



## Working Harbor Committee

For the heritage and future of the harbor of New York and New Jersey

# ON THE HIP\*

E-Newsletter of the Working Harbor Committee

March 2013

### Contents:

- ◆ WHC Gala honors Lucy Ambrosino
- ◆ Winter Film Evening: Sailing Ships at Work - Past, Present, and Future
- ◆ New Series of Narrated Tours - Beyond Sandy - Keeping the Conversation Alive
- ◆ Bounty - Article from WHC Blog
- ◆ The latest from the WHC Blog!

## WHC Gala honors Lucy Ambrosino

On the 26th of February the Working Harbor Committee honored Lucy Ambrosino at the annual WHC Gala.

Lucy is the Manager of Outreach and New York/New England Sales for the Port Commerce Department of the Port Authority of New York and New Jersey. She is a strong advocate and enthusiastic participant in all efforts to educate the public about the value of the working harbor.

The award was presented by Capt. Andrew McGovern, President of New Jersey Sandy Hook Pilots Association.



Photo (c) Mitch Waxman 2013

The evening was a great success. Congratulations to Lucy Ambrosino!

## Spring Evening Program - Sailing Ships at Work, Past, Present, and Future



# Sailing Ships At Work

**Past, Present & Future**

Join the Working Harbor Committee for a special program with dramatic film clips, lively discussion and plentiful refreshments.

**Wednesday 10 April 2013  
6 p.m. – 9 p.m.  
Community Church of New York  
40 East 35th Street**

When the 70-foot schooner Black Seal docked in Brooklyn in June 2011 carrying 20 tons of cocoa beans, city officials said it was the first time in more than 70 years that a sailing ship had brought commercial cargo to the Port of New York.

But it probably won't be the last time. "With the dramatic rise in the cost of fossil fuels, sailing and sail-assisted cargo ships may once again prove to be economical," contends naval architect and maritime author Rick Spilman, who will be one of three guest speakers at the Working Harbor Committee's annual springtime get-together.

This year's program will focus on sailboats at work—delivering cargo, training young seafarers and looking to the future with a variety of high-tech sail configurations that that can be used to harness wind power to help propel large cargo ships.

The evening program will feature film and video clips showing:

- the **massive windjammers** of a century ago as they struggled to round Cape Horn;
- onboard shots on **today's sail-training ships**, including the U.S. Coast Guard Barque Eagle;
- present-day **sail demonstration projects**, such as the above-mentioned cocoa-bean run from the Dominican Republic to Brooklyn for Mast Brothers Chocolate; the 105-foot Dutch brigantine Tres Hombres which has been delivering cargo to Atlantic and Caribbean ports since 2009, and more;
- **revolutionary new designs** such as the fully automated Star Clipper cruise ships, and the 289-foot yacht Maltese Falcon that carries 15 square sails on rotating masts—all computer controlled;
- **visits to design studios** where naval architects are developing pioneering designs for sail-assisted cargo ships.

---

Expert guest speakers Norman Brouwer, Capt. Margaret Flanagan and Rick Spilman will lead the discussion and answer questions.

---



**Norman Brouwer**, maritime historian, writer and lecturer, former curator of ships at South Street Seaport Museum will talk about the days merchant sailing ships lined the docks in New York Harbor.

**Capt. Flanagan**, a marine educator, tall ship sailor and licensed captain who works at South Street Seaport Museum and Classic Harbor Line. She will speak about the importance of sail training.

Naval architect, writer and founder and host of the Old Salt Blog, **Rick Spilman** will examine the potential of sail in modern times.

Now that era of cheap oil may be coming to a close, will sail make a return as a means of propulsion for ocean going ships?

**Please come and join the discussion.**

**For Tickets, [Click Here](#)  
or go to [www.WorkingHarbor.Org](http://www.WorkingHarbor.Org)**

## **Beyond Sandy, Keeping the Conversation Alive - Hidden Harbor Tours**

**A series of special Hidden Harbor Tours® exploring the many issues and plans arising from Super Storm Sandy, from the Working Harbor Committee.**



Beyond Sandy is a special series of narrated Hidden Harbor Tours® that focus on the array of global warming and sea-level rise protection alternatives being discussed by government, private institutions and citizens. Special guest speakers will discuss and pose questions such as:

### **Are Netherlands-style sea barriers the answer?**

-Visit the actual site of a massive proposed sea gate project.

### **How did various neighborhoods fare and why?**

-Re-evaluating the flood map.

-See Red Hook, Staten Island, Hoboken from the water view

### **Fight the ocean or retreat?**

-Are oyster beds, dunes, wet lands effective?

---

- Simple common sense defenses - KISS
- Zoning, tunnel protection, waterproofing

### **How did the working harbor fare & help?**

- Ferries to the rescue.
- Who pumped out all the tunnels?
- What really caused the gas crisis?

Some of the ideas being discussed include massive sea gates, building beach dunes, modifying zoning for flood resistance (i.e. move utilities higher), sealing or waterproofing infrastructure (i.e. balloons or gates at tunnel entrances), devise better strategies for toxic materials during a flood, update flood maps & provide interactive projections, build oyster reefs, soften edges, implement wetlands restoration, establish a regional office of sea level rise, improve fuel delivery and reserve strategies, and much more..

We will be inviting guest speakers from a number of sources: the maritime industry, government agencies, private industry, think tanks and universities, as well as other noted experts. The tours are two hours in length and visit Red Hook, Sunset Park, The Verrazano Bridge, Staten Island, Bayone and Hoboken, the lower Manhattan shoreline and many points in between. Tour routes may vary somewhat depending on speakers. The tours leave from Pier 16 at the South Street Seaport District (itself heavily impacted by Sandy – under 6 feet of water) at 6:30 p.m. on the large three-deck motor vessel Zephyr

There will be three tours:

#### **Tour 1 - Protecting the Built Environment**

From the Verrazano Bridge to Hoboken

Inlcuding Brooklyn, Staten Island, New Jersey, the Statue of Liberty & Ellis Island

**7 May and 4 June**

#### **Tour 2 - Simple Common Sense Defenses**

East River from Queens to Governors Island

Inlcuding East Side of Manhattan, Newtown Creek & Brooklyn Navy Yard

**21 May and 18 June**

#### **Tour 3 – How the Working Harbor Fared & Helped**

The Western Reaches, Kill van Kull to Newark Bay

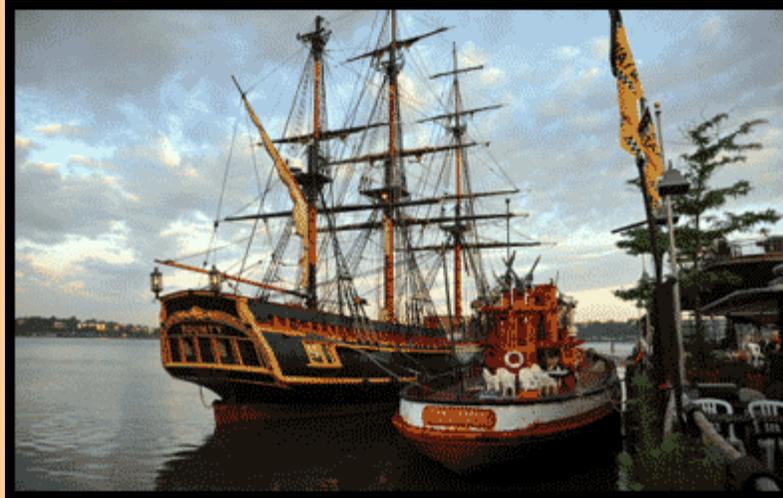
Inlcuding container terminals, oil docks, tug yards, & rail yards

**28 May and 25 June**

Ticket Sales Coming Soon! Check [www.Workingharbor.Org](http://www.Workingharbor.Org)

To be notified when tickets go on sale, email [workingharbor@aol.com](mailto:workingharbor@aol.com)

**Tragic loss of *The Bounty* and updates from the hearings**



The tragic loss of *The Bounty* and some of her crew members during super storm Hurricane Sandy is still fresh on the minds of us all. gCaptain has been following the investigative hearings closely. Follow the links for their Bounty hearings coverage:

Click on the Day and Title to see the recap

[Day 1: Chief Mate Testifies](#)

[Day 2: Rotted Frames on Bounty](#)

[Day 3: Testimony Highlights the Complexity](#)

[Day 4: The Illusion of Experience](#)

[Day 5: Sins of Omission](#)

[Day 6: The Cost of Waiting](#)

[Day 7: The 17th Passenger](#)

[Day 8: The Whole Truth](#)

WHC's Executive Director Captain John Doswell, expressed his feelings on the tragic event:

*I only met Robin twice, two different times, both as Bounty was moored next to the fireboat on previous visits, and then by email several times, mostly about OpSail (we tried to get Bounty in the parade). When the vessel sank and many were quick to damn him, I held back and said let's wait for the investigation, let him rest in peace. As a writer in Sea History Magazine said, "If he made a mistake, he paid the ultimate price". But now it seems like a long series of mistakes and bad judgments, some going back months & even years. Hopefully, as the Coast Guard intends, the lessons learned from this tragedy will be helpful in saving future ships and lives.*

*I do recall the first visit several years ago when Bounty was visibly and shockingly in bad shape. I went below decks. For the movie the steel frames had been covered with fiberglass fake wood, and one was cracked allowing me to see inside to the frame itself. She was generally dirty and not well-kept. Spars were broken and drooping, dirt everywhere. Robin admitted the boat was in bad shape but said he was about to embark on an ambitious plan to upgrade everything.*

*I saw her again a few years later and indeed she looked much better, almost like new. I think this was after the movie so some \$ had been spent. She did manage to run her bowsprit into the back of the stage on Pier 66 – but eventually managed to land alongside*

*John J Harvey. I went aboard again and everything I saw looked good, but I did not do a complete tour below decks, engine room, etc. The testimonies above are shocking to me. I would not have guessed any of that.*

*Sobering reading. It's important to remember, Bounty was not a normal case. I believe most tall ships are very well run and I would not hesitate to sail on one in blue water. Bounty was a sad exception. In fact a close friend and also a captain, Maggie Flanagan, will be sailing on two in March, first on the USCG Cutter Eagle, then on Mystic Whaler, and I'm not in the least apprehensive.*

*As for Robin, I could not draw any conclusions from the two times I actually talked to him. I liked him. But, as Mario said, tall ship crew members and captains are very easy to like & admire. As damning as the hearings are at the moment, you have to assume he meant well and somehow lost sight of reality.*

**Check out the article on *The Bounty* in the WHC Blog [click here](#)**

## **This Month in the WHC Blog!**



John B. Caddell aground after Sandy's surge. Photo (c) Will Van Dorp

Check out the most recent post's in the Working Harbor Committee Blog at [workingharbor.wordpress.com](http://workingharbor.wordpress.com). If you want to get automatic emails on each new post, click on "Follow" and enter your email.

Our blog is edited and posted by WHC Steering Committee Member Mai Armstrong, our Development and Communications Associate

**Click on any of the following sampling of blog posts to view:**

[\*Bowsprite and the Fireboat\*](#)

[\*Toppling Containers Offloaded at Port Everglades\*](#)

[\*Shall We Dance?\*](#)

[\*Titanic II Plans Revealed\*](#)

[Bounty](#)

[U.S. Court Brands Sea Shepherd as Pirates](#)

[4 Months After Sandy, 85% of South Street Seaport Businesses Still Closed](#)

[California Tugboat Fleet Converts from Diesel to Shore Power](#)

[Rosanne Cash To Perform at South Street Seaport Museum Fundraiser](#)

[Education Secretary Arne Duncan Praises 'Visionary' New York Harbor School](#)

[The National Head of Education Will Visit New York Harbor School](#)

[Marine Artist John A. Noble: Birthday Centennial Celebrations](#)

[The John B. Caddell will be Auctioned to the Highest Bidder](#)

[Sleeping With the Fishes](#)

[The Crab House Reopens!](#)

[Watch the Gap](#)

[AHOY! WaterWire Speaks with Lucy Ambrosino](#)

[Peter Max Designed NYC-Themed Norwegian Cruise Ship Breakaway](#)

Blogs Posts from (4 Mar- 17 Feb)

To see more posts [click here](#)

**Visit us on Facebook & Twitter**

We are now on [facebook](#) ("Like" our page) & [twitter](#) (follow us)

Also please go to [workingharbor.wordpress.com](http://workingharbor.wordpress.com) for all kinds of harbor news and tidbits. If you want to get automatic emails on each new post, click on "Follow" and enter your email.

\*For definition of "ON THE HIP" [click here](#)

**To join or donate, go to [www.WorkingHarbor.Org](http://www.WorkingHarbor.Org)**

We are now using PatronMail to manage our email list and communications.

If you wish to be removed or change your email preferences, click below (at the bottom). On the other hand, if you wish to forward this to others, feel free to add new recipients (also at the bottom)

Thank you and we look forward to seeing you on a Hidden Harbor Tour® soon!

Capt. John Doswell - Executive Director - Working Harbor Committee -  
[John@WorkingHarbor.Org](mailto:John@WorkingHarbor.Org)