

The Propeller Club QUARTERLY

The Official Magazine for Propeller Club Members

**Convention
2009 info
Inside!**

**Mariner Training
Designed for
Today's Needs**

**Shell and AMO –
Expanding the American Presence
in the International LNG Fleet**

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www.PropellerClubQuarterly.com

Philips Publishing Group

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Summer Quarter 2008

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M/V APL New York sails
under the Bayonne Bridge.
Photo courtesy of American
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Propeller Club Quarterly is published quarterly by Philips Publishing LLC, 2201 West Commodore Way, Seattle WA 98199.
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Mariner Training Designed for Today's Needs

By Glen Paine, Executive Director, Maritime Institute of Technology and Graduate Studies



As global demand for highly skilled mariners' increases, a combination of factors has made it difficult for the maritime industry to recruit, train, and retain mariners. These factors include an aging workforce, expanding regulations, and technology. In response, Maritime Training and Simulation Centers, such as the Maritime Institute of Technology and Graduate Studies (MITAGS) and its West Coast affiliate, the Pacific Maritime Institute (PMI), have become an integral part of the strategy that has been established by ship operators and labor organizations to meet this important challenge.

Structured Programs

The 1978 Standards of Training, Certification, and Watchstanding Code

(STCW), as amended in 1995, forever changed the way mariners train for career advancement. For example, the Code requires twelve weeks of structured training, plus successful completion of a comprehensive U.S. Coast Guard written examination, for a mariner to upgrade from Second Mate to Chief Mate/Master (management level). In addition, this type of program must be monitored by a formal Quality Standards System (QSS) that includes both internal and external audits.

In response, MITAGS has made substantial investments in the areas of course development and simulation technologies to meet the new demands of the Code that are associated with the upgrade to Chief Mate/Master. In fact, MITAGS was one of only two schools in the country that

was willing to make the upfront investment that was required to provide the complete twelve weeks of training. Today, there are many mariners steadily advancing through the ranks due to the schools early commitment to meet the licensing requirements of the Code.

Re-Opening the Hawse Pipe

The implementation of STCW has been especially challenging for the traditional "hawse pipe" career path, which ranges from Able Seafarer to Officer-in-Charge of a Navigation Watch (OICNW or Third Mate). An Able Seafarer must now complete over twenty-two weeks of training and assessments, plus the traditional U.S. Coast Guard written examination, which combines elements from both the Third Mate and Second



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Mate subject areas. In response, PMI took on the challenge of developing and implementing the required twenty-two weeks of training. Crucial to this effort was the formation of partnerships within the maritime industry and the State of Washington, which provided both guidance and

PMI's "Workboat Mate Program" reduces the required sea service by one year and provides more "hands-on" vocational training than most maritime colleges. Furthermore, it gives the towing company and the apprentice mariner a two-year timeframe to "get to know each other." By the end

Mate Program is distributed between the student and the company. The student is responsible for the tuition, room/board, and transportation. However, the company provides a stipend during the sea-service period of the program. In most cases, the stipend exceeds the overall tuition cost. In addition, financing is also available for eligible individuals through SLM Financial Corporation (also known as "Sallie Mae") or through Veterans Administration loans. This setup helps ensure that all parties involved have a financial investment in the success of the program. Please note that the Sallie Mae and Veterans Administration loans are also available for eligible participants in the MITAGS/PMIAB to Mate Program.

As an added retention incentive, many companies are now offering to "pay off" the apprentice mariner's

loan at the end of the program in exchange for longevity with the company. In this situation, the mariner "wins" because he/she has an affordable way to move up the organizational ladder. However, the company also "wins" since it does not have to make the training investment up front or face the potential risk of the mariner

quitting or leaving for another company.

Full-Mission Simulation for Operational Research and Integrated Training

In today's demanding regulatory environment, it is imperative that mariners be a part of the decision-making process that is associated with the development of terminal/vessel designs and operational parameters. As such, this has generated a



funding. As with the Chief Mate/Master upgrades, many hawse-pipe mariners have been able to continue along their career path, without interruption, due to the leadership of PMI. Furthermore, the AB to Mate Program at PMI has been so successful that it is now being offered at MITAGS.

Workboat Mate Program

Today, the AB to Mate and Chief Mate/Master Programs have helped define career paths for existing mariners. However, they do little to bring new people into the industry. The shortage of new officers is especially critical in the tug and offshore supply industry since ninety percent (90%) of their officers typically come up through the "hawse pipe." Again, PMI took the lead with a unique apprenticeship program that was specifically designed for the near coastal tug industry.



of the training, the company has an apprentice mariner who meets all of the regulatory requirements, possesses an in-depth knowledge of the job onboard the vessel, and understands the company's specific operational requirements.

In addition to providing structured training, the Workboat Mate Program also helps resolve one of the most difficult problems for new mariners -- how to pay for the training. The cost associated with the Workboat

new demand for sophisticated Full-Mission Ship Simulation (FMSS) that allows senior Pilots, Masters, and Engineers to work together in the simulated environment. For this reason, MITAGS and PMI continually invest an average of \$1 million dollars annually to provide the very latest in simulation technology and hydrodynamic modeling.

One such example would be a project that included the modeling of Liquefied Natural Gas Carriers (LNGC) and related terminals and waterways for pilot organizations and terminal operators. This allowed both design and operational procedures to be vetted by experienced mariners long before the first ship actually arrived. Note that the container and cruise industry sectors also use full-mission simulation for similar purposes.

The integration of multiple ship simulators has greatly enhanced the realism of the training. Now pilots, bridge crews, and tug masters can train together in the same simulated environment. This has been especially useful when new technologies (such as tractor tugs, portable piloting navigation units, and vessel traffic services) are being implemented in new locations.

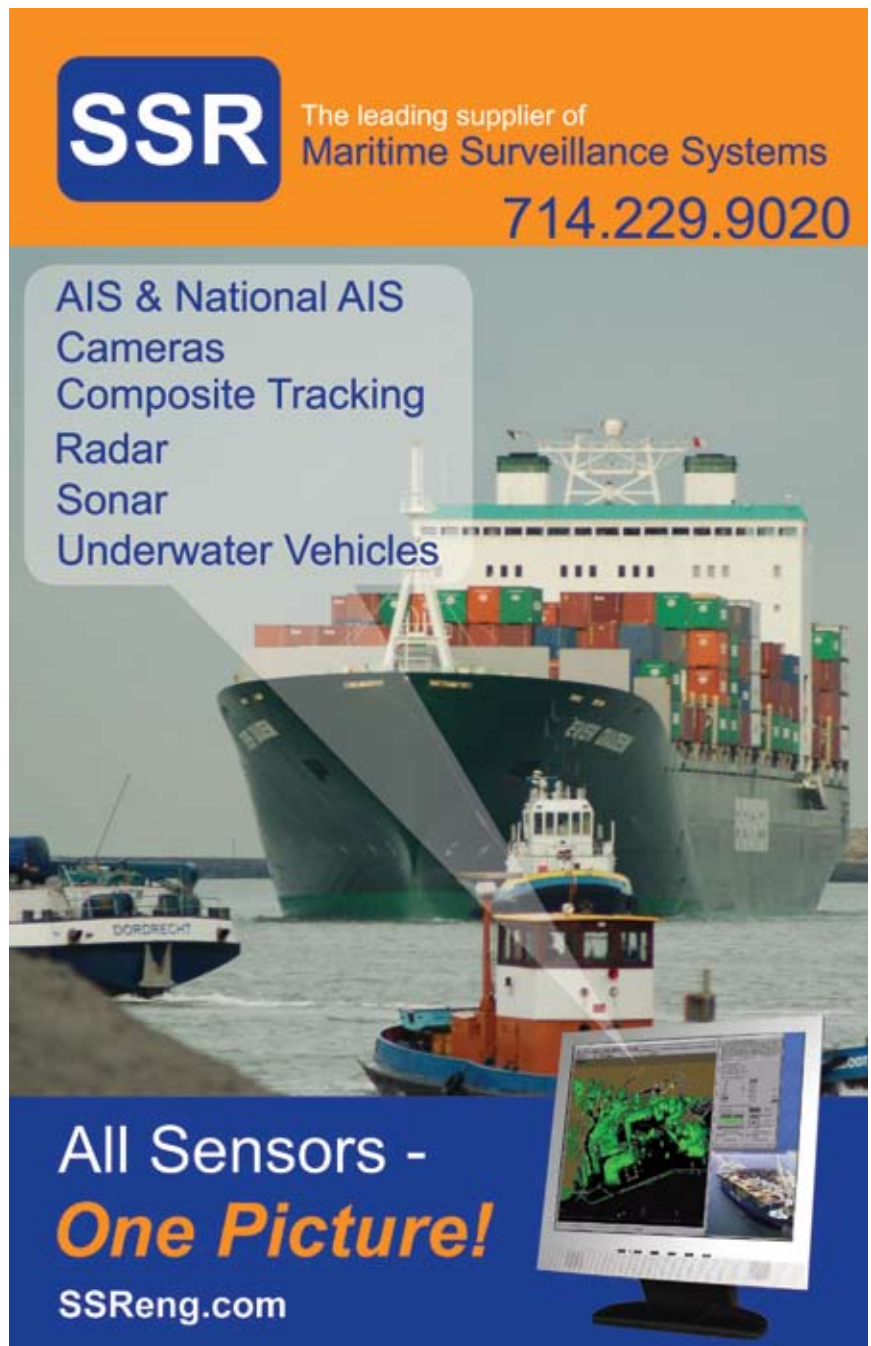
Today's Training Center – Recruitment, Retention, and Risk Management

Training Centers, like MITAGS and PMI, have now become an integral part of the recruitment, training, retention, and risk management processes. The development of program advisory committees, structured career pathways, and advanced simulation modeling are the latest innovations in this area. These strategic partnerships will continue to evolve to meet the increasingly complex maritime operating environment.

About the Author

Glen Paine is the Executive Director of the Maritime Institute of Technology and Graduate Studies (MITAGS), the Pacific Maritime Institute (PMI), and the Conference Center at the Maritime Institute (CCMIT). During his ten-year tenure, Mr. Paine has been responsible for the implementation

of over one hundred and fifty (150) training courses. He currently possesses a Master's Degree in General Administration from the University of Maryland and a U.S. Coast Guard Chief Mate's license. Glen is also a 1978 graduate of U.S. Merchant Marine Academy (USMMA). ■



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The TWIC Ship Has Sailed

By Mike Rodriguez, Executive Assistant to the President, International Organization of Masters, Mates and Pilots

Editors Note: Subsequent to the preparation of this article, the Department of Homeland Security announced that the final compliance date for the TWIC program will be April 15, 2009. The seven month extension is a direct result of collaboration by DHS with port officials and industry. Though this extension will ameliorate some of the industry's concerns, there continue to be issues over implementation, and work will continue with DHS to resolve them.

The TWIC ship has sailed, but questions about the program's value and its impact on mariners remain. Among many concerns are the September 25 deadline for mariners to possess a TWIC and the lack of federal pre-emption of state and local requirements for access to maritime facilities.

TWIC Snapshot

Before getting into a discussion of these issues, it might be helpful to examine where the program is now.

According to the Transportation Security Administration's (TSA) TWIC Dashboard report for April 24, 318,739 transportation workers, only 21 percent of the 1.5 million who are expected to need a TWIC, had pre-enrolled. The total number of enrollments was 244,470, or 16 percent. The total number of cards activated and in the hands of workers was only 72,056 — only about 5 percent of the total number ultimately expected to enroll.

Although a number of observations about these figures could be made, two come immediately to mind.

First, the figures suggest that, with only five months remaining until the

September 25 deadline, workers who will require unescorted access to secure areas of port facilities and vessels are not signing up in great numbers to get their TWICs. This may be an indication that workers are waiting for a specific enrollment center to open;

it could also demonstrate workers' concerns about coming forward to give TSA information; or it could simply show a lack of confidence in the system.

Second, while the number of pre-enrollments and enrollments is increasing, the rate of increase appears to be flat despite the

fact that more and more enrollment centers are coming online. The fact that the rate of increase is flat gives additional cause for concern in light of the fact that the deadline is rapidly approaching and that TSA is reporting that the time between enrollment and issuance of a TWIC is approximately six-eight weeks.

Concerns About the September 25 Deadline

TSA and the Coast Guard have acknowledged difficulty in meeting the deadline, but have not committed to extending it. Instead, Coast Guard spokespersons have hinted that the

agency will approach the problem with a sort of educational campaign by issuing warnings to mariners who do not have a TWIC after the deadline. The problems with this approach are becoming clearer as the deadline approaches.

First, many mariners either do not live in the United States, are assigned to vessels that will not call in the United States for extended periods, or will be unable to return to the appropriate enrollment center to pick up their TWIC. The TWIC regulations which went into effect on January 25, 2007, sought to offset the impact of these factors by setting the deadline for mariners at 20 months following the effective date of the regulation. However, that 20-month window was greatly diminished when delays in the TWIC program pushed the first openings of TWIC enrollment centers into mid-October — eight months after issuance of the final rule.

Second, due to the provisions in the TWIC regulations that govern access to secure areas aboard vessels and set out escort requirements, shipping companies have begun to inform their contracted labor organizations that they will not accept mariners who do not have a TWIC or will not be able to obtain a TWIC before the deadline. This means that the deadline for mariners is actually a date much earlier than September 25, depending upon the expected duration of their assignments.

Third, there is considerable anxiety among mariners over the possibility that their licenses or documents may be suspended or revoked for failure to obtain a TWIC.

It is clear that the industry needs certainty with respect to this program.



Mike Rodriguez

Therefore it is essential that TSA and the Coast Guard set a new deadline.

Federal Preemption

Mariners remain extremely concerned over the value of the TWIC as a means to gain necessary access to facilities if it is possible for state and local facilities to impose their own access rules. Without preemption of state, local, and private facility requirements, mariners fear the TWIC will turn out to be little more than another liability through which they could lose their licenses and documents.

An example occurred recently when the crewmembers of a vessel berthed at a commercial facility in Florida were denied access to their ship when they returned from shore leave. The facility required the mariners to show merchant mariners' documents and rejected the TWICs they carried for identification.

Access to shore leave, visitors, labor representatives and seafarers' welfare providers is a basic right of mariners, plainly acknowledged and protected by the ISPS Code and other international conventions. It is also good management as it helps maintain morale and helps relieve the stress of shipboard life. In addition, ship operators, and those who require access to and from vessels to provide technical and other services, need certainty from port to port in order to ensure that they are able to operate safely and economically. At the current juncture, this certainty can only be provided by Congress.

Going Forward

Getting TWICs into the hands of mariners and other transportation workers may turn out to be the easy part. A number of important questions, such as how TWIC will be implemented, must go unanswered for now. Vessel crews will have to wrestle with the issue of balancing

escorting requirements with work and rest schedules. The outcome of the reader pilot project is uncertain. The true number of workers who will have problems because of "disqualifying crimes" is unknown, given the slow pace of enrollments.

Two things are clear. TSA and the Coast Guard must move to extend the deadline while Congress acts to make TWIC what it should be - a federal program that enhances security while allowing mariners to do their jobs and respects their rights. ■



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Shell and AMO – Expanding the American Presence in the International LNG Fleet

On April 30, American Maritime Officers and Shell Ship Management Limited signed what the U.S. Maritime Administration describes as a historic memorandum of understanding, through which Shell will begin hiring American officers represented by

an additional 25 LNG carriers.

“The MOU we signed will create new jobs for AMO officers in Shell’s LNG fleet and is expected to significantly expand AMO’s position in this strong international market,” said AMO National President Tom Bethel. “Our team has been working exten-

tion and AMO to encourage the use of American officers in the specialized LNG shipping trade,” said Bob Salmon, general manager of shipping for Shell Trading (U.S.) Company. “Shell is committed to securing the most qualified officers for its maritime fleet operations, as a diverse skill pool drawn from the United States and other countries around the world is essential for us to manage this growth successfully.”

Capt. Richard Mellor, general manager of Shell Ship Management Limited, attended the event in Washington and signed the MOU for Shell.

“We look forward to working with AMO to help us with the recruitment within the United States and thereafter in the onboarding process of American officers,” Mellor said. “We are confident that the recruiting will be a success, as will the integration of U.S. officers into fleet operations.”

The signing of the MOU creates new opportunities for AMO officers and opens the door to the international LNG trades for American mariners.

Since taking office nearly two years ago, Maritime Administrator Sean Connaughton has made a U.S. LNG crewing initiative an agency priority. The Maritime Administration has been actively working to achieve public-private partnerships on several fronts that will ultimately offer both training and job growth opportunities in this expanding energy sector.

Over the past six months, Connaughton has worked with Shell executives, representatives of AMO, and with other international maritime unions in the U.S. and in Europe.



American Maritime Officers National President Tom Bethel (left) and General Manager of Shell Ship Management Limited Capt. Richard Mellor sign the memorandum of understanding April 30 in Washington, D.C.

AMO to work aboard liquefied natural gas carriers in the company’s international fleet.

The memorandum of understanding, or MOU, between Shell and AMO will quickly begin putting qualified U.S. officers to work in a large and growing fleet of international LNG carriers. Shell companies currently manage 31 LNG vessels, and that fleet will grow rapidly over the next two years. Nakilat Shipping (Qatar) Ltd., a wholly owned subsidiary of Qatar Gas Transport Company Ltd., recently selected Shell to provide a full range of shipping and marine services for

sively with Shell, as well as the Maritime Administration, to bring this to fruition and we are all very proud to be taking this step.”

During the signing, which was held at the U.S. Department of Transportation in Washington, D.C., Bethel pointed out that the AMO officers hired by Shell would be integrated with the multinational officers and crews working in Shell’s LNG fleet and would sail as part of an international cadre of highly-qualified maritime officers.

“We’ve been working closely with the U.S. Maritime Administra-

“Having companies like Shell, particularly companies of Shell’s caliber, moving forward and providing these opportunities—it’s something we all should be very proud of and something we really have to commend Shell for stepping forward and doing,” Connaughton said.

For the past three years, AMO has been actively involved in discussions with several owner/operators in the LNG trades geared toward securing employment in the international fleet for the union’s existing base of qualified officers with recent LNG experience.

In October 2006, AMO signed an agreement with Teekay Shipping Corporation, one of the world’s leading tanker companies with a significant and expanding presence in the LNG sector. AMO officers are now sailing in senior positions aboard Teekay LNG carriers and tankers under that agreement.

AMO continues to work aggressively to establish a platform for its members outside the existing group of LNG officers with recent experience to obtain the necessary training and certification to sail in the international LNG trades.

In 2007, the LNG Tankship Liquefied Gases course provided by RTM STAR Center was certified to the standards of the Society of International Gas Tanker & Terminal Operators (SIGTTO). RTM STAR Center is a division of the AMO Safety & Education Plan and the primary training provider for AMO officers.

STAR Center is the first and only training institution in the U.S. and one of a very small number in the world to provide LNG training certified to SIGTTO standards. STAR Center has



Shell companies currently manage 31 LNG carriers, and Nakilat Shipping (Qatar) Ltd., a wholly owned subsidiary of Qatar Gas Transport Company Ltd., recently selected Shell to provide a full range of shipping and marine services for an additional 25 LNG carriers.

expanded the program to include an LNG simulation course on MPRI liquid cargo simulators. Both courses are certified by the U.S. Coast Guard.

AMO is currently in negotiations with an international owner/operator of LNG carriers on a unique agreement to establish an LNG observation program that would allow AMO officers to earn the necessary sea time and endorsement to work in the LNG trades without prior experience.

The exclusive agreement under negotiation is expected to establish observation billets for AMO members on Q-class LNG vessels, aboard which the officers would be able to observe the liquefied gas loadings and discharges required to earn the STCW liquefied gas endorsement. Sailing as LNG observers, AMO members would also earn the necessary sea time to take seagoing jobs with international owner/operators in the LNG trades.


The liquefied gas training programs offered at RTM STAR Center, coupled with LNG observation program under negotiation, would give

AMO the ability to expand the existing base of qualified American LNG officers.

The MOU signed with Shell April 30 significantly broadens the field of opportunity for American officers represented by AMO to put these resources to work in an expanding market with a growing demand for their experience, training and professionalism. ■

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110th Congress, First Session

By Yvette Wissmann, Darrell Conner, and Rolf Marshall

On April 24, 2008 the House passed its Coast Guard Authorization bill (H.R. 2830) by a vote of 395-7. The \$8.4 billion bill would authorize changes to security policies, including how to punish smugglers of immigrants, and to Coast Guard procedures for the prevention of and response to oil spills. The measure would also overhaul the acquisition and personnel structure of the Coast Guard's Deepwater procurement program.

H.R. 2830 also includes a once-controversial provision that would have required the Coast Guard to assess whether security at an LNG site was up to standards. After the White House threatened a veto over this provision, Rep. LaTourette (R-OH) offered an amendment which would permit the Coast Guard to take into account state and local resources when determining whether an LNG site is secure. The amendment, which LaTourette said he believes would be enough to divert a veto, was approved by voice vote.

Other significant portions of the bill as passed would: (i) mandate new rules for the treatment and discharge of ballast water from ships; (ii) implement Annex VI of the MARPOL treaty; (iii) strip the Coast Guard of its role in hearing negligence and misconduct cases by transferring those cases to the National Transportation Safety Board; and (iv) new measures to promote marine safety.

Section 503 of H.R. 2830 would amend the Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990 to require vessel operators to conduct all ballast water management

operations in accordance with a management plan approved by the U.S. Coast Guard. The legislation, which sets out specific requirements for ballast water exchanges, would also prohibit ships from discharging ballast water unless it has been treated using prescribed methods or equivalent alternatives. Vessels would be required to begin installing treatment equipment in 2012 to meet the new standards.

During floor debate, the House passed an amendment offered by Rep. Kirk (D-IL) that requires vessels operating exclusively in the Great Lakes to have a ballast water treatment system. The original legislation did not apply to such vessels, which Chairman Oberstar (D-MN) said was a "technical mistake."

H.R. 2830 also included a title which would require lower emissions of sulfur oxide and nitrogen oxide from vessels to meet EPA standards. The bill would update the 1980 Act to Prevent Pollution from Ships (P.L. 96-478) to add recent international limits on certain emissions from ship exhausts. Specifically, the bill would implement Annex VI of the MARPOL treaty, which went into effect internationally on May 19, 2005. The vessel emissions language in the Coast Guard bill is the same as in a stand-alone House bill, H.R. 802, which was passed in March 2007. The Senate Commerce Committee approved H.R. 802 on April 24 by voice vote. That bill will now go to the Senate floor for consideration.

Rep. Broun (R-GA) submitted an amendment to strike the NTSB and marine safety titles from the bill. He

stated that he had concerns with the intent and functions of the two titles and did not want to burden the appeals process for TWIC or elevate the marine safety functions above the Coast Guard's other missions. As a result of charges of bias in handling cases against civilian mariners, the House bill included Title X, which would dismantle the Coast Guard's Baltimore-based administrative law system. Title XI of the House bill would create an Assistant Commandant for Marine Safety and establish qualifications for training and experience for all marine safety personnel. Broun eventually withdrew his amendment after Oberstar clarified the titles and addressed Broun's concerns.

Chairman Oberstar has said he hopes to have a bill passed through both chambers and on the President's desk by early summer, but it is unclear at this time when the Senate might take up their version of the bill, which is starkly different from the House bill. However, there have been rumors that the bill has been "hotlined" for floor consideration in the Senate. Even if both chambers can agree, and pass, a conference report, both President Bush and the Coast Guard Commandant, Thad Allen, have criticized the House bill, saying the bill will bog the Coast Guard down with tasks that will divert attention from security missions.

In addition to approving the MARPOL implementation bill (H.R. 802) on April 24, the Senate Commerce Committee also approved S. 2657, introduced by Sen. Kerry (D-MA) and Sen. Snowe (R-ME), which

would protect whales from ship strikes. The bill would require the Secretary of Commerce to finalize a rule establishing speed limits for specified vessels in migratory paths of North Atlantic right whales. The rule has been pending since 2004 and was sent to the Office of Management and Budget for final sign-off in 2007, but has not been advanced in the Bush Administration.

The rule, first proposed by NOAA's National Marine Fisheries Service, would place speed limits on ships operating in the migratory paths of the whales along the East Coast of the United States. It calls for reductions in speed limits to 10 knots for ships at least 65 feet long and traveling within 30 nautical miles of ports between Savannah, GA and New York during the peak right whale migratory months (November through March).

The proposed rule is opposed by the shipping industry, which urged NOAA to modify the rule. Groups have asserted that there is little sound science that would justify the speed and distance restrictions. Instead, the industry has urged NOAA to establish "areas to be avoided" by ships and to conduct additional studies. S. 2657 is now awaiting consideration by the full Senate.

In early April, Sen. Feinstein (D-CA) introduced legislation to prevent oil spills like the November 2007 COSCO BUSAN incident, which spilled more than 53,000 tons of bunker fuel into the San Francisco Bay. The Feinstein bill (S. 2841) would direct the Coast Guard to control and oversee a vessel's route and speed during dangerous conditions, such as low visibility, an existing environmental hazard, or a terrorist attack, within U.S. waters. Under current law, the Coast Guard has the authority to intervene during these conditions, but it is not mandated to

do so. The bill would also mandate all large cargo ships carrying high volumes of fuel oil, including bunkers, to double hull their fuel tanks. The mandate would require all new ships to meet international standards to have a double hull by 2010 and require existing ships to convert to the double hull protection system by 2024. S. 2841 is currently awaiting consideration by the Senate Commerce Committee.

Also in April, the IMO's Marine Environment Protection Committee ("MEPC") reached a unanimous decision to cut emissions of vessel pollutants by up to 90%. The MEPC agreed to a progressive reduction in the global cap on sulfur content in marine fuel from the current 4.5% to 0.5% by 2020. Prior to the IMO's action, in March the EPA issued a regulatory announcement stating it is adopting standards that will reduce emissions of diesel particulate matter and nitrogen oxide from marine diesel engines.

The EPA's final rule consists of a three-part emission control strategy. First, the final standards for existing marine diesel engines are more stringent when they are re-manufactured. These standards will take effect as soon as certified re-manufactured sys-

tems are available (as early as 2008). Second, the rule set Tier 3 standards for newly-built diesel marine engines. These standards reflect the application of currently available technologies to reduce emissions and phase-in starting in 2009. Lastly, Tier 4 standards will apply to newly-built marine diesel engines and will phase-in beginning in 2014. It is unknown at this time when EPA will issue its final rule.

Sen. Boxer (D-CA) held an Environment & Public Works Committee hearing on her vessel emissions bill, S. 1499. She convened the hearing to draw attention to the continuing delays to the expected U.S. ratification of MARPOL Annex VI. In light of the IMO's action in April, it is unclear what Congressional action will be taken on the Boxer bill, particularly with the Commerce Committee reporting H.R. 802 to the Senate floor.

There is plenty of maritime-related legislation pending before Congress, but it is unclear if it will be a priority for either Chamber, particularly with an impending war supplemental appropriation, a second economic stimulus package, housing legislation, and legislation to address gas prices all in the pipeline. ■



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Rolf Marshall, Darrell Conner and Yvette Wissmann are with the Washington, DC law firm of Kirkpatrick & Lockhart Preston Gates Ellis LLP (formerly Preston Gates Ellis & Rouvelas Meeds, LLP). Mr. Marshall is a partner in the firm and chairs the firm's Maritime Industry Practice Group. Mr. Conner is a Government Affairs Counselor with the firm's Maritime Group, and Ms. Wissmann is a Government Affairs Analyst specializing in maritime legislative and policy matters.

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Tuesday, October 7, 2008

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Wednesday, October 8, 2008

9:00 a.m. - 1:00 p.m. Tour of MITAGS
3:00 p.m. - 5:00 p.m. Business Meeting - Baltimore Ballroom "A"
7:00 p.m. - 11:00 p.m. President's Welcoming Reception - Baltimore Aquarium

Thursday, October 9, 2008

7:30 a.m. - 9:00 a.m. Continental Breakfast - 5th Floor Foyer
8:30 a.m. - 9:00 a.m. Opening Ceremonies - Baltimore Ballroom
9:00 a.m. - 11:30 a.m. Woman's Propeller Club, Session 1 - Mt. Washington Room
9:00 a.m. - 10:30 a.m. First Panel Discussion - Baltimore Ballroom
10:30 a.m. - 10:45 a.m. Coffee Break - 5th Floor Foyer
10:45 a.m. - 12:15 p.m. Second Panel Discussion - Baltimore Ballroom
12:30 p.m. - 2:00 p.m. Cocktails/Luncheon
2:00 p.m. - 3:00 p.m. Break out Session #1 - Baltimore Ballroom
3:00 p.m. - 4:00 p.m. Break out Session #2 - Baltimore Ballroom
4:00 p.m. - 5:00 p.m. Break out Session #3 - Baltimore Ballroom
6:00 p.m. Water Transportation from Inner Harbor
7:00 p.m. - 10:00 p.m. Crab Feast - Bo Brooks Restaurant

Friday, October 10, 2008

7:30 a.m. - 9:00 a.m. Continental Breakfast - 5th Floor Foyer
9:00 a.m. - 11:30 a.m. Woman's Propeller Club, Session 2 - Mt. Washington Room
9:00 a.m. - 10:30 a.m. First Panel Discussion - Baltimore Ballroom
10:30 a.m. - 10:45 a.m. Coffee Break - 5th Floor Foyer
10:45 a.m. - 12:30 p.m. Second Panel Discussion - Baltimore Ballroom
12:30 p.m. - 2:30 p.m. Cocktails/Keynote Luncheon
2:30 p.m. - 5:00 p.m. Final Business Meeting - Baltimore Ballroom
7:00 p.m. - 8:00 p.m. Cocktail Reception - 5th Floor Foyer
8:00 p.m. - 12 midnight Gala Dinner/Dance - Maryland Ballroom

** Please visit www.propellerclubofbaltimore.com for information regarding the Convention and hotel arrangements.

THE PROPELLER CLUB OF THE UNITED STATES

82ND ANNUAL INTERNATIONAL CONFERENCE AND CONVENTION
Partners of Industry and Guardians of the Sea:
A Collaborative Discussion of Maritime Issues

October 7-10, 2008 The Renaissance Harborplace Hotel Baltimore, Maryland

Honorary Conference Chairman: CONGRESSMAN ELIJAH E. CUMMINGS

Convention Chairman: ALEXANDER M. GILES

PANEL TOPICS AND PANELISTS

DAY 1

Thursday, October 9, 2008

9:00 to 10:30 a.m.

LNG - Not In My Back Yard (NIMBY)?

Moderator: James W. Bartlett, III, Semmes, Bowen & Semmes (CONFIRMED)

Panelist: Federal Energy Regulatory Comm. Chairman Joseph T. Kelliher (INVITED)

Panelist: Mike Frederick, Dominion Cove Point LNG (CONFIRMED)

Panelist: Morten Nesvik, Commercial Manager, Statoil (INVITED)

Panelist: Richard Plant, Director Special Projects, International Organization of Masters, Mates and Pilots (CONFIRMED)

Panelist: Representative of AES - Sparrows Point Project

10:45 to 12:15 p.m.

Maritime Issues: Far and Near

Moderator: George "Bud" Nixon, Rukert Terminals (CONFIRMED)

Panelist: Brian Kelley, USCG, Captain of the Port (Sector Baltimore) (CONFIRMED)

Panelist: Melanie Moore, Environ. Champion, Wallenius Wilhelmsen (CONFIRMED)

Panelist: Frank Hamons, MPA Director of Dredging (CONFIRMED)

Panelist: Robin Masters, President of SSY (CONFIRMED)

Panelist: Thomas Allegretti, President, American Waterways Operators (INVITED)

DAY 2

Friday, October 10, 2008

9:00 to 10:30 a.m.

Foreign Investment in U.S. Maritime Industry - Two Years Removed from DP World

Moderator: Kurt Nagle, American Association of Port Authorities (CONFIRMED)

Panelist: Henry M. Paulson, Jr., Secretary, Treasury Department (INVITED)

Panelist: Sean Connaughton, Director of MARAD (INVITED)

Panelist: Mohammed Sharaf, CEO, DP World (INVITED)

Panelist: Stephen Edwards, President/CEO, Ports America (INVITED)

Panelist: Morten Arntzen, President/CEO, OSG (INVITED)

10:45 to 12:30 p.m.

Maritime Security

Moderator: Admiral James Loy, The Cohen Group (CONFIRMED)

Panelist: Gordon England, Deputy Secretary, Department of Defense (INVITED)

Panelist: Thad Allen, Commandant, U.S. Coast Guard (INVITED)

Panelist: Christopher Koch, President/CEO, World Shipping Council (CONFIRMED)

Panelist: U.S. Congressman Dutch Ruppersberger (CONFIRMED)

THE PROPELLER CLUB OF THE UNITED STATES

**82ND ANNUAL INTERNATIONAL CONFERENCE AND CONVENTION
Partners of Industry and Guardians of the Sea:
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October 7-10, 2008 The Renaissance Harborplace Hotel Baltimore, Maryland

Full Registration Packages

- Member Package \$450
- Spouse Package \$400
- Women's Propeller Club \$400
- Student Port Member \$150

Single Event Registration Options (Locals Only)

- Reception at National Aquarium - Oct. 8 \$100
- Crab Feast at Bo Brooks - October 9 \$80
- Gala Dinner/Dance - October 10 \$150

*** NO REFUNDS WILL BE GIVEN AFTER SEPTEMBER 1, 2008**

- Golf Outing at Mt. Branch Golf Club - October 7, 2008 \$150

REGISTRATION FORM

***Event details and Online Registration available on the Web: www.propellerclubofbaltimore.com ***
Or Register by Mail: The Propeller Club of Baltimore, 3720 Dillon Street, Baltimore, Maryland 21224

Member's Name: _____

Name on Badge: _____

Business Name: _____

Business Address: _____

Business Phone: _____ FAX: _____ E-mail: _____

Attending Spouse's Name: _____ Name on Badge: _____

Method of Payment: Check - Payment Enclosed American Express MasterCard Visa Discover

Credit Card Number _____ Security Code _____ Expiration Date _____

Name on Credit Card _____

Billing Address _____

Billing City _____ Billing State _____ Billing Zip Code _____

Billing Telephone Number _____

Credit Card Holder's Signature _____

HOTEL INFORMATION

All attendees are encouraged to stay at the Renaissance Harborplace Hotel for the Conference. All conference attendees are eligible for a reduced room rate of \$209, plus tax, per night. To make reservations, go to the hotel reservation link on the Propeller Club of Baltimore website at www.propellerclubofbaltimore.com. In order to get the discounted room rate, you must book your room on or before September 9, 2008.

Propeller Club, Port of Narragansett Bay, announces 2008 Maritime Person of the Year and Education Fund Scholarship Award Winners

May 1, 2008 – The Propeller Club, Port of Narragansett Bay chapter today announced its Maritime Person of the Year and Education Fund Scholarship award winners.

The 2008 Maritime Person of the Year award will be presented to David A. Cohen and Joel H. Cohen of Promet Marine Services. The Cohens, longtime Propeller Club members, have operated Promet Marine, a commercial ship repair yard on the Providence waterfront for more than 30 years. Over the past year, they have been instrumental in the formation of the Providence Working Waterfront Alliance which has worked tirelessly to educate state and local officials about the economic importance of the Port of Providence and to protect the area from incompatible mixed uses. The Propeller Club will honor the Cohen brothers for their many years of participation and support to the Club, the maritime industry, and the area.

The Propeller Club's Education Fund Scholarship

was established to assist students pursuing careers related to the maritime industry. 2008 Education Fund Scholarship winners are:

- Christopher Duarte, Massachusetts Maritime Academy
- Brian Eisenhower, Roger Williams School of Law (Admiralty & Maritime Law)
- Tiffany Smythe, University of Rhode Island, Ph.D. Candidate, Marine Affairs

The Club will honor its 2008 award winners at a dinner reception at the Hotel Providence (311 Westminster St., Providence) on Monday, May 19, 2008 at 5:30pm.

The Propeller Club, Port of Narragansett Bay chapter represents over 100 members from area maritime industries including pilots, barge & towboat operators, shipyard & terminal operators, ship agents, marine surveyors & lawyers, and environmental clean up specialists. <http://www.propclubnb.org>. ■

President Bush Presents Military Sealift Command Executive Director with Nation's Highest Civil Service Award

Richard S. Haynes, executive director of the U.S. Navy's Military Sealift Command, was recognized by President Bush at an afternoon ceremony at the White House yesterday. Haynes and 45 other Senior Executives Service members received the nation's highest civil service award - the 2007 Presidential Distinguished Rank Award.

Less than one percent of the 7,550 members of the senior executive workforce who exemplify the ability to lead change and people; meet organizational goals; strategically manage human, financial, and information resources; and build coalitions are awarded this honor. Eligible executives are nominated by their agency heads, evaluated by citizen panels and designated by the president.

Haynes' specific achievements were lauded by Senior Executives Association President Carol Bonosaro at an April 17th awards cere-

mony. Bonosaro noted that Haynes is responsible for one of the largest shipping "companies" in the world, operating more than 110 ships that support replenishment of U.S. forces worldwide. She continued by saying that MSC has supported hurricane Katrina relief efforts, the victims of the Indian Ocean tsunami and the evacuation of 6,700 Americans from Lebanon.

"I'm the fortunate beneficiary of the dedicated work of the entire MSC workforce afloat and ashore," Haynes said. "I'm honored to be working with such a talented team and I truly believe their efforts are the reason I received this award."

Rick Haynes Award

Each award recipient received



Richard S. Haynes, executive director of the U.S. Navy's Military Sealift Command.

a framed certificate signed by the President, featuring a gold emblem, and a Rank Award pin.

Haynes assumed the Executive Director position in March 1997. He was appointed to the Senior Executive Service by the Secretary of the Navy in 1985 to serve as the General Counsel of MSC. In 1991 and 2001,

he was awarded the Presidential Rank Award of Meritorious Executive.

MSC operates approximately 110 noncombatant, civilian-crewed ships that strategically reposition combat cargo at sea around the world, move military cargo and supplies used by deployed U.S. forces, conduct specialized missions and replenish U.S. Navy ships at sea. ■

Salute to Congress

The International Propeller Club of the United States is pleased to announce that The Honorable Gene Taylor (D-MS) was honored at the twenty-fourth annual and prestigious Salute to Congress Award Recipient for 2008. Congressman Taylor is being honored for his consistent and strong support of the United States maritime industry.

The twenty-fourth annual Salute to Congress dinner was held Tuesday, April 29, 2008, at the Congressional Country Club located in Bethesda, Maryland. 400 maritime and transportation industry leaders consisting

of Propeller Club leaders, members of Congress, Department of Defense, Homeland Security, Labor leaders and the Executive and Administrative branches were in attendance to honor Congressman Taylor.

The Honorable Neil Abercrombie

(D-HI) introduced Congressman Taylor and described the strong leadership Congressman Taylor consistently provides transportation issues and the



International President Rockney Nigretto (L) and First Vice President Rolf Marshall (R), present Congressman Gene Taylor (C) with the 2008 Propeller Club Salute to Congress Award.

humble and strong manner in which Congressman Taylor evaluates and acts upon each issue related to maritime and transportation needs.

Gene Taylor, of Bay St. Louis, is one of only a handful of Members of Congress with hands-on experience in the

United States Coast Guard. Serving in the Coast Guard Reserve from 1971-1984 as the skipper of a search and rescue boat, he received the Commandant's Letter of Commendation for fire fighting and a letter of Commendation for saving the life of a crewmember.

Prior to his election to Congress in 1989, he served as a member of the Bay St. Louis City Council and the Mississippi State Senate. In the U.S. House of Representatives, Taylor serves on two major committees, the House Armed Services Committee and the House Transportation and Infrastructure Committee.

As a member of the Armed Services Committee, he is the Chairman of the Subcommittee on Seapower and Expeditionary Forces. He also sits on the Readiness Subcommittee. On the Transportation and Infrastructure Committee he serves on the Water Resources and Environment and the Coast Guard and Maritime Transportation Subcommittee.

In addition, Taylor serves as co-chair of the following Congressional member organizations: Shipbuilding Caucus, National Guard and Reserve Caucus, and Coast Guard Caucus. He is also a member of the Conservative Democrats' Blue Dog Coalition.

Taylor and his wife, the former Margaret Gordon of Bay St. Louis, have three children, Sarah, Emily, and Gary.

The first Salute to Congress Award was presented to Speaker Thomas "Tip" O'Neill in 1984. Recent recipients have included Congressman Jim Oberstar, (D-MN), then Ranking Member of the House Transportation and Infrastructure Committee, Congressman Duncan Hunter, (R-CA) former Chairman of the House Armed Services Committee, Senator Ernest Hollings (D-SC), then Ranking Member of the Senate Commerce Committee and Senator Ted Stevens (R-AK), Chairman of the Senate Appropriations Committee. ■

Administrative Corner

Hello Everyone,

This year Salute to Congress was held on April, 29. Once again it was a huge success and well attended (about 400 people); we would like to thank all of those who came out to help us honor Congressman Gene Taylor.

The Propeller Club is in the process of creating a new website. We have begun working with a new website manager and hope to have the site fully operational by mid-May of this year. Please bear with us while we are in this state of transition.

Lastly, Propeller Club membership dues are due to National Headquarters by July 1, 2008. In April all Port Presidents were emailed this years Membership Report and Elected Officers Report. Please note that the membership report is different this year, all clubs are being given a choice of making a six - month membership payment or an eighteen - month payment. This option is new this year and is necessary because of changes to the Propeller Club Headquarters fiscal year. If there are any questions or if new forms are needed, please contact Shannon at shannon@propellerclubhq.com. or 703-691-4173.

Have a wonderful and relaxing summer,

Sincerely,

Shannon, Executive Assistant, Propeller Club Headquarters ■



2008 National Sponsor Memberships

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American President Lines, Ltd.
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Marine Resources Group
Pasha Hawaii Transport Lines
American Roll-on Roll-off Carriers, LLC

Silver - \$1000

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Mates & Pilots
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Gates Ellis, LLP
Markos A. Foros
M.J. Hogan & Co. Inc.
Husky Terminal & Stevedoring, Inc.
American Shipbuilding Association

Bronze - \$500

John L. Wortham & Son
Marine Engineers Beneficial
Association, Dist. 1
American Overseas Marine
ALP Industries, Inc
American Steamship Company
Illinois International Port District
Capt. Robert Baker
San Diego Unified Port District
Rockney Nigretto
Wetherington, Hamilton, Harrison
& Fair, P.A.
OSG Bulk Ships, Inc.
Peter Closson

International President's Message

Greetings, fellow Propeller club members. We are fast approaching our summer vacations where the local clubs go into a slow down period. This should be the time of year you plan the next year's activities and events. This should be the time when you are out actively recruiting new members. This should be the time when you are thinking and planning to attend the next International Conference and Convention.



Rockney Nigretto

Typically the local clubs take the summer off for vacations and just "time off". Because you are not directing your attentions to regular meetings, this is a good time to get the Port Officers and your Board of Governors together and plan the next year's events. I only know too well that if you wait until two or three weeks before your meeting and have no speaker, it will be hard to "talk it up" and get people excited to attend. On the same note, when you have your speakers or the event pre-planned, it is so much easier to get excited and get excitement building around an event the members want to see.

I know that I am preaching to the choir, but I think if we take all of this for granted, we lose something.

This is the time of year when Officers and Boards change or a new slate takes command. You should take this time to meet and confer with your Officers and Board and tell them what you want from the Club. Because I have also said in the past, communication is the key. As I noted in the last issue of the quarterly this year's International Conference and Convention will be

held in Baltimore, MD, a city that has good international connections and very easy domestic connections. I hope to see all Port Officers there prepared to share what is happening in their ports. This is the perfect opportunity to air your issues and complaints and bring your local issues to the attention of your officers. Only too often, it seems as though you are the only one that knows about a problem or issue you have;

you cannot solve it; you do not know what to do. A large percent of the time, someone there has had or is having this same problem and knows how to solve the issue. Again, this is the perfect opportunity and must not be wasted.

I want to thank all those that attended the 2008 Salute to Congress. The event was well attended, the weather cooperated and our honoree, Congressman Gene Taylor (D-MS) humbly accepted the award with words of sincere appreciation and the promise to continue to protect our interests in the maritime industry.

Allow me to share a few words from the comments I made at the Salute to Congress. "As friends from afar, we share a common goal; a goal that is as hard to grasp as the brass ring, a goal that seems to keep moving away as we get closer. As friends from afar, we must continue to work together through the networking provided by the Propeller Club. We have the same or similar goal in mind, or we would not be here." ■

2008 Propeller Club Calendar



May 21	LA/LB	Maritime Day Luncheon
May 22	Savannah	75th Anniversary
May 23	Basel	Golf Tourney
May 23	Norfolk	Maritime Day Celebration
May 23	San Diego	Maritime Day Luncheon
June 2	Baltimore	Annual Golf Outing
June 6-7	Marseille	European Maritime Day

June 10	Norfolk	Spring Golf Tourney
June 21	LA/LB	21st Annual Seafood Feast
July 24	Houston	Annual Salute Dinner
Aug 14	Baltimore	Annual Crab Fest
Aug 15	San Diego	Annual Golf Tourney
Oct 7-10	Baltimore	International Convention

*Only reported events. Please call HQ for details on any event.

Maritime Washington

By Sean T. Connaughton, United States Maritime Administrator

We are moving through a presidential election year, with countless hours of hard work and hundreds of millions of dollars being spent for the honor of occupying the White House. Each of us has our own personal favorite and as the campaign progresses we will all be supporting or challenging the views of the candidates on issues that are important to us, such as on marine transportation and its many facets. In this light, it might be useful to keep in mind the views of our first president, the person after whom the capital of the United States is named, on the maritime industry and its importance to America.

On a personal note, I believe that George Washington as an individual and a public servant is a role model for all of us. He was a fearless soldier, peerless statesman, and exemplary citizen who viewed public service as an obligation, not a career. He always responded to the public's call to service, but he also longed to return to his family, farming and pursuing entrepreneurial enterprises. We all have much to learn from this man, but especially those of us who enter public service today.

Whenever I visit Mount Vernon (named after a British naval officer), I am struck not only by the breathtaking views of the Potomac River but also by the practical aspects of the siting of Washington's home. From his home, Washington had a commanding view of, and access to, one of the major marine highways of his day.

In Washington's time, the waterways were the lifeline of America's economy. The overwhelming majority of America's population lived along

the oceans, rivers, harbors and bays of the Atlantic seaboard. With few roads and no alternatives, goods and people depended on the waterways for personal and commercial transportation. Mount Vernon's exports of wheat, whiskey and fish, as well as imports of finished and manufactured



Sean T. Connaughton

products, moved by ship to and from other parts of Virginia, the other colonies/states, and abroad. If one wanted to visit another plantation or nearby town, it was usually easier and faster to travel via boat. Simply put, without marine transportation there was no America.

The significance of the maritime industry was underscored when Washington was elected President. The new capital was New York, then as now a major shipping center. On April 30, 1789, Washington boarded a ceremonial barge at Elizabethport, New Jersey for his triumphant entrance to Manhattan Island via a harbor filled with merchant vessels of all sorts firing salutes to the new President. The celebration was organized in part by The Marine Society of the City of New York. Six years earlier Washington had become a member of The Marine Society declaring he was "extremely happy in becoming a member of their humane and excellent institution." Try finding a merchant ship anywhere near a modern day Presidential Inauguration in the City of Washington!

More important is what Washington and the first Congresses did once they assumed office. Some of the first matters they dealt with directly pertained to the American maritime industry; in fact, 6 of the 26 laws enacted by the First Congress in its

first session were maritime-related. This preoccupation with maritime matters is even more impressive given that the First Congress also had to deal with a multitude of important issues, such as establishing the Executive Departments and passing the first twelve amendments to the U.S. Constitution, otherwise known as the Bill of Rights!

The laws enacted by the First Congress, as well as those passed by the subsequent Congress's during Washington's two terms in office, were precedent setting. They laid the foundation of federal maritime programs that were to continue to this day. Among the most important were:

- *An Act for the establishment and support of light-houses, beacons, buoys and public piers (August 7, 1789)* - This provided for a federal system for the construction and operation of aids to navigation and navigation safety; in fact, some of the lighthouses authorized by the law can still be seen such as at Cape Henry, Virginia. The Coast Guard and Army Corps of Engineers administer this program today.
- *Pilotage* - Section 4 of the act of Congress of the 7th of August, 1789 recognized the preeminence of State pilotage by explicitly delegating back to the States the right to regulate pilots.
- *Registering and clearing of vessels in the coasting trade and regulating the Coasting trade (September 1, 1789)* - This act provided for the registering and recording of vessels, the predecessor of today's vessel documentation program administered by the Coast Guard. This law also established the first cabotage rules that led to today's Jones Act

which restricts interstate maritime commerce to vessels that are American owned, American built and American manned.

- *Government and Regulation of Seaman in the Merchant Service (July 20, 1790)*. Establishing federal oversight of merchant mariners and seafarer protection and relief, including requiring Shipping Agreements, stipulating the duty and conduct of masters and seafarers, establishing minimum food provisions and medical care, and requiring vessels to be seaworthy. Many of these provisions still exist in modern law.
- *Establishment of the Treasury Department (September 2, 1789)* - The following year (1790), Secretary of the Treasury Alexander Hamilton established the U.S. Revenue Cutter Service, the forerunner of the modern day Coast Guard.
- *Naval Armament provided (March 22, 1794)* - Congress ordered the construction and manning of six frigates to protect American merchant ships which were being harassed by the belligerents in Europe and the Barbary pirates. This Act was the foundation of the United States Navy.

The laws and the programs Washington and the first Congresses enacted were intended to foster trade and the American maritime industry; they succeeded tremendously. In 1790, the percent of U.S. exports/imports carried on U.S. vessels was 39.5 percent; by 1796, U.S. vessels carried 92.9 percent. The American shipbuilding industry became one of the largest in the world. American ships sailed the world. U.S. international trade increased over 200 percent between 1790 and 1796. The country's economy was booming.

On July 16, 1790, President Washington signed the *Residence Bill* that authorized the establishment of a new federal capital along the

Potomac River, to be called the District of Columbia in honor of seafarer Christopher Columbus's discovery of America some 300 years earlier. Washington himself helped select the current site of the District, the furthest point of navigation on the Potomac River and the likely terminus of the planned Chesapeake and Ohio Canal which would link the Atlantic seaboard with the west via the Ohio and Mississippi Rivers. In 1791, the city of Washington was established and Washington, D.C. became the official federal capital in 1800.

Today, a little over 200 years later, Washington, D.C. is home to the pro-

grams that George Washington and the first Congresses established. The maritime industry continues to play a vital role in the American economy and support the military in times of crisis. However, marine transportation is no longer on the minds of most Americans even though the global economy makes the industry more important today than at anytime since the nation's founding. It is imperative that we work together to support and expand this vital industry. Remember this over the course of the coming year, as well as the next time you visit Mount Vernon or our "maritime" capital city. ■

Propeller Club of The United States Announces Southeast Region Award Winners

PALMETTO, Fla. - The Southeast Region of the International Propeller Club of the United States announced its highest honors during ceremonies held Friday, April 11th at the 2008 Southeast Region Conference held in Sarasota, Fla.

Captain Magnus B. Lindeback of the Port of Jacksonville Propeller Club, CEO of Coastal Maritime Stevedoring, LLC, was honored as the Southeast Region's Maritime Person of the Year.

Lindeback has been a leader in the maritime industry since 1961. His background includes 15 years in the Finnish Merchant Marine, eight as chief mate and captain, as well as nearly 30 years working ashore in the U.S. stevedoring industry. Captain Lindeback founded Coastal Maritime Services, LLC and Coastal Maritime Stevedoring, LLC. Under his leadership, Coastal Maritime has built strong relationships with many steamship lines, and has increased the number of regular liner customers from one to seven in just more than 10 years.

"Captain Lindeback's dedication to the maritime industry is evident by his outstanding success and his many years of service," said Southeast Region Vice President Tim Shusta. "His honor as Maritime Person of the Year is well deserved."

The Port of Tampa Propeller Club's Thomas R. Hagner, chief naval architect for OSG America was honored as the Southeast Region's Member of the Year. Hagner is immediate past president of the Port of Tampa Propeller Club. Under his leadership, the club became more active in local port governance. He oversaw the re-writing of the chapter's bylaws, increased charitable activities and established an awards program to recognize outstanding individuals working for Port of Tampa companies.

The Port Manatee Propeller Club was honored as the Southeast Region's Port of the Year, a distinct honor for the young club, established in 2006. Since the club's inception three years ago by 40 charter members, membership has doubled to nearly 100. Its treasury has also more than doubled during that time. ■

MEMBERSHIP APPLICATION

The Propeller Club of the United States – Member Ports

UNITED STATES

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Boston, MA	New Orleans, LA
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Brunswick, GA	New York, NY
Charleston, SC	Norfolk, VA
Chicago, IL	Paducah, KY
Cincinnati, OH	Pascagoula, MS
Cleveland, OH	Pensacola, FL
The Columbia River, OR	Port Canaveral, FL
Corpus Christi, TX	Port Everglades, FL
Detroit, MI	Port Manatee, FL
Duluth-Superior, MN/WI	Portland, ME
Evansville, IN	Portsmouth, NH
Galveston, TX	Quad Cities, IL/IA
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Honolulu, HI	St. Petersburg, FL
Houston, TX	San Diego, CA
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LA/Long Beach, CA	Seattle, WA
Louisville, KY	S.W. Louisiana, LA
Miami, FL	Tacoma, WA
Mobile, AL	Tampa, FL
Narragansett Bay, RI	Washington, DC

OVERSEAS

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Cherbourg, France	Thessaloniki, Greece
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Dakar, Senegal	Valetta, Malta
Dieppe-Le Treport, France	
Dunkerque, France	
Fort de France, Martinique	
Geneva, Switzerland	
Istanbul, Turkey	
Italy South, Italy	
La Rochelle & St. Onge, France	
Le Havre, France	
Limassol, Cyprus	
London, England	
L'Orient – Port Louis, France	
Lyon, France	
Madrid, Spain	
Marseille, France	
Monaco	
Nantes – Saint Nazaire, France	
Paris, France	
Piraeus, Greece	
Point a Pitre, Guadeloupe	
Rouen, France	

If you are interested in joining one of our Ports, kindly provide the following information and mail, fax or email it to Propeller Club Headquarters. The address is provided below. We will forward the application to the proper location and you will be contacted shortly.

I hereby apply for individual Membership in The Propeller Club of _____ .
(Indicate Member Port – see list above)

FULL NAME (Please Print)

Business or Profession and Title

Phone

Fax

Firm name and Address

Zip

Type of Business

Home Address

Zip

Phone

E-mail Address

Notices to be sent to: Business Home

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The Propeller Club of the United States

82nd Annual International Convention

*Partners of Industry and Guardians of the Sea:
A Collaborative Discussion of Maritime Issues*

October 7-10, 2008

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Baltimore, Maryland, USA

Alexander M. Giles
Semmes, Bowen & Semmes
Convention Chairman

Bart Goedhard
Chief Operating Officer
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