristocrats and the Worlds They Came From."

The historian John Maxtone-Graham begins his contribution, "Titanic Tragedy: A New Look at the Lost Liner," with a tip of his cap to Walter Lord, whose 1955 classic, "A Night to Remember," is considered one of the best places to start on a Titanic syllabus. (Lord's book also inspired the 1958 movie of the same name.) There is even "The Titanic for Dummies."

Not every book is on the history shelf.

William Seil's entry in the series "The Further Adventures of Sherlock Holmes" is "The Titanic Tragedy," in which Holmes and Watson find themselves solving a case aboard the ill-fated liner. And Europa Editions is reissuing Beryl Bainbridge's "Every Man for Himself," which is set on the ship. Reviewing that book in The New York Times in 1996, Janet Kaye wrote this about the novel's snobbish first-class passengers: "We begin to care about them, almost despite ourselves. For we realize that they have mistaken imperviousness for invulnerability. They believe that, like the Titanic, they are indestructible."

JOHN WILLIAMS



ILA & USMX CONTRACT AGREEMENT

This week, the International Longshoremen's Association (ILA) and United States Maritime Alliance (USMX) officially approved their tentative contract. The contract now goes to ILA's 14,500 members and to members of the United States Maritime Alliance for ratification.

"This monumental result, which will be submitted to their respective memberships for ratification, paves the way for six years of stable labor-management relations covering all the Atlantic and Gulf Coast ports," said Federal Mediation & Conciliation Service Director George H. Cohen. "What this means in real life terms is that once again collective bargaining proved up to the task and played a major constructive role in helping to avoid a potential disruption that unquestionably would have had severe impact on the nation's economy-at the precise time that a significant recovery is in progress."

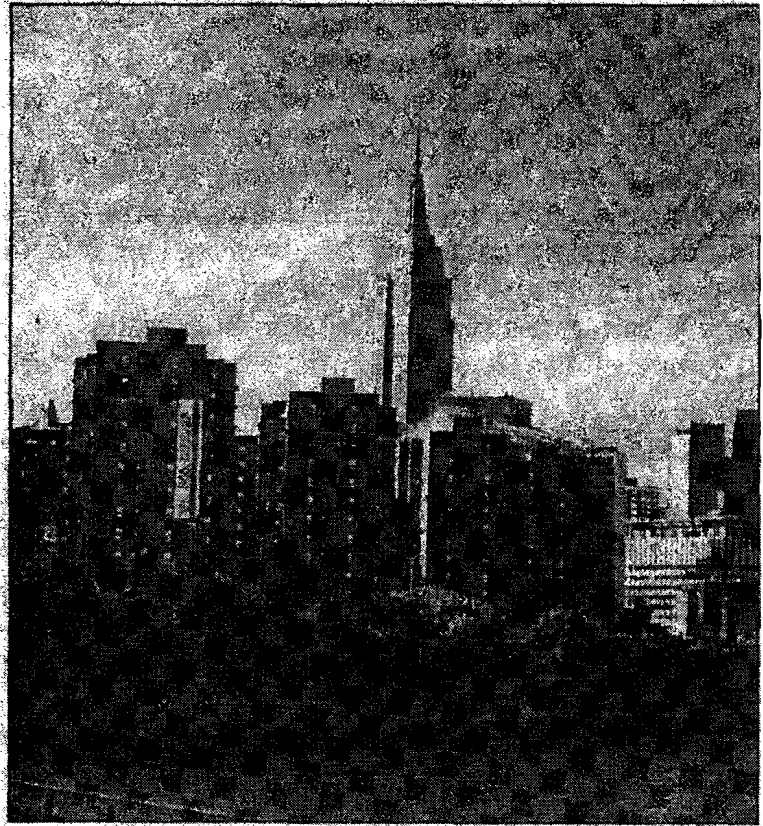
The Master Contract would replace the agreement that expired on Sept. 30, 2012. Negotiations on a new contract began a year ago. Both sides had since agreed twice to extend the contract and to continue bargaining under the auspices of Cohen and his team. The tentative agreement was reached Feb. 1 on the eve of the expiration of the last contract extension.

March 22, 2013 AOL

New York's story as a port

The National Archives in New York is shifting its office and bringing a new exhibition space to Lower Manhattan. The keeper of vital U.S. documents has moved into the historic Alexander Hamilton U.S. Custom House at 1 Bowling Green, a building it shares with the Smithsonian's National Museum of the American Indian. An inaugural show in the building's rotunda titled "The World's Port: Through Documents of the National Archives" tells the story of the city's trade history through photos and documents. The building also has a welcome center for visitors and a research center for the public and scholars. Info: National Archives and Records Administration; 866-272-6272, archives.gov

— Mary Forgiione,
special to Tribune Newspapers



ROSS WERLAND/TRIBUNE NEWSPAPERS PHOTO

A new National Archives exhibit in New York City features the city's past in transport.

"Dead in the Water" c't'd from p. 12

perts said. Along with the loss of electricity and refrigeration, a vessel without power can pitch violently in strong waves. Also, a powerless ship might have to be evacuated if more serious problems develop, a situation that experts say should be avoided if at all possible.

"A boat is the best life raft," said Mr. Gaouette, the safety expert, citing a well-used adage.

Under a rule from the United Nations agency in 2006, any cruise ship built after July 2010 is required to have such a system. But during the past decade, as ship operators raced to build bigger ships to supply a growing consumer demand, they chose not to voluntarily add backup systems to new vessels.

Larrie D. Ferreiro, a naval architect and historian at Catholic University in Washington, said that the choice for cruise operators was simple: A ship is just so big and a company can either put more equipment or more people

"The more passenger cabins you can fit into that envelope the more revenue you can get," Mr. Ferreiro said.

Today, only about 10 cruise ships have such equipment, said John Hicks, the vice president for passenger ships for the North American division of Lloyd's Register, a consulting firm. The Royal Caribbean spokeswoman, Ms. Martinez, said that the Oasis of the Seas and a companion vessel, the Allure of the Seas, had such backup systems.

For passengers on most other cruise ships, however, the possibility of getting stuck on the water perhaps for days may be an inevitable part of buying a ticket.

Ms. Spreckman, the passenger on the Splendor, said she and her friends who were also on that boat were stunned when they heard about the Triumph. It was as if Carnival had not learned anything, she said.

"All my friends called me, 'Did you see that?'" said Ms. Spreckman, who is a Westchester County legislator. "I cannot believe they did not learn the lesson. It happened before and it hap-

"Four Chaplains" c't'd from p. 3

community responded with generosity.

"We can't keep Father Washington for ourselves," Mancini said. "Just as their families shared them with the world, we share them with others yesterday."

At the end of the Mass, the piercing sound of bagpipes played "Amazing Grace." Veterans of several wars marched out, everyone in uniform.

The audience stood, applauding them for their service, and for the sacrifice of the chaplains.

They lined up outside in front of the monument, standing in attention saluting as "Taps" was sounded.

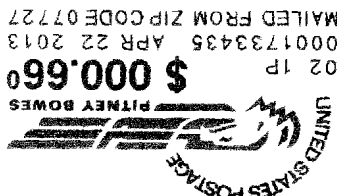
A single gunshot was fired. Everyone was silent.

McHugh stood there, proudly, smiling.

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"WHEN YOU THREW YOURSELF TOGETHER, LEROY, YOU MISSED THE STRIKE ZONE."



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Marine Society of the City of New York

NEW YORK TIMES, THURSDAY, MARCH 22, 2012

Bill to Improve Ship/Terminal Security-Hazardous Cargo

Senator F.R. Lautenberg introduced a bill to protect America's communities and economy by improving the security of hazardous cargo shipments, including liquefied natural gas and liquefied petroleum gas. The Maritime Hazardous Cargo Security Act of 2009 would require the U.S. Department of Homeland Security to improve security for vessels and facilities that ship and receive particularly dangerous chemicals and petrochemicals.

The bill contains several key provisions, including:

A requirement for the Obama Administration to work with international partners to develop standards and procedures for the safe and secure handling of especially hazardous cargoes (EHC) for all vessels and port facilities.

An employee security training requirement for vessel security officers to complete training on the Coast Guard's Incident Command System.

A requirement for the Coast Guard to modify Area Maritime Transportation Plans to incorporate regional response and recovery plans so trade is not disrupted.

The bill is also cosponsored by bipartisan leaders on the Senate Commerce Committee and the Subcommittee on Surface Transportation and Merchant Marine Safety, Security and Infrastructure, which Sen. Lautenberg chairs.

(from the M.E.B.A. Telex Times sent in by George MURPHY)

CHILE

Navy rescues American after failed sailing trip

An 84-year-old American making his seventh attempt to sail alone around the tip of South America was found tired but alive by the Chilean Navy yesterday after his mast broke far from land in the South Pacific.

The Chilean Navy located Thomas Louis Corogin on his 32-foot sailboat more than 520 miles south of Easter Island, stranded but in relatively stable weather, with ocean swells of about 15 feet.

Corogin activated his emergency beacon on Tuesday morning, prompting the Navy to send out an Orion sea and rescue plane, which searched

a vast expanse of ocean. The plane had to return to Easter Island and refuel before going out again and spotting the tiny boat, Captain Jorge Bastias, the Navy's top spokesman, told the Associated Press.

The Navy then arranged for a Japanese merchant ship, the White Kingdom, to pluck Corogin off the vessel and its captain reported that he was in good health.

Corogin, a lawyer who runs a small marina in Port Clinton, Ohio, set sail from Easter Island on Dec. 27. The broken mast wasn't his only mishap during this adventure — he had sent an e-mail saying he was briefly hospitalized in Ecuador with a cut to his leg, said a friend and fellow sailor, Jack Majszak.