

"All the News
That's Fit to Print"

The New York Times

Late Edition

New York: Today, Sunny, cooler breezes, high 65. Tonight, clear, chilly, low 43, near 32 in places. Tomorrow, partly sunny, cool, high 58. Yesterday, high 80, low 52. Weather map, Page 16.

VOL. CLV . . No. 53,551

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NEW YORK, SUNDAY, APRIL 16, 2006

\$4.50 beyond the greater New York metropolitan area.

\$3.50

REVIVAL IN JAPAN BRINGS WIDENING OF ECONOMIC GAP

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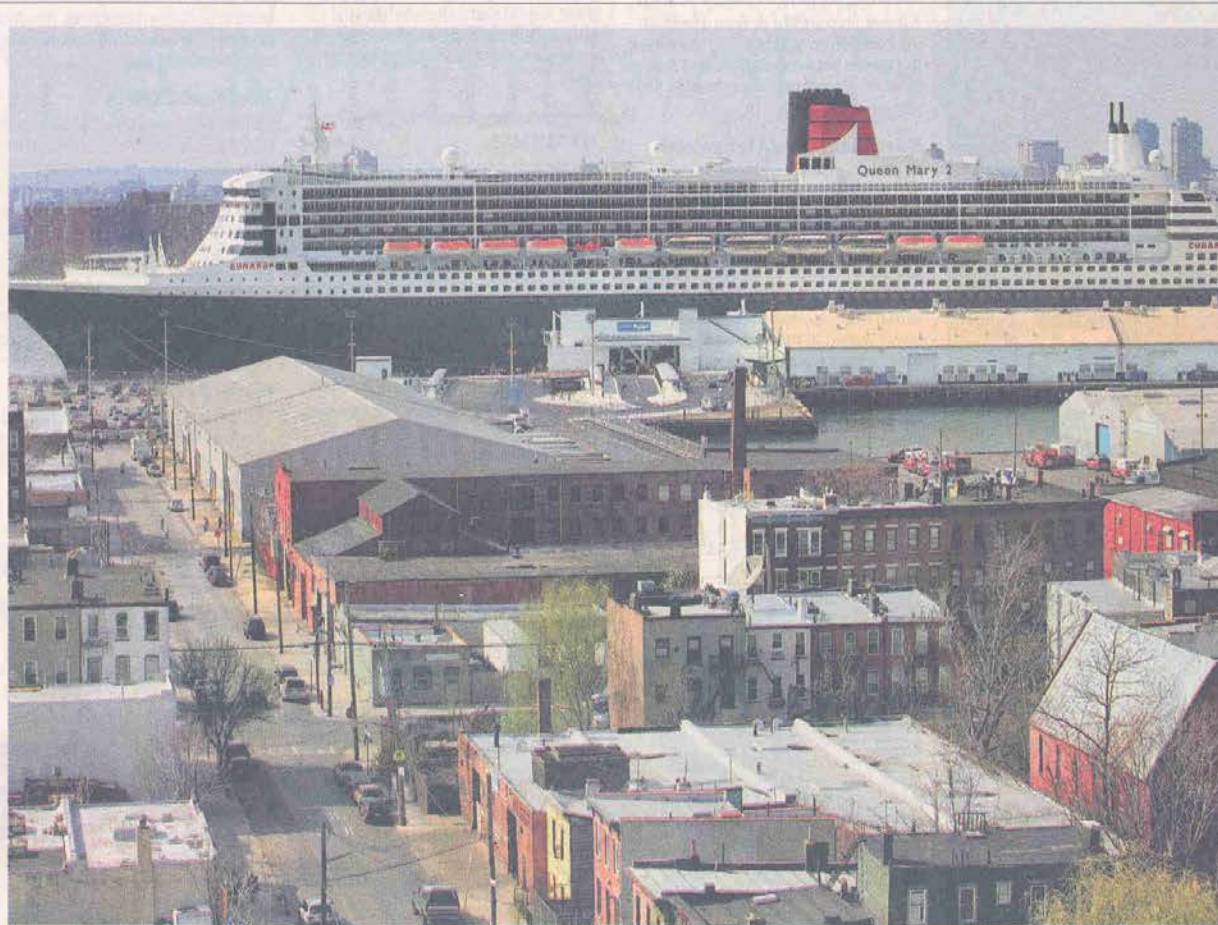
Egalitarianism Is at Stake
as Rich-Poor Division
Threatens Mobility

By NORIMITSU ONISHI

OSAKA, Japan — Japan's economy, after more than a decade of fitful starts, is once again growing smartly. Instead of rejoicing, however, Japan is engaged in a nationwide bout of hand-wringing over increasing signs that the new economy is destroying one of the nation's most cherished accomplishments: egalitarianism.

Today, in a country whose view of itself was once captured in the slogan, "100 million, all-middle class society," catchphrases harshly sort people into "winners" and "losers," and describe Japan as a "society of widening disparities." Major daily newspapers are running series on the growing gap between rich and poor, with such titles as "Divided Japan" and "Light and Darkness."

The moment of reckoning has come as the man given credit for the



Richard Perry/The New York Times

A Queen Slips Into Brooklyn

Having forsaken its berth in Manhattan, the Queen Mary 2 docked yesterday for the first time at Pier 12 in Red Hook, Brooklyn. Page 29.

PENTAGON MEMO AIMS TO COUNTER RUMSFELD CRITICS

'FACT SHEET' FOR ANALYSTS

In Political Storm, E-Mail
Emphasizes Meetings
With Military Chiefs

By MARK MAZZETTI
and JIM RUTENBERG

WASHINGTON, April 15 — The Defense Department has issued a memorandum to a group of former military commanders and civilian analysts that offers a direct challenge to the criticisms made by retired generals about Defense Secretary Donald H. Rumsfeld.

The one-page memorandum was sent by e-mail on Friday to the group, which includes several retired generals who appear regularly on television, and came as the Bush administration stepped up its own defense of Mr. Rumsfeld. On the political front, Republican strategists voiced rising anxiety on Saturday that without a major change in the course of the Iraq war, Republican candidates would suffer dearly in the November elections.

The memorandum begins by stating, "U.S. senior military leaders are

New Brooklyn Terminal Shows It's Fit for Queen

By NICHOLAS CONFESSORE

The county of kings received a new queen yesterday.

During the early morning hours, the Queen Mary 2, the largest passenger liner ever built, nosed through the Verrazano Narrows and docked at the new Brooklyn Cruise Terminal in Red Hook, shrouded in mist so thick that it obscured Governors Island nearby.

It was the final stop on a 38-day cruise that the ship began in Los Angeles in March, snaking down to South America and around Cape Horn before cruising back north with about 2,600 passengers who the city hopes will be the first of about 200,000 arrivals and departures at the new

said Mayor Michael R. Bloomberg, referring to the Brooklyn borough president, Marty Markowitz. "Dream on, Markowitz."

Heralding the terminal, he said, "The people of New York conceived the idea, secured the funding, kicked off construction and today we celebrate its grand opening."

Weighing more than 150,000 tons, the Queen Mary 2 is essentially an enormous floating luxury hotel, with plush carpeting, formal dining and five duplex apartments among its 1,369 passenger rooms. It is 23 stories high and 1,132 feet long, the equivalent of about four football fields, 36 London buses or an extremely long lunch buffet.

The new Brooklyn terminal was built to match with a cavernous waiting room and check-in area, gangways the size of construction cranes and acres upon acres of blacktopped parking lot. Much of it was covered yesterday with a fleet of limousines and taxis, ranked with military precision to whisk the ship's passengers away to New York's airports and tourist destinations.

Hundreds of Brooklynites gathered at the edges of the fenced-in port to take in the site of the ship, and a few managed to sneak past the barricade.

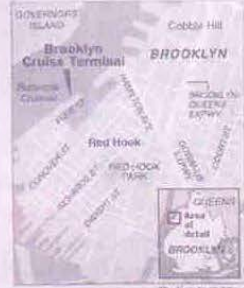
"It woke us up this morning, so we figured we needed to come see it," said Nick Elezovic, 35, who was sleeping in Carroll Gardens when the ship blew its horns as it arrived. He brought his friend, Susan Johnson 27, and her parents — Floridians in town for Easter — to watch from the dock.

"It's gigantic," he said of the ship. Yesterday's ceremony was the culmination of a two-year renovation of Pier 12, a formerly dilapidated Red Hook berth not far from docks where longshoremen still unload heavy goods from Brooklyn's last remaining container-ship port.

Under an agreement signed in 2004 with the Carnival and Norwegian Cruise lines, the city spent \$53 million building the 182,000-square-foot



Residents came out yesterday to the Brooklyn Cruise Terminal in Redhook to see the Queen Mary 2 make its first visit to the renovated facility.



The city spent two years and \$52 million to renovate Pier 12.

terminal over the next year. By 10 a.m., the fog had thinned out, the sun shone brightly, and several dozen politicians, community leaders and cruise line executives stood in the harbor breeze to congratulate one another on the terminal's official opening.

"I hate to rush this press conference, actually, but I heard the shuffleboard tournament starts at 11, and Marty thinks that he can take me."

terminal, constructing new mooring points and deepening the berth. (Mr. Markowitz and the federal government chipped in a few million, too.)

In return, the cruise lines will pay the city at least \$200 million in port charges through 2017 and guarantee that at least 13 million passengers will arrive or depart in their ships at the city's terminals during those years.

The Red Hook terminal is now the largest cruise ship facility in New York City, at least until renovations are completed on the Manhattan terminal, at West 46th Street. The Red Hook terminal is the first cruise port in the city that is long enough and deep enough for the extra-large ships — many of them larger than aircraft

carriers — which account for an ever-growing share of the worldwide cruise business.

According to the city's Economic Development Corporation, the Brooklyn terminal will accommodate 192,000 passengers from 38 ships in its first year of operation, eventually accounting for about one-fifth of the roughly one million passengers who will pass through New York City this year. Within five years, the corporation expects the industry to generate \$600 million per year in economic activity, up from \$800 million in 2004.

The new terminal also marks another step in the Brooklyn waterfront's slow conversion from heavy industry to a mix of parks, restaur-

ants and condominium buildings.

"What's exciting is that it's the first substantial investment on these piers in 50 years — and it's only the beginning," said Andrew Brent, a spokesman for the development corporation. Six nearby piers are already scheduled for development as part of the future Brooklyn Bridge Park, which will take up a stretch of land from Atlantic Avenue to just past the Manhattan Bridge.

The city is also trying to take over another nearby portion of the waterfront, one currently occupied by American Stevedoring, a container port operator that has survived — and even thrived — as most of its competitors have migrated across the harbor to New Jersey.

"Cruise and containers can happily coexist," said Matt Yates, spokesman for the company. "The container port is a vibrant and essential component of Brooklyn's varied waterfront. By bringing both aesthetics and billions of dollars in economic activity, it provides Brooklyn with a worthwhile use for her stogie piers, and brings much-needed wealth to our local economy."

But yesterday, at least, the Queen Mary 2 brooked no rivals. At about quarter past five, just after a Inauguration crew member scurried aboard with her bags, the ship sounded three blasts on its horn, and began gliding back to sea, the strains of "New York, New York" wafting across its stern.



Richard Perry for The New York Times



Mayor Michael R. Bloomberg and Carol Marlow, president of the Cunard Line, welcomed passengers of the Queen Mary 2 before the ship sailed away.



Richard Perry for The New York Times