



DAVID J. GLATTHORN CIVIL TRIAL LAWYER

AGGRESSIVE, ETHICAL REPRESENTATION FOR OVER 30 YEARS

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Trouble on the High Seas

Cruise vacations are popular. Great weather, a bevy of activities and entertainment, an expansive menu of food and drink, and onshore excursions in exotic locales are appealing to many vacationers. However, negligence and personal injury risk are heightened as well.

Cruise passengers falling overboard, fires, electrical outages, and rough seas garner the headlines. However, most occurrences of personal injury fly under the radar. Poorly designed stairways, faulty handrails, insufficient lighting, lack of security or supervision, serving alcohol to already-inebriated guests, and slip-and-fall incidents, among many other possibilities, can lead to serious injuries.

The risk of cruise ship injury is elevated, since the industry is largely unregulated.

They have adopted their own "Passenger Bill of Rights," which doesn't hold much water; it's mainly for marketing purposes. Lack of regulation is how cruise lines keep their prices down. Their real money is made through alcohol sales, gambling, and onshore excursions.

Personal injury cases involving cruise ships can be complex. Liability might be limited by the terms and conditions listed on the cruise ticket. The amount of time a person has to file a claim or lawsuit is restricted, and there may be waivers associated with certain cruise ship activities.

A "forum selection clause" on a passenger ticket may dictate where you can file a lawsuit in the United States. You may be limited to a major port city, such as Miami, Seattle, or Los Angeles, which can create a hardship if you live elsewhere. In some circumstances, you may need to seek legal remedy in a foreign jurisdiction.

If you suffer injury due to cruise-related negligence, contact a personal injury attorney to discuss your options. •



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Roasted Brussels Sprouts and Millet Gratin

Looking for comfort food with less guilt? This dish satisfies warm and gooey cravings with healthier options than mac and cheese.

INGREDIENTS

- 1/2 lb. Brussels sprouts
- 1/2 Tbsp. olive oil
- 1 c. cooked millet
- 1 Tbsp. butter
- 2 cloves of garlic, minced
- 1 Tbsp. flour (whole wheat preferred)
- 3/4 c. milk (whole milk preferred)
- •1/4 tsp. salt
- 1/2 tsp. thyme
- 1 c. shredded cheddar cheese

PREPARATION

- Preheat oven to 400 degrees.
- Cut Brussels sprouts into halves or quarters, toss with olive oil, and roast until tender and lightly browned (20-30 minutes).
- When Brussels sprouts are almost ready, melt butter over medium heat. Add minced garlic and cook for one minute, then whisk in flour and cook for an additional minute.
- Whisk milk, salt, and thyme into the mixture and continue to heat until it begins to boil and thicken. Remove from heat and stir in 3/4 of the cup of cheese.
- Toss the cheese mixture, Brussels sprouts, and cooked millet together. Pour into a small baking dish and cover with remaining 1/4 cup of cheese. Bake for 15-20 minutes, until cheese becomes lightly brown and bubbling. •



January 2020 Notable Dates

January 2 – National Buffet Day **January 5** – National Bird Day **January 8** – National Winter Skin Relief Day
January 13 – National Sticker Day **January 21** – Squirrel Appreciation Day
January 24 – National Compliment Day **January 28** – National Kazoo Day **January 29** – National Puzzle Day

Potholes on the Road to Driverless Cars

Tesla's "Autopilot" system is an optional driver-assistance feature which employs sensors that provide a 360-degree view around the car, extending up to roughly 750 feet. It processes visual, sonar, and radar information to make rapid adjustments as necessary.

Autopilot can provide lane assistance, regulate speed, automatically change lanes, detect objects, apply the brakes, and self-park. But an attentive driver is still required behind the wheel to respond when prompted.

Many automotive experts believe a weak spot in the Autopilot system is that Tesla does not incorporate high-detail mapping, unlike most companies invested in driver-assistance features. Two fatal Tesla crashes in Florida—one in 2016, another in spring 2019—shared eerily similar circumstances. Both cars were autopiloted directly into the side and underneath

turning tractor-trailers, with no reduction of speed prior to the crashes. Cross-referencing high-detail mapping can enhance a driver-assistance system's ability to distinguish obstacles that need to be avoided and reduce the chances of being "fooled."

Other industry experts believe Tesla's marketing sends mixed messages (the name "Autopilot" itself is misleading). Drivers should keep their hands on the wheel while using Autopilot, but when Tesla demonstrates and speaks of their product, it has sometimes been presented as if it were a driverless ("autonomous") car, lulling some drivers into a false sense of security.

Drivers who activate Autopilot or similar systems, manufacturers of these systems, and possibly government agencies charged with oversight may share liability for harm caused by crashes.

Technology can be exciting and ultimately beneficial, but it's not hazard-free. If you become the victim of a negligent driver—or flawed technology—contact an auto accident attorney to protect your rights. •

Dogs Need Special Winter Care



Even with fur, dogs are not immune to cold, wintry weather and potential hypothermia and frostbite. First off, some coats are thicker than others. In addition, fur protection doesn't extend to paws, ears, or the tail. Bellies are more vulnerable, too—in particular, short-legged dogs whose undersides are in closer proximity to snow-covered ground.

To combat the cold, take your dog for shorter walks ... during daylight hours, if possible. A dog sweater or coat adds warmth—they're not just for cute Facebook posts—especially for short-haired varieties. Watch for cracked paw pads. If your pet has furry feet, trim the fur between their toes to minimize ice buildup. Wipe your dog's paws once back inside the house to clear off road/sidewalk salt and deicers that aren't pet-friendly. Dog boots, though silly-looking, can be invaluable.

If you have a fenced-in yard, don't pile snow next to the fence. Dogs are curious, may climb onto the pile, and hop over the fence. If your dog then takes a jaunt, snow cover can conceal scents that normally lead them back home.

Inside the house, be mindful of space heaters, wood stoves, and fireplaces. An unwary pet can get burned or knock something over that sparks a fire.

Consider giving your dog fewer baths over the winter. Dry winter air can cause dry, flaky, sensitive skin, and baths don't help. Too much scratching can lead to more serious skin issues. Ask your vet for a shampoo recommendation; a humidifier may benefit canines and humans.

And don't overfeed your furry friend over the winter. Focus on a diet that will ensure a healthy coat, not an extra layer of fat. •

Lesser-Known Details of a Civil Rights Icon

Michael King Jr. was born on January 15, 1929. His father, a Baptist minister, informally changed King's name (and his own) from Michael to Martin Luther in 1934 after he attended a Baptist conference in Germany. There, the history of Germany's Martin Luther, the reformer who made his famous stand against the Roman Catholic Church in 1517, came to life and profoundly impacted him. His son made the name change legal in 1957.

King began college at age 15, obtaining a degree in sociology at Morehouse College. His next stop was Pennsylvania's Crozer Theological Seminary, where the future valedictorian struggled with two early courses in public speaking(!), collecting a pair of C's. He earned the title "doctor" at Boston University in 1955.

In 1958, King experienced the first attempt on his life. He was signing copies of a new book in Harlem when Izola Ware Curry plunged a 7-inch letter opener into his chest, barely missing his aorta. Doctors told him a single sneeze could have been fatal.

King and his family were huge "Trekkies." He once visited the Star Trek set to meet actress Nichelle Nichols, who played Lieutenant Uhura and was the first African American woman to play a regular role on network television. She had been pondering leaving the show, but King encouraged her to stay because she was a cultural role model. She stayed.

After King delivered his "I Have a Dream" speech in 1963, an aide, George Raveling, asked him for the three-page document. King obliged. Raveling has kept the document, having turned down millions for it over the years. The famous "dream," however, is not mentioned. King improvised that part. It's safe to say he made up for his C's in divinity school. •



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Deadly Self-Driving Uber Pedestrian Crash Result of Faulty Software

Last month, we discussed the deadly glitches in pedestrian detection systems discovered in an AAA study. The technology was found to be defective when it was needed most, such as during nighttime hours, when a car made a right turn, and when a child unexpectedly darted out from between two parked cars.



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Now, a recent report by the National Traffic Safety Board (NTSB) finds that software glitches were responsible for the self-driving Uber crash that took the life of an Arizona pedestrian in 2018. This incident, as well as recent research, makes us wonder if we can trust autonomous and semi-autonomous technology.

What exactly happened during the last six seconds before the Uber crash?

According to the NTSB, the car's semi-autonomous technology didn't include critical software and programming that could have saved the pedestrian's life. In addition, the pedestrian was identified six seconds before being struck while crossing the street. At approximately 1.2 seconds before the crash, the car became confused by the pedestrian's movements and failed to brake.

At .2 seconds prior to the crash, an alarm was sounded, but the operator had no time to stop the car. The pedestrian was reportedly struck at 45 mph. Uber had also disabled the emergency braking system, which would have prevented the crash. The company said that the car wasn't ready for self-driving and still required the control of a human operator — plus Uber wanted to prevent stop-and-go driving. The operator was distracted by her cellphone at the time of the crash.

The late response was due to faulty sensors, which detected the pedestrian but failed to classify her as a pedestrian. The 45 mph speed limit on the road where the crash occurred was also cited as a factor.

Part II of this report will be published in next month's newsletter. •