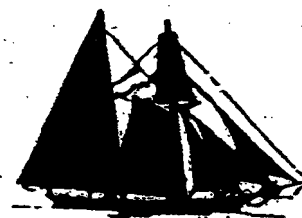


# CAPTAIN'S



# QUARTERS



Spring 2010

Chartered 1770  
**QUARTERLY NEWSLETTERS** - Prepared for the interest of all  
members (Regular, Honorary and Associate) of the Marine  
Society of the City of New York in the State of New York,  
Suite 714, 17 Battery Place, New York, NY 10004.  
Office 212-425-0448 FAX 212-425-1117  
Website: [www.marinesocietyny.org](http://www.marinesocietyny.org)

## Next Quarterly Meeting 9 April 2010 12:30 pm

This meeting at SUNY Maritime College Bronx will be followed by a Regimental Review at 3:15 followed by a Dedication Ceremony of the Monomoy Boats at 3:45. At 4:15 pm a Presidents Cup Monomoy Rowing Race will take place with USMMA (Kings Point) on Long Island Sound. In past years, each team has won one race.

## 240<sup>th</sup> Annual Marine Society Dinner 19 April 2010

This very popular and often oversubscribed affair will once again be at the New York Marriott Downtown on West Street, NYC. The Honored Guest and Speaker will be Mr. John Gallagher, Vice President of American Bureau of Shipping. Make your reservation with Ms. Karen Laino at the office if you have not already done so.

## Crossed The Final Bar

Rev. Robert Ray Parks, Honorary member 18 Oct.'09  
Capt. Gerald O'Rourke, 1 Dec.'09  
Mrs. Clare Coulombe, 28 Oct.'09 wife of the late Capt. George Coulombe  
Capt. Richard Ryan, 24 Oct.'08  
Capt. Alan M. Stevens 15 Apr.'09

## New Members

Capt. John Traut, Regular 28 Sept.'09  
Mr. Andrew Gillilan Associate 28 Sept.'09  
Ms. Roberta Weisbrod, Associate 28 Sept.'09  
Mr. James Zatwarnicki, Regular 19 Oct.'09  
Capt. Glenn L. Bond, Regular 19 Oct.'09

## Annual Meeting of the Marine Society of the City of New York 1 February 20 Fraunces Tavern, New York, N.Y.

Attending were Mses. Karen Laino-Office Administrator, Lynne Mahoney, Capt. Cynthia Robson-Secretary, Mses Joy Sandberg, Barbara Taylor, Terry Walton, Roberta Weisbrod, Captains John Doswell, Robert A. Fay, Timothy Ferrie-President, Tom Fox-Treasurer, Charles Hoffman jr. Harry Marshall, Jamie McNamara, Robert Pouch-1<sup>st</sup> V.P. George Previll-PP, Charles Renick, George Sandberg, James Shirley-Attny. Glenn D. Strathearn-SC, Harold Stumme, Messrs. Frank Keane-SC, Nicholas Makar, John F. Ring-SC, James Rudolph, John R. Strangfeld, and James Zatwarnicki, jr.

A quorum being present, Capt. Timothy J. Ferrie, President called the meeting to order at 1347 hrs and asked all present to introduce themselves.

Captain Ferrie then turned the meeting over to Captain Previll, the Chairman of the Nominating Committee which consisted of Capt. George Previll, Capt. James Shirley, Capt. Glenn Strathearn, Capt. Steven Bendo and Capt. James DeSimone.

The Nominating Committee proposed the following for election:

*Capt. Timothy J Ferrie, President*  
*Capt. Robert H. Pouch for 1<sup>st</sup> Vice President*  
*Capt. James J. McNamara for 2<sup>nd</sup> Vice President*  
*Capt. Thomas J. Fox for Treasurer*  
*Capt. Cynthia L. Robson for Secretary*

Capt. Robson cast one vote for the slate on behalf of all proxy votes. All members present voted for the slate, thus unanimously electing it for two years.

Capt. Previll swore in Capt. Ferrie who, in turn, swore in Capt. Fox, Capt. Pouch, and Capt. Robson. The absent Capt. McNamara will be sworn in at another time. Capt. Ferrie also appointed and swore in Capt. James Shirley as Attorney for the Society.

Capt. Ferrie, as President, then formed the Standing Committee by re-appointing Capt. Glenn Strathearn, Mr Jack Ring, Mr. Frank Keane, Capt. Robert Fay, and Capt. George Previll all of whom were then sworn in. Standing Committee members re-appointed but not present were Capt. Steven Bendo, Capt. James DeSimone, Mr. Clay Maitland and Capt. HuKurt Plankl from the Standing Committee. Capt. Ferrie thanked him for years of service to the Marine Society. Capt. Ferrie appointed Capt. Amie Mcamara to the Standing Committee and swore him in. Capt. Ferrie spoke about the state of the Society and expressed his honor to be in the company of past Presidents Previll and Fox and acknowledged the presence of long-time Standing Committee member Capt. Harry Marshall.

One of the goals of the last two years has been accomplished in that two Monomoy boats for Fort. Schuyler have been built and paid for. They will be dedicated at the April 9<sup>th</sup> Quarterly meeting at Fort Schuyler. The boats will be named for Alumni lost at sea and Virginia's Hope. The 3<sup>rd</sup> annual Monomoy rowing race with

c'd on P.7

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.

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

**Officers**

Captain Timothy J. Ferrie ..... President  
CDR Robert H. Pouch ..... 1<sup>st</sup> Vice President  
Captain James McNamara 2nd Vice President  
Captain Thomas F. Fox ..... Treasurer  
Captain Cynthia Robson ..... Secretary  
Captain James T. Shirley, Esq. .... Attorney

**Standing Committee**

Captain Steven Bendo  
Captain James DeSimone  
Captain Robert A. Ray  
Mr. Frank Keane  
Mr. Clay Maitland  
Captain Jamie McNamara  
Captain George Previll  
Mr. John F. Ring  
Captain Hugh Stephens  
Mr. Glenn Strathearn

**Captain's Quarters**

Mr. John R. Strangfeld, Editor

**Office Administrator**

Ms. Karen Laino

The Marine Society of the City of New York is a charitable and educational organization, the regular membership being comprised entirely of seafarers, all of whom must have been Captains or Officers of merchant vessels under the United States of America flag or of U.S. Naval /U.S. Coast Guard Officers of the rank of Commander or above. It was formed in Colonial days, formerly chartered in 1770 by King George III to "improve maritime knowledge and relieve indigent and distressed shipmasters, their widows and orphans." Among early members of the society was President George Washington.

By and large, the Marine Society of New York has performed its charitable service quietly through the years without fanfare, as becomes an organization of seafarers. It stands today as the watchdog of their interests and interests of American shipping as a whole.

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

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

# A Norwegian Wartime Hero Who Sailed on the Kon-Tiki



Knut Haugland, left, in 2002, was one of six crew members who crossed the Pacific aboard the Kon-Tiki raft in 1947.

By STEPHEN MILLER

Knut Haugland, who died Dec. 25 at age 92, was the last surviving crew member of the Kon-Tiki, which sought to demonstrate under the leadership of Thor Heyerdahl that ancient mariners might have colonized Polynesia from the South American mainland.

The 101-day, 4,300-mile journey came to an abrupt ending on Aug. 7, 1947, after the Kon-Tiki grounded on a reef off Raroia, an atoll in French Polynesia. There were no casualties, but the Kon-Tiki was smashed by waves.

For the millions around the world who followed the Kon-Tiki's progress, the mission served as a summer idyll after the devastation of World War II. But Mr. Heyerdahl's notions about early migration patterns have seldom been taken seriously by historians or anthropologists.

Mr. Haugland was a much-decorated veteran of the Norwegian resistance, including helping to sabotage a Norwegian heavy water plant that the Allies suspected might be used to construct a German atomic bomb.

Recruited after the war for the Kon-Tiki expedition by Mr. Heyerdahl, also a Norwegian military veteran, Mr. Haugland and another radio operator aboard the Kon-Tiki provided dispatches throughout the journey. Their transmissions, monitored by amateur radio operators, kept the world informed of the sailors' progress through shark-infested waters.

"We are going to have a strange-looking fish that Heyerdahl says is delicious," Mr. Haugland radioed early on in the expedition. The voyagers took much of their food from the sea, including sharks, tuna and flying fish stranded on the deck each night that Mr. Haugland collected to cook for breakfast.

He also described a green parrot that had been given to the crew as a going-away present when the Kon-Tiki departed Callao, Peru. "He flies around freely and is talking his head off—already with a slight Norwegian accent." But the parrot became the expedition's only casualty when washed overboard during a storm.

When the Kon-Tiki expedition finally notified the world that its voyage had ended at Raroia, it was with what Mr. Heyerdahl wrote was "a little sabotage transmitter" that Mr. Haugland had used during World War II, the only one of the Kon-Tiki's transmitters still functioning.

Mr. Haugland joined the military at the age of 21 and was serving as a radio technician in the Norwegian Army when the Germans invaded and then occupied the country in 1940. He soon joined the resistance, undergoing training in coding by Britain's wartime secret service.

In October of 1942, he was part of a small team who parachuted into Hardangervidda on a mission to sabotage a heavy water plant that the Germans had taken over as part of their nascent nuclear program. The team dug in under Spartan winter conditions and were at one point reduced to consuming rein-

deer moss to survive. Mr. Haugland built a radio transmitter from a car battery and fishing rods. In February 1943, the team's assault on the plant succeeded in destroying its heavy water supplies. The operation was the subject of the 1965 film "The Heroes of Telemark."

Mr. Haugland escaped twice after being arrested by occupying authorities, and narrowly evaded capture when a transmitter he had hidden in a chimney of the Oslo Maternity Hospital was discovered. After the war, he was decorated by Norway, Great Britain and France.

Mr. Haugland remained in the Norwegian Army after the war, taking a leave of absence for the Kon-Tiki expedition, and helping found the Kon-Tiki Museum in Oslo when the expedition was complete. The remains of the raft are displayed at the museum, where Mr. Haugland was curator for several decades. He also was director of Norway's Resistance Museum, which memorializes its World War II underground fighters.

Asked in 2003 by the BBC whether he regarded himself a hero for his wartime exploits, Mr. Haugland responded, "I never use that word about myself or my friends. We just did a job."

Email remembrances@wsj.com



"FOR THE LAST TIME, LEROY, I'M ONLY GOING TO SAY THIS ONCE..."

# Women on subs face some rough seas

■ Underwater integration has a host of logistical issues to solve

By **RUSS BYNUM**  
and **PAULINE JELINEK**  
ASSOCIATED PRESS

**ST. MARYS, GA. —** Submariners sleep nine to a bunk room. There are four showers and seven toilets for the roughly 140 enlisted men. The passageways on board the vessel are so narrow that crew members can barely squeeze by each other without touching. And that's on the roomiest submarines.

The Navy is considering allowing women to serve aboard submarines for the first time, 16 years after bringing female sailors onto surface combat ships.

Some sailors and wives warn that putting men and women together in extremely close quarters underwater for weeks at a time is just asking for sexual harassment cases and wrecked marriages. But supporters of the idea say it is a matter of fairness and equal opportunity, and what worked on ships can work in subs.

"There's just a whole lot less privacy on board a submarine," said retired Navy Capt. Mike McKinnon, commanding officer of the Kings Bay sub base near St. Marys from 2004-07 and a former skipper of the submarine USS Kentucky. "But I think grown adults and professionally minded people can deal with those issues."

## Sleeping arrangements?

Over the past two weeks, top leaders at the Pentagon have said they are considering ending another in the dwindling number of military specialties reserved for men only. Officials said a decision could come soon, and women could be aboard subs by 2011.

The Navy will have to



PETTY OFFICER 1ST CLASS DAVID A. LEVY : ASSOCIATED PRESS / U.S. NAVY

**CLOSE QUARTERS:** Almost shoulder to shoulder, sailors work in the control room of the USS Portsmouth in this 2004 photo. The Navy is considering allowing women to serve aboard submarines for the first time, 16 years after bringing female sailors onto surface combat ships.

work through a host of issues first. Would men and women get separate bathrooms and sleeping quarters, as is already done aboard surface ships? Would the process of integrating subs begin with female officers, followed by enlisted women? What would happen if a woman discovered at sea that she was pregnant?

"If women can be on space shuttles and on surface ships, I think they ought to be able to work on submarines," said Lisa Goins, who retired in February after a 20-year Navy career.

Kings Bay is the East Coast base for the Navy's Ohio-class submarines, which are armed with Trident nuclear missiles and go on 77-day tours of duty underwater. The 18 Ohio-class subs would probably be the first to take on women since they are the largest in the undersea fleet.

Still, at 560 feet, Ohio-class subs are a tight fit for their 160-man crews.

The passageways and hatches are so narrow that those aboard are always

rubbing up against each other — a situation played for laughs in the 1959 Cary Grant comedy *Operation Petticoat*, in which a World War II sub rescues a group of stranded Army nurses.

## Wives concerned

The Associated Press sought permission to interview sailors at Kings Bay about the potential policy shift, but after a week, the Navy had yet to give its approval. On blogs and online networking sites, wives of submariners have warned that the close contact could lead to sexual temptation and other complications.

"I completely believe this would put strain on some relationships because there are trust issues," said Jennifer Simmons, whose husband serves on a submarine at Kings Bay. "It's asking for sexual harassment cases left and right. If you're trying to go through a passageway together, guess what — you're going to touch."

The Navy bans

"fraternization" between unmarried men and women. Punishment can range from a letter in the offender's file to a court-martial.

The rule change that allowed women to serve on combat ships was pronounced a success by the Navy long ago. But it was not all smooth sailing.

In the mid-1990s, the aircraft carrier Eisenhower was nicknamed "The Love Boat" after 15 women became pregnant and a man videotaped himself having sex with a woman. However, the Navy said 12 of the women who conceived did so before boarding the ship, and the three others got pregnant during shore leave.

Officials said the paperwork for changing the policy on submarines is being drawn up and could be finished by the end of the month or early November, after which it would be sent up the chain of command and then to Defense Secretary Robert Gates for his approval. If Congress wants to block the move, it must pass legislation.

# Slow and Steady Across the Sea Aids Profit and the Environment

By ELISABETH ROSENTHAL

It took more than a month for the container ship Ebba Maersk to steam from Germany to Guangdong, China, where it unloaded cargo on a recent Friday — a week longer than it did two years ago.

But for the owner, the Danish shipping giant Maersk, that counts as progress.

In a global culture dominated by speed, from overnight package delivery to bullet trains to fast-cash withdrawals, the company has seized on a sales pitch that may startle some hard-driving corporate customers: Slow is better.

By halving its top cruising speed over the last two years, Maersk cut fuel consumption on major routes by as much as 30

percent, greatly reducing costs. But the company also achieved an equal cut in the ships' emissions of greenhouse gases.

"The previous focus has been on 'What will it cost?' and 'Get it to me as fast as possible,'" said Soren Stig Nielsen, Maersk's director of environmental sustainability, who noted that the practice began in 2008, when oil prices jumped to \$145 a barrel.

"But now there is a third dimension," he said. "What's the CO<sub>2</sub> footprint?"

Traveling more slowly, he added, is "a great opportunity" to lower emissions "without a quantum leap in innovation."

In what reads as a commentary on modern life, Maersk advises in its corporate client presentation, "Going at full throttle is economically and ecologically questionable."

Transport emissions have soared in the past three decades as global trade has grown by leaps and bounds, especially long-haul shipments of goods from Asia. The container ship trade grew eightfold between 1985 and 2007.

The mantra was, "Need it now." But the result is that planes, ships, cars and trucks all often travel at speeds far above maximum fuel efficiency.

Slowing down from high speeds reduces emissions because it reduces drag and friction as ships plow through the water.

That principle holds true in the air and on land. Planes could easily reduce emissions by slowing down 10 percent, for example, adding just five or six minutes to a flight between New York and Boston or Copenhagen and Brussels, said Peder Jensen, a transportation expert at the European

Environment Agency.

And simply driving at 55 instead of 65 miles per hour cuts carbon dioxide emissions of American cars by about 20 percent, according to the International Energy Agency. Yet many states are still raising speed limits, even as policy makers fret about dependence on foreign oil and emissions that heat the atmosphere.

"There's a sense of urgency we've created — it's always faster, faster, faster," said Tim Castleman, founder of the Drive55 Conservation Project, a group in Sacramento that advocates the lower speed limit.

"I can drive 55 right now," he said. "I believe it will make a profound difference."

Of course, mile per mile, shipping even at conventional speeds is far more efficient than road travel. Shipping a ton of toys from Shanghai to northern Germany churns out lower emissions than trucking them south to Berlin afterward.

Some carriers initially resisted the idea of slowing down, arguing that speed was indispensable to serving their clients.

"There was initially a lot of skepticism," said Philip Damas, director of liner travel at Drewry Shipping Consultants of London. "All ships are built with the expectation they'd have to sail fast."

But now, he said, carriers from Germany to Israel to China are starting to embrace the slow strategy. Today more than 220 vessels are practicing "slow steaming" — cruising at 20 knots on open water instead of the standard 24 or 25 — or, like Maersk's vessels, "super slow steaming" (12 knots).

And many companies find that the practice allows them to cut prices in an ever more competitive market, even at a time when oil prices hover around \$80 a barrel.

Any rise in fuel prices or taxes would enhance the appeal of slow steaming. At the international climate conference in Copenhagen in December, Connie Hedegaard, now the European Union's climate minister, proposed a tax on fuels used in shipping, saying the proceeds could be used to help poor countries adapt to rising temperatures.

China and India objected, saying it would increase the price of their exports to the West.

There are practical obstacles to a tax. For one thing, longstanding international agreements intend-

ed to promote global trade exempt airline and shipping fuel from taxation.

And even if nations were to accept emission ceilings under a so-called cap-and-trade system, there is enormous disagreement over how the accounting would work. Should the Ebba Maersk's emissions appear on Denmark's balance sheet, even though it travels from China to Germany and back?

While slowing speeds is a good idea, said David Bonilla, senior research fellow at the transport studies unit at Oxford University's School of Geography and the Environment, he maintains that it cannot on its own arrest the emissions growth resulting from today's trade patterns, in which vast amounts of goods are produced in Asia but consumed in

## A sales pitch that may startle some hard-driving corporate customers.

Europe or the United States.

To make a difference, he said, fuel costs for long-distance shipping must rise to the point where carriers are forced to invest in new, far more efficient boats or shift to shorter routes.

"What you may have to do is to shift the location of industrial plants in international supply

chains to shorten the distance between production and consumption," he added. "But it's very difficult to do that."

Yet in shifting hundreds more ships to its slow steaming program last year, Maersk considered itself prescient: it is convinced that a carbon tax or tighter shipping rules are on the horizon.

"This is not going away, and those of us who are starting now will be ahead of regulations," Mr. Nielsen said.

Super slow shipping involves adjustments. Maersk had to prove that slow speeds would not damage ship engines in order to maintain engine warranties that did not cover such slow travel. Customers have to factor in extra time for delivery, which can be problematic for time-sensitive products like fashion or electronics, said Mr. Damas of Drewry Shipping.

Maersk has also shouldered the labor costs of having crews at sea for longer periods and added two ships on its Germany-to-China route to maintain scheduled deliveries. But those expenses were canceled out by decreased fuel costs, it said.

Now Maersk is working with customers in the hopes of slowing more boats and contemplating charging customers variable rates, depending on speed.

If so, "they will have to decide what needs to come quickly," Mr. Nielsen said, "and what can go on the proverbial slow boat to China."

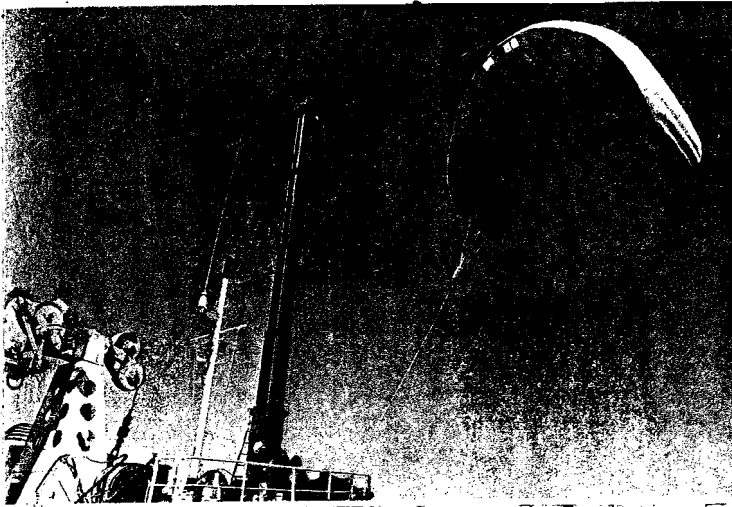
## AUSTAL USA, Mobile, AL (sent in by Capt. George Previll)

Australian-based aluminium vessel builder Austral has officially opened its new state-of-the-art Modular Manufacturing (MMF), equipping its US shipyard with the ability to build up to three 100 metre-plus vessels each year. Phase One of the new US\$88 facility features 35,000m<sup>2</sup> of manufacturing space under one roof, including a 7,900m<sup>2</sup> warehouse, as well as paved parking for more than 2,000 vehicles.

Austal Managing Director Bob Browning said the new facility meant Austal was ideally positioned to accommodate the construction of major multi-vessel programs. Mr. Browning said modular manufacturing formed a key part of Austal's Advanced Shipbuilding (ASB) program, which has been proven at the company's Australian facilities over recent years.

Combat ship *USS INDEPENDENCE* achieves speed of 45 knots. *LSC2 INDEPENDENCE*, the innovative high speed trimaran combatant ship being constructed by Austal USA in Mobile Alabama, as part of the General Dynamics Littoral Combat Ship Team, successfully completed a series of tests known as builder's trials on October 18<sup>th</sup> in the Gulf of Mexico. The trials included more than 50 demonstration events that rigorously test the ship and all of its systems in preparation for final inspection by the Navy before delivery. (from Bog mastermariner 1 Dec 09)

# Shippers Brace for New Tax on Fuel



Germany's SkySails says using sails on commercial vessels, like the one shown tested here, can cut fuel consumption by 50% in optimal wind conditions.

BY JOHN W. MILLER

BRUSSELS—Shipping companies, already crimped by a global trade slump, fear that the Copenhagen climate summit will deliver another hit: a tax on bunker fuel, the thick, sulfuric low-grade oil that powers ships.

In anticipation of a levy, the industry has developed a flurry of new technologies ranging from a giant kite that functions as a sail to aerodynamic paint, and are making simpler adjustments such as sailing more slowly.

Leaders at the Copenhagen talks hope a fuel tax will prod shipping companies to other solutions, such as shorter routes and alternate energy sources. The tax, estimated at \$10 billion a year, should be in place by 2012. Summit leaders are expected to tap the London-based International Maritime Organization, which runs the global register of shipping, to manage the levy.

Scientists estimate that shipping, the vehicle for 80% of world trade, is responsible for 3% to 5% of all carbon emissions. Yet, along with airlines, the shipping industry was left out of the 1992 Kyoto protocol, which focused mainly on requiring onshore industries to cut their carbon emissions.

Yet the issue of shipping emissions has been gathering steam and a tax now seems inevitable. If governments can't agree on a tax, the European Union will levy a fee on all ships that dock in EU ports, EU officials say.

In Copenhagen, there are eight ideas on the table, involving a straight tax; a cap-and-trade arrangement in which emissions are limited and rights to emit more than the limit are bought and sold; or a combination of the two.

The most popular within the shipping business, industry executives say, is a proposal by Danish ship owners to use a bunker-fuel tax to buy carbon offsets. Buying such offsets for polluting, from companies that successfully reduce emissions, would likely be required under the overall emissions deal next week in Copenhagen.

The most controversial idea, proposed by Nigeria and Liberia, would use the \$10 billion a year they say would be raised from a bunker-fuel tax to help developing countries pay for adapting to new emissions rules.

The tax may be hard to enforce because ships are registered in dozens of ports from Liberia to Panama, and sellers of bunker fuel, a sludgy residue from refined crude oil "are small firms operating in very unregulated parts of the world," says Philip Roche, a London-based maritime lawyer with Norton Rose LLP. That's why the International Maritime Organization needs to be involved, shipping-company executives say.

Even without the bunker-fuel tax, shipping companies are coming up with ideas for saving fuel and improving their images.

A.P. Moller Maersk AS, the world's biggest container-shiping company, says it will cut emissions by 20% per container by 2017, Chief Executive Nils Andersen said in an interview.

Japan's NYK Line says it will cut carbon-dioxide emissions by 70% by 2030 and develop a zero-emissions ship by 2050. The ship would use a combination of fuel cells and solar and wind energy, company executives say.

## OVER 400 PIRACY INCIDENTS REPORTED IN '09

A total of over 406 incidents of piracy and armed robbery were enumerated in the 2009 annual piracy report recently released by the ICC International Maritime Bureau Piracy Reporting Center (IMB PRC). The last time piracy figures crossed the 400 incidents was in 2003. 2009 is also the third successive year that the number of reported incidents have increased with 239, 263, and 293 incidents reported in 2006, 2007, and 2008 respectively.

The report states that, worldwide in 2009, 153 vessels were boarded, 49 vessels were hijacked, 84 attempted attacks and 120 vessels fired upon—compared to 46 ships fired upon in 2008. A total of 1052 crewmen were taken hostage. Sixty eight crewmen were incidents and eight killed. The level of violence towards the crew has increased along with the number of crew injuries.

The number of incidents attributed to the Somali pirates stands at 217 with 47 vessels hijacked and 67 crewmen taken hostage. Somalia accounts for more than half of the 2009 figures, with the attacks continuing to remain opportunistic in nature. In 2008, 111 vessels were targeted by Somali pirates resulting in 42 hijackings. While the number of 2009 incidents has almost doubled, the number of successful hijackings is proportionately less. This can be attributed to the increased presence and coordination of the international navies along with heightened awareness and robust activity by the Masters in transiting these waters.

2009 has, however, seen a significant shift in the area of attacks off Somalia. While the 2008 attacks were predominantly focused in the Gulf of Aden, 2009 has witnessed more vessels being targeted along the east coast of Somalia. Since October, increased activity has been observed in the Indian Ocean with 33 incidents reported, including 13 hijackings. Thirteen of these last quarter incidents occurred east of 60 degrees east—including four hijacked vessels. Many of these attacks have occurred at distances of approximately 1,000 nautical miles off Mogadishu. IMB director, Captain Pottengal Mukundan stated, "Motherships have traditionally posed as fishing vessels or dhows to avoid detection. Reports of such craft should be questioned and investigated."

Twenty eight incidents were reported for Nigeria in 2009. Of these 21 vessels were boarded, three were fired upon, one vessel was hijacked and three Masters reported an attempted attack on their vessel. One crewman was reported killed as the robbers tried to escape after looting the vessel. Vessels attacked include general cargo, bulk carriers, reefers, and all types of tankers. The majority of incidents related to the oil industry and fishing vessels go unreported. Information from external sources would suggest at least a further 30 unreported attacks occurred in Nigeria in 2009.

This is the second year where incidents in the Singapore Straits have increased. Nine incidents were reported in 2009. Of these, six vessels were boarded and three reported attempted attacks

### BAHAMAS Man accused of robbing cruise ship passengers

A 21-year-old man has been charged with robbing two groups of cruise ship passengers with a shotgun as they waited the capital of Nassau on Segways.

Court officials say Dekota Von Lockhart of Nassau was arraigned on 16 counts of armed robbery.

He was not represented by a lawyer and was told he had to enter a plea.

At least three cruise ship companies have cancelled excursions in some parts of Nassau, the police reported, the two robbery victims.

Bahamas' tourism director, Vernon Williams, says police have increased foot and car patrols in popular tourist areas in response to the incidents.

# Incredible speed cited in deadly Coast Guard pleasure boat collision

STAR-LEDGER, DECEMBER 25, 2009

Witness says vessel going much 'too fast' tracking distress call

By Ari B. Bloomekatz  
LOS ANGELES TIMES

Mark Sromalla was aboard a sailboat in San Diego Bay with his boss and their wives last Sunday, enjoying a fireworks display and preparing for the annual procession of boats decked out in holiday lights.

Then, he saw a U.S. Coast Guard boat heading toward his boat at a rapid rate of speed.

Sromalla, a sales manager, worried the patrol boat was going to hit their sailboat, but it moved aside at the last moment.

"The speed was incredible," he recalled in an interview with the Los Angeles Times. "This Coast Guard vessel comes at us from behind. ... He was hauling ass."

Moments later, the Coast Guard boat collided with a pleasure craft, killing an 8-year-old boy and leaving five people hurt.

Sromalla said he believed the 33-foot Coast Guard vessel was going "too fast" in crowded waters during the annual Parade of Lights on Sunday.

"Even if there was a life-threatening emergency, I'm not sure you would want to go that fast with that many boats" crowded in the water, Sromalla said.

He estimated that there were about 25 to 30 boats in the nearby area at the time of the crash.

## PROBE CONTINUES

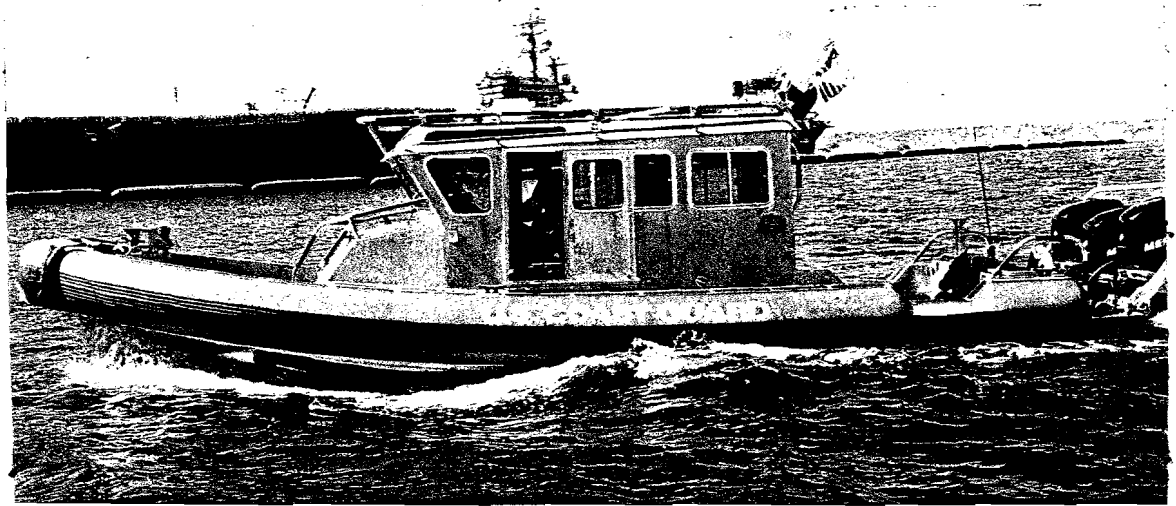
Federal investigators have been in San Diego since early this week trying to determine what caused the wreck.

Coast Guard officials have declined to comment on details of the incident, but said the patrol boat was in the area because of reports of a grounded vessel and that it collided with the pleasure craft at about 6 p.m.

Sromalla said his group was watching a fireworks show when they heard a call for a "vessel assist" on a radio scanner they had aboard the sailboat at about 5:45 p.m.

"After another five minutes, this Coast Guard vessel comes at us from behind," Sromalla said, adding that he believed the boat was traveling between 40 and 50 mph.

After the patrol boat passed



This 33-foot Coast Guard special purpose craft is similar to one used Sunday that was responding to a report of a grounded vessel when the accident occurred.

their craft, Sromalla said he saw them slow down, point their craft toward the beach and take off quickly again. Shortly after, Sromalla said he heard a large "boom."

## SHOUTS FOR POLICE

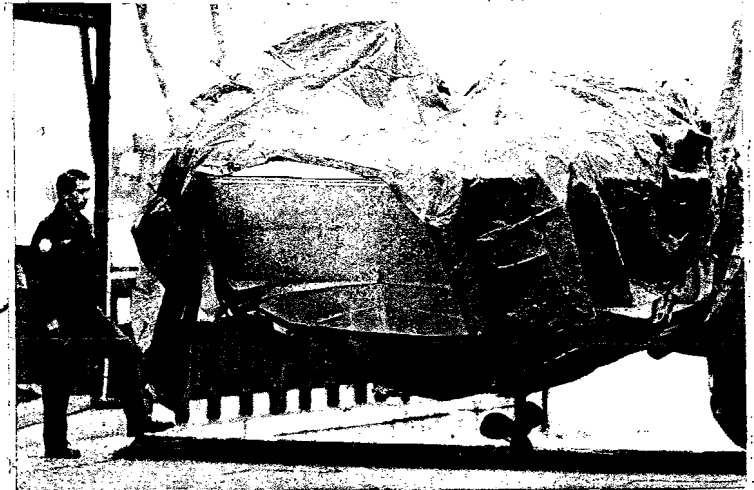
He said his own sailboat was traveling between three and four knots and that they soon approached the scene of the crash. Someone aboard the pleasure craft was shouting "I want police here, I want police here, this is unacceptable," and that he heard the sound of a child crying.

Authorities later said Anthony Cole DeWeese was pronounced dead shortly after the accident and that five others, including two other children, were injured. There were 13 people aboard the craft.

Peter Knudson, a spokesman for the National Transportation Safety Board, which investigates such incidents, said investigators also were waiting for the results of alcohol and drug tests that were administered to the five crew members aboard the Coast Guard patrol boat on Sunday.

He said investigators planned to download electronic information from the patrol boat's navigation system to "determine the time, track (position) and speed" of the craft when it collided with the pleasure boat.

The investigators also were examining both crafts, looking for "signature marks" that might explain the angle and force at which the boats collided, Knudson said.



HOWARD LIPIN/UNION TRIBUNE

A San Diego Harbor Police officer with the pleasure boat that was involved with a Coast Guard vessel during the Parade of Lights on San Diego Bay.

USS New York c't'd from p.8

ship, an amphibious transport dock, will be used to transport up to seven hundred Marines and combat equipment to conflicts around the globe.

The Navy had raced to do the testing of the ship needed to meet its commissioning date, which is already emblazoned on a plaque inside. Lt. Rick Zabawa of Saratoga Springs, N.Y., who as the deck officer was the "conductor" of the ship's movements in the hours before it docked, said the arrival in New York represented "the culmination of all this hard work."

Those aboard were awakened Monday at 4 a.m., earlier than usual, with reveille whistles followed by the crackly sound of Frank Sinatra singing "New York, New York" over the loudspeaker. As the rest of those on board were eating pancakes and eggs in the galley or getting into their dress uniforms, those on the red-lighted bridge of the ship assumed a quiet intensity in anticipation of the final navigation into and

up the Hudson River.

About 5 a.m., a small boat sped alongside the warship and Neil Keating, 52, a harbor pilot, clambered up the gray metal exterior to help guide the ship through the busy waters. Mr. Keating, 52, had requested the assignment more than a year ago because his brother, a firefighter, died when the towers collapsed.

"Today is bittersweet," said Mr. Keating, who has helped ships travel in the harbor for more than 30 years. "For me, it's an honor to be on board, but you hate to be on board for the reasons I am here. I think my brother would have been proud of me."

By 6:30 a.m., the first of the sailors and Marines were making their way to the decks, to stake out good spots for the entry into the harbor. Some were excited about seeing New York for the first time, while others were enjoying the prospect of such a grand arrival to the area where they grew up. c't'd on next page

Kings Point will then take place. The Society awards \$1,000. to the winning school-- to be used for waterfront activities.

Capt. Ferrie thanked Capt. Fox for his dedication as Treasurer. In 2009, the Marine Society donated over \$165,000 to various organizations dedicated to improving maritime knowledge and scholarships for the maritime community. He also thanked Jack Strangfeld for his work with *Captain's Quarters* and then turned the floor over to Capt. Fox to give the financial report.

Capt. Fox said that, considering the state of the market, we are in good shape and the portfolio is well balanced. The Society remains healthy.

The floor was then turned over to Capt. Pouch, the Treasurer of the Trustees of Sailor's Snug Harbor for an up-date. There are presently twenty eight sailors in Nelson Bay, NC, the up keep for whom is paid for by the trustees. The Outreach program has more than 28 members with a program which assists mariners with rent, car payments and medical bills--whatever is necessary. Here, there is \$24 million in restricted funds and while the investment portfolio took a catastrophic decline in the economic decline, it has recovered all but \$800,000.-

Nelson Bay is a 4-star facility but the Outreach enables Mariners to stay in place to retire. Trustees consist of two Marine Society Members, President and 1<sup>st</sup> Vice President, two senior pastors from Trinity Church and First Presbyterian Church, the head of the Chamber of Commerce and the Mayor of N.Y.C. (The latter two members never show.) It is difficult running the trusteeship with just four people but there is outside help. The Rockefeller Philanthropy Advisors helped modernize the organization, and Jay Brooks, in partnership with the Seamen's Church Institute, has done a fabulous job in maintaining the Outreach Program.

The artwork from Nelson Bay is coming back to New York. Jim Devine has donated 30 prints to Nelson Bay to replace the artwork that is being returned. The artwork is going to the Noble Maritime Collection which has received a grant to renovate the basement, enabling it to store valuable artwork. SUNY Maritime College, Stephen Luce Library is getting the archive collection. Capt. Pouch thanked Capt. Ferrie for his years of service, both to the Marine Society and to the Trustees of Sailor's Snug Harbor.

Capt. Ferrie concluded with telling all that scholarships will be the goal over the next two years, working with both Kings Point and SUNY as well as providing funds from high school level all the way through graduate school level.

Meeting adjourned at 1420 hrs.

## USNS COMFORT

(In the last issue, *Captain's Quarters* carried the first half of Captain Nanartowich's paper on the *SS COMFORT*. The conclusion follows)

"We were the largest ship ever to enter the port of Acajutla, El Salvador. It took 2.5 hours to go a mile to the pier. Upon entering the harbor, we had a throttle problem when the linkage became disconnected, and we had no control of our ahead steam. As we entered the harbor, I aligned the ship early for our approach to the berth, with low speed hovering around bare steerageway. This gave us minimal control of our ability to steer the ship effectively. The ship was very close to the breakwater when the throttle problem complicated our day, but because of our low speed and alignment we were able to control the situation and maneuver out of a potentially disastrous situation and proceed to safe waters. Engineers fixed and recalibrated the linkage. Two hours later, we were at dockside.

In a few ports, control had to be taken from the pilot, or the pilot was

USS New York c't'd from p.6

"We're riding through like the Cadillac of the fleet that we are," said Sharef Talbert, 30, a petty officer first class from Newark, who has been readying the ship for its arrival since February. "There is no better way to ride into New York."

As the ship continued up the river, helicopters rattled overhead and the surrounding waters filled with other vessels — police boats, tugs, barges, pleasure craft, and fireboats transformed into floating fountains. Spectators watched from the Circle Line. Rounding Battery Park, Cmdr. Erich B. Schmidt, the executive officer, spoke to the crew through a loudspeaker. "You've done a great job getting us here," he said. "Enjoy it. That's all."

The ship came to a stop adjacent to ground zero, where a

large crowd of onlookers had gathered along the shoreline, the military men lifted their hands in a long salute, followed by an honorary firing of guns. Some visibly teared up during the brief tribute.

Afterward, the ship continued up the Hudson past the Firemen's Memorial, at 100th Street, which in the weeks after 9/11 New Yorkers filled with baskets of flowers, loose candles and sorrowful notes, and which to many still evokes the losses of that day. Passers-by stopped to watch the spectacle of the enormous warship heading toward the George Washington Bridge.

When the ship finally eased into its berth in Midtown at 10 a.m., the front section of bow, where the celebrated section of steel breaks the waves, already revealed the early, unavoidable streaks of rust of a ship at sea.

given guidance throughout a maneuver. At such times, lessons learned from the 1980s at the once-famous Navy Little Creek Shiphandling School, Virginia were invaluable because of the manned modeling method. Manned models are scaled down versions of real ships of the class and they react exactly as does that class. The difference between this method and one that uses simulators is exposure to the elements. Driving rain, wind and water depth affect your ship. They also affect the conning officer in ways that make him think about the way the ship is behaving or is going to behave. Manned models offer realism second only to your actual full-scale ship.

Similar schools such as the Massachusetts Maritime School and those at Warsash Maritime Academy, England and Grenoble, France use the Little Creek School as template for their development. Onboard the *COMFORT* my training continued to pay significant dividends as I approached each shiphandling trial. The *COMFORT* has her particular handling characteristics, as does every ship. *Watch Officer's Guide* is an excellent compendium of typical responses we expect a ship to present to the shiphandler. In varying sea and weather conditions, the *COMFORT* behaved as the forces acting upon her allowed and these reactions sometimes differed from what I expected.

To be effective, I needed to know the ship's tendencies. For example, with a right-handed propeller backing down, one expects the ship to back to port. The *COMFORT* does this in a calm. With the wind on her star-board beam and the ship moving astern, she actually backs to starboard as the peripatetic pivot point of the ship moves aft, and the sail area wins over the dynamics of the propeller side force. This is a nice thing to know with marginal sea room, and when maneuvering in piloting waters such as those of the Panama Canal and tight berths in Manta, Ecuador and Acajutla.

In the Panama Canal, bank effect motivates the ship to move in ways you absolutely need to anticipate. Passing an opposing ship at close quarters draws your ship towards that vessel as each one "pushes" a wall of water at the bows, leaving a low-pressure area between the ships.

Slow speed and early alignment of your ship generally offer you more than one alternative to counter adverse situations. In Captain Meurn's *Watchstanding Guide for the Merchant Mariner* (Centerville, Md. Corness Maritime Press 1990), shiphandling is accurately called a science. "Each time a ship moves, the precise influences acting on her are different from the way they were at any other time, the ship responds to every one of these influences" (p. 100). With the *COMFORT* and any other ship, the need to feel, sense, and anticipate these influences is real. Then it is time to respond."

Captain Nanartowich is a Master Mariner with the Navy's Military Sealift Fleet Support Command headquartered in Norfolk, VA. A 32-year employee with MSC, he has commanded more than 20 USNS ships since 1981. In 2007 and 2008, he commanded the *COMFORT* on two separate medical missions. As a reservist, he has taught at the Little Creek Shiphandling School on several occasions and at the Marine Safety Institute in Norfolk.

# With Business Dwindling, Fraunces Tavern Is to Shut

By DIANE CARDWELL

Fraunces Tavern, which has been serving food and drink on and off since the early 1760s, is about to go dark yet again, according to workers at the complex that includes the restaurant and an associated museum.

The landmark restaurant at 54 Pearl Street in the financial district, where Gen. George Washington bid farewell to his officers at the end of the Revolutionary War, is set to close on Saturday because of lackluster business, the blog Eater NY reported, citing an e-mail message from a manager to patrons. A few workers confirmed the closing Tuesday afternoon.

The tavern, now part of a complex including a museum that is operated by the Sons of the Revolution, has been no stranger to difficulty over the centuries. First opened in 1762 as the Queen's Head Tavern, the building once served as the administrative offices for the fledgling nation, when New York was its capital.

But by 1904, when the Sons of

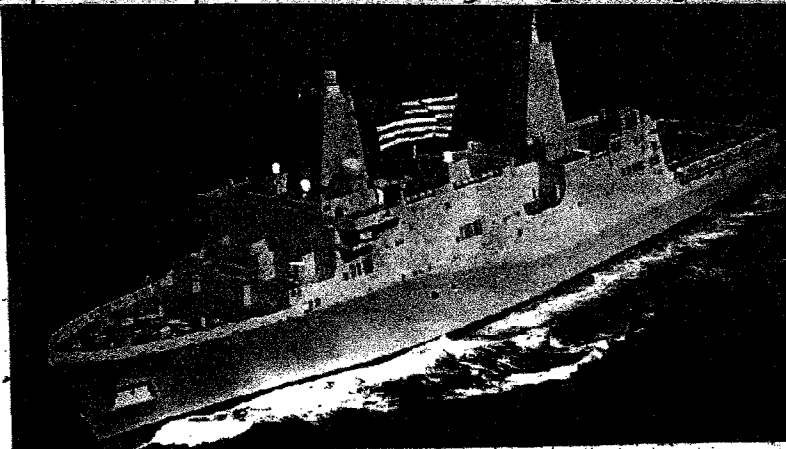
## A site with ties to Gen. George Washington.

the Revolution acquired it, it was run down and significantly altered. The group restored the building and added four more to the complex, reopening the restaurant in 1907.

In 1975, four people were killed and 53 injured when a bomb set by the F.A.L.N., a militant group of Puerto Rican nationalists, went off in the building, but in recent years the tavern had become popular with tourists and the after-work crowd in the financial district.

The current managers, who reopened the tavern in 2001 after a lengthy renovation — itself delayed by fire — had taken over after the previous managers could not afford the rent. It was not immediately clear if a new operator was on the horizon.

Ship Built With 9/11 Steel Shows 'Strength Forged Through Sacrifice'



By A. G. SULZBERGER

The U.S.S. New York reached New York City Monday morning, sweeping under the Verrazano-Narrows Bridge, pausing at the World Trade Center site and pushing along the Upper West Side before circling around, like a contestant in a beauty pageant, to dock in Midtown Manhattan.

It was the end of an inaugural five-day voyage from Norfolk, Va., for the ship's official commissioning into the Navy fleet on Saturday, as well as an emotional "homecoming" for a vessel that was named for the state after the terrorist attacks of Sept. 11, 2001, and has 7.5 tons of steel from the twin towers cast into its bow.

"It's fantastic to be here," said Cmdr. Curt Jones, the ship's captain

and a New York native, as he stepped out of the bridge to take in his surroundings. "It really does feel like we're coming home."

The sailors and Marines on board began lining along the rails of the ship early, well before 7 a.m., despite the wind and occasional drizzle that left many hopping from foot to foot to stay warm in their dress uniforms.

The ship docked adjacent to the Intrepid Sea, Air and Space Museum on Manhattan's West Side. The sailors and Marines aboard will spend the days leading up to the commissioning ceremony giving public tours of the blocky but technologically sophisticated vessel, and the many pieces of expensive military equipment it contains. Once in service, the

c'd on p.6

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