

The Propeller Club QUARTERLY

The Official Magazine for Propeller Club Members



Baltimore Convention A Huge Success!

Full story on page 22



SS American Victory Under Way Again

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The Propeller Club CONTENTS

The Official Magazine for Propeller Club Members

Winter Quarter 2009

Feature Stories

Martitime Vessel Operations and the Environment	5
Changes Lie Ahead for Inland Waterways	7
Paul Hall Center - Protecting the Environment	11
Below the Waterline, Hull Coatings and Predictive Maintainance	17
Waterways Hold Solution to Congestion, Economic Challenges	19
Baltimore Convention a Huge Success	22

Port News

Tampa Port Authority Wetland Mitigation	10
Flora and Fauna Flourish at Port Manatee	13
Port of Galveston Up and Running	14
Tacoma Tideflats Going "Green"	15

Legislative Outlook

110th Congress, Second Session	8
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Member News

The Big Gray Ghost of Ybor Channel	4
International President's Message	6
Administrative Corner	6
Upcoming Events	12
Women's Propellor Club Salutes Crew of The Golden Bear	20



ON THE COVER:
U.S.S. American Victory

*Photo Courtesy of
The Propeller Club
Port of Tampa*

The Big Gray Ghost of Ybor Channel

By Charles Fuss

She comes alive a few times each year. Fires are lit off in her belly. Steam pressure builds in her boilers. Her inside body temperature rises to over 100 degrees. Her sweat-covered "black gang" is ready. The chief is on the platform. "Blue Peter" is flying from her starboard yardarm. The red and white pilot flag is ready to replace it. Deck seamen single up her mooring lines - chief mate forward and second mate aft. The third mate is in the pilothouse with the log and bell books open and ready to make entries. The helmsman is standing on the grate. The engine telegraph is set to STANDBY. A tug is usually alongside and hooked up. The pilot comes aboard and his flag is broken out. He and the master confer about getting underway. The gangways are taken in. Orders are given to let go. The telegraph is set to "slow ahead." The great whistle is sounded. People jump! The big national ensign goes up to the mainmast gaff. The star-covered blue jack comes smartly down from the bow. The SS American Victory is once again underway.

The last of her "risings" was November 8th, 2008. Capt. Earl McMillan hung his master's ticket in the athwart ship cabin deck passageway. Our founder and chairman of the board, John Timmel was aboard as pilot. Carrie Cagnet, operations director, certified the number of souls on board. We shoved off with the Admiral Farragut Academy band playing patriotic tunes in honor of Veterans Day. Tim Teahan narrated everything with his usual smooth exuberance. When the Farragut band wound down, the 23 Skidoo Band kicked in with songs from the '40s. Four pretty



Our Founder,
Capt. John C. Timmel

The SS AMERICAN VICTORY arriving in Tampa Bay after being towed by the Tug SHARON DEHART from the James River Reserve Fleet in Virginia

ladies sang a cappella songs in the style of the Andrew Sisters. Three hundred plus passengers found their places on the weather decks in the near perfect sunshiny weather. The old ship was speaking to us all with her vibrations, thumps and swishes.

The tranquility of Tampa Bay exploded with the roar of two early-WWII training biplanes dive-bombing the ship. Rick Cureton and a fellow pilot flying the yellow perils, one in army and one in navy colors, thundered past at below deck levels to the crowd's acclaim. The ship's air boss, Steve Carter, on the flying bridge, carefully controlled the operation. It was the high point of the day. After the air assault the ship slowed east of the Skyway Bridge for honors to veterans, both living and dead. The survivors of the original riding crew, who accompanied the ship on her long tow from the James River VA Reserve Fleet to Tampa, were recognized. A sharp Army National Guard honor guard fired a volley as Chaplain Gary Brooks consigned the ashes of three veterans to the deep. Finally,

an authentic President Franklin Roosevelt re-enactor gave excellent renditions of FDR wartime speeches. It was a grand Re-Live History Cruise.

The SS American Victory is the last of her kind on the east coast of the United States. She represents a motley collection of seagoing civilians (many who were too young or too old for military service), some physically handicapped individuals and a few salty characters. As a group, they died at a greater rate than any of our armed forces in World War II. The ship got to Tampa through the labors and organizational skills of Capt. John C. Timmel a New York Maritime College graduate and a Tampa Bay harbor pilot. Timmel got the idea when he attended a Propeller Club meeting aboard the restored Liberty ship John W. Brown in Baltimore. With the help of marine surveyor Charles A. Harden, Indiana philanthropist Joe Gerson, Tampa attorney Hal Mullis, local businessman Birge Sigety and Bob Franzblau and others, Timmel

continued on next page

Marine Vessel Operations and the Environment – MM&P Officers Learn to Mitigate Risk

What do the Migratory Bird Act, the Magnuson-Stevens Fisheries Act, and the Marine Sanctuary Act have in common? They are all used to provide various theories of liability for prosecution of environmental crimes in the maritime industry. There are literally dozens of comprehensive laws and regulations that apply to environmental aspects and impacts of vessel operations. Mariners and shipping company executives are likely to be familiar with more traditional maritime environmental laws such as the Act to Prevent Pollution from Ships, the Ocean Dumping Act and the Oil Pollution Act. But in recent years, the federal government has expanded their knowledge of environmental issues in the maritime industry and has become creative in the application of civil and criminal liabilities to individuals and corporations. Since 2000, vessel pollution offences have resulted in a record of

over 100 individual and corporate indictments (with over 30 years of combined prison terms for individuals) and over \$300 million in fines and penalties. 2006 saw the largest penalty levied to date - \$37 million for 33 felony counts related to vessel pollution. A related trend is the prosecution of corporate employees for shipboard violations using the "Responsible Corporate Officer Doctrine". 2002 marked the first time a shore side manager was prosecuted for shipboard violations. The first time a corporate board member, President/CEO and Operations Vice President were prosecuted for shipboard violations occurred in 2004.

How do you lower personal and company risk to environmental prosecution? Environmental policies and procedures, even a comprehensive Environmental Management System, are all worthwhile efforts. But in order to effectively manage environmental liabilities, you first need to

know what the exposures are. The Maritime Institute of Technology and Graduates Studies (MITAGS), and the Pacific Maritime Institute (PMI) are developing a course titled "Marine Vessel Operations & the Environment". This one day course will present basic environmental laws, regulations and jurisdictions to a targeted audience of senior ship officers and shore side vessel management. The course will be available for onsite and offsite locations starting in January 2009. A follow up course focusing specifically on the application of the "Vessel General Permit for Discharges Incidental to the Normal Operation of Vessels" as required by the application of National Pollution Discharge Elimination System (NPDES) will follow.

For more information on environmental training for the maritime industry, contact the Pacific Maritime Institute at (206) 239-9965, or the MITAGS at 866-656-5569. ■

The Big Gray Ghost *continued from previous page*

formed the non-profit Victory Ship, Inc. to promote the acquisition of the ship. Congressman Jim Davis introduced legislation to transfer the ship to the organization in 1998. The ship arrived in Tampa on September 16, 1999 under tow by the powerful oceangoing tug Sharon de Hart of Gulf Coast Transit. The Tampa Bay maritime community, led by Tampa Bay Shipbuilding & Repair, has gone all out to see the project through.

Volunteers have given over 150,000 hours to her resurrection. Their mission - to share the significant and often unsung history of the American Merchant Marine in times of war and peace with non-seafarers who are generally unaware of the heroic sacrifices and contributions of our noble industry.

In 2009, after her USCG required dry-docking and inspection, the SS American Victory will become the proud home of a wide variety of Odyssey Marine Exploration's incredible collection of hands-on and interactive marine artifacts and exhibits. Through the insights of Odyssey's marine archaeology, visitors will learn about our rich maritime history through shipwrecks discovered and explored with state-of-the-art technology.

Whether you live in Tampa or Tacoma, please become a member of this great organization!! To join our crew, visit the museum, make reservations for upcoming cruises, or just to do just your part in telling the story *by making a contribution of time, materials, services, or money*, please call (813) 228-USMM (8766) or go to: www.AmericanVictory.org We look forward to welcoming you and yours aboard and continuing our proud traditions. ■

International President's Message

In this my first message as International President since being elected to that office during the 82nd Convention in Baltimore, MD, I would first like to take the opportunity to thank all Ports and members of the Board of Governors for the trust and confidence you have given me and which I will strive to uphold on the road ahead.

Speaking of the Baltimore Convention, on behalf of all attendees I would like to publicly thank all of those who worked so hard to make it an outstanding success. This includes Alexander Giles, Convention Chairman, Brian Greenbaum, Convention Treasurer (for the second time!), David Chenowith, Host Port Chapter President, and the many Members from the Port of Baltimore who participated in its planning and execution. The Baltimore Convention was another in the recent chain of conventions that have underscored the importance placed on our industry in the United States and internationally. Their recipe for success featured outstanding locales (the National Aquarium and Inner Harbor), well thought-out and put together Convention and Conference events, interesting panels and high-level panelists, and enjoyable (harbor tour and crab feast) and informative (MITAGS) outside events.

I would also be remiss if I did not recognize and express our gratitude for the active participation of the Honorary Conference Chairman, U.S. Representative Elijah E. Cummings of Maryland's 7th Congressional District. Congressman Cummings not only agreed to serve as Honorary Chairman of the Conference, but also participated in a number of events during the Convention. (No, Congressman Cummings, we will not grow tired of hearing you speak!)

For those who missed the Baltimore Convention, and those who attended, mark your calendars for next year's Convention and Conference (October 6-9) in Seattle, WA.

In my remarks to the Convention and the Board of Governors, I stressed that a top priority of mine going forward would be to restore the role of the National Headquarters as a resource for local Ports and individual Members both as to Club-related matters and with respect to the industry generally. Our new, improved website is an important first step in that direction, and we are already moving forward on Phase II improvements. The website and the Headquarters generally are there to serve the needs of our membership and if at any time you feel your needs are not being met by either, I want you to let me know.

In that connection I am pleased to announce that John W. Angus III, our previous International President (1992-94) who has voluntarily served

as Executive Vice President since the resignation of our Chief Operating Officer in June, has agreed to stay on in that position on a full-time basis for the next year. John is a welcome member of our team and it is a pleasure to have him on board.

Following the Convention I had the opportunity to join two of our Ports in October - Detroit, Michigan and Charleston, South Carolina - as they celebrated their 75th Anniversaries as chartered Ports. In all, seven Ports celebrated Silver Jubilees in 2008. Others included Savannah last Spring, Chicago, Duluth-Superior, Cincinnati, and, in an event attended by many members of the Executive Committee following its meeting here in early December, Washington, DC. All are to be congratulated.

As we enter the new year, we can take pride in our membership individually and collectively, in the Propeller Club and dedicate ourselves to building on its long and proud history. ■

Administrative Corner

Hello Everyone,

Just a few short reminders for you:

We can now special order supplies for the clubs. The supplies include custom membership card, membership certificates, stationery and business envelopes. These items will have the propeller club logo and your port name and address printed on them.

Also this year's *Salute to Congress* will be held at the Congressional County Club in Bethesda MD, April 28, 2009. Tickets for this special event are \$220.00 per person, and we are currently taking reservations. If you wish to attend please let me know as soon as possible, as this event sells out every year. Baltimore was my first Convention and we really had a wonderful time. It was also great getting to meet many of you, and to be able to connect some faces with names.

If you need to contact me regarding this message or for any reason I can be reached at Shannon@propellerclubhq.com or 703-691-2777. If you get our answering machine John can be reached at 703-919-0044.

Best regards, Shannon
Executive Assistant, Propeller Club Headquarters

Changes Lie Ahead, But Inland Waterways' Value to the Nation Remains The Same

By Cornel Martin, President/CEO, Waterways Council, Inc.

As we roll over another year on the calendar, I enter my first year as the new President and CEO of Waterways Council, Inc., being elected to this position by the WCI Board in late October 2008. I succeed R. Barry Palmer in his five years as WCI's leader, knowing I have large shoes to fill with many challenges ahead.

While each new year brings promise and change, 2009 will particularly be interesting as the nation prepares for a new President and Administration. What lies ahead under President Obama is largely unknown, but we do know that investment in national transportation infrastructure is essential. According to an Obama Campaign fact sheet on transportation Mr. "Obama believes that it is critically important for the United States to rebuild its national transportation infrastructure - its highways, bridges, roads, ports, air, and train systems - to strengthen user safety, bolster our long-term competitiveness and ensure our economy continues to grow."

Waterways Council also believes that investment in our nation's inland navigation systems of locks and dams is critical to economic recovery and to sustain future economic stability and growth and should be included in any effort to stimulate the economy.

Just a few facts to characterize the importance of the inland industry to move our nation's goods: More than 625 million tons of freight commodities valued at more than \$70 billion move on America's inland navigation system each year. This commercial traffic includes building

Cornel Martin is Waterways Council's new President and CEO. Prior to being named to this position he was CEO/Chairman of Direct Workforce, Inc., a contract labor company serving the shipbuilding, ship repair, and oil and gas industries based in Houma, Louisiana, and President/CEO of the Canadian American Transportation System. He also served as Vice President - Corporate Affairs of American Classic Voyages Company, parent of the Delta Queen Steamboat Company and other subsidiaries. In the early 1990s, Mr. Martin worked as Vice President - Southern Region, for the American Waterways Operators. During the 1980s he was a member of the Senior Professional Staff of the House of Representatives Coast Guard and Navigation Subcommittee, and Legislative Assistant for Maritime Affairs for Congressman W.J. "Billy" Tauzin of Louisiana. He can be reached at cmartin@vesselalliance.com



block commodities such as grain for domestic and international markets, coal, steel to domestic and international locations, petroleum products to distributors, feedstocks to chemical plants, and aggregate materials for construction use.

Our waterways system transports about 20% of the nation's coal burned to generate electricity in utility plants and around 22% of domestic petroleum products. The inland waterways system is the primary artery for more than half of grain and oilseed exports.

And with trade expected to double over the next decade and with our highways and railways facing serious capacity issues, the waterways will be key to moving these products for domestic consumption and for export.

The waterways help improve our quality of life as well. According to a new study by the National Waterways Foundation (*See article, page 19*) inland waterways relieve congestion on our already over-crowded highways

and railways that run through cities. One jumbo barge has the same capacity as 70 trucks or 16 rail cars. A typical 15-barge tow on our nation's rivers is equal to 1,050 trucks in just one barge movement! With this capacity, this transportation mode helps to protect our environment and our air quality as well.

And while it took a relatively short two to three years to build some of the first locks and dams on our nation's rivers in the 1920s and 1930s, today it takes increasingly longer periods of time to bring new locks online. Another key priority for Waterways Council in 2009 and beyond will be to find a way to improve upon the current project delivery system and ensure that navigation projects supported by Inland Waterway Trust Fund expenditures are being built in a timely and cost-effective manner.

The need for improvement in the process is keenly evident when comparing the current projects with lock

continued on page 12

110th Congress, Second Session

By Yvette Wissmann, Darrell Conner, and Rolf Marshall

As the end of session approached, the 110th Congress passed several bills that impacted the maritime industry, including vessel air emissions legislation and vessel discharge bills that targeted certain types of vessels. While maritime legislation did not play a prominent role in Congress over the past two years, it is possible that it will receive more attention in the 111th Congress. The 2008 Congressional and Presidential elections resulted in a Democratic White House and increased Democratic majorities in both chambers of Congress. Traditionally, Democrats have been strong supporters of U.S. maritime laws and policies, which could create renewed interest in maritime-related legislation.

While the 110th Congress was unable to pass a Coast Guard bill in the second session, it was able to move significant maritime-related measures during the final weeks of the Congress. The new laws, signed by the President in September and October, were contained in the Duncan Hunter National Defense Authorization Act for Fiscal Year 2009 (“NDAA FY09”) (P.L. 110-417), and the Continuing Resolution for Fiscal Year 2009 (“CR FY09”) (P.L. 110-329). These new laws grant the U.S. Maritime Administration (“MarAd”) significant new legal authorities and funds for key programs run by the agency.

MarAd, the agency responsible for promoting the U.S.-flag fleet and the maritime industry in the United States, was the beneficiary of several new provisions enacted in Title XXXV of the NDAA FY09. Among the provisions are new measures that grant

additional cargo preference authority to the agency and enhance the agency’s role in administrative waivers of the coastwise laws. Additionally, the new law modifies and reauthorizes current programs such as the Maritime Security Fleet Maintenance & Repair Pilot Project and amends statutory requirements for the use of foreign riding gangs on commercial U.S.-flag ships.

Highlights of maritime-related provisions in the NDAA FY09 include:

Transportation in American Vessels of Government Personnel and Certain Cargoes (Sec. 3511). This provision granted MarAd additional authority to ensure shippers and shipper agencies are complying with the cargo preference laws, specifically providing sole authority to MarAd for determining if programs administered by other agencies are subject to the cargo preference requirements under the Cargo Preference Act of 1954. The new law would provide remedies for non-compliance with the requirements by: imposing civil penalties of up to \$25,000 per violation; giving MarAd the authority to require “make up” cargoes for U.S.-flag vessels when violations have occurred; and granting MarAd broad authority to take measures under the Federal Acquisition Regulations to address violations.

Consultation on Jones Act Waivers (Sec. 3510). A new statutory requirement that MarAd agree with any decision to waive the inspection and navigation laws of the United States under 46 U.S.C. 501 was included in the new law. A primary purpose of the provision is to address the increased propensity of the Executive

Branch to waive the Jones Act in times of national emergencies without a prior evaluation of the compelling need for such waivers or the availability of U.S.-flag assets. The new law requires MarAd to make an affirmative determination that U.S.-flag vessels are not available to address the situation prior to the issuance of such navigation and inspection waivers, which include the coastwise laws.

Riding Gang Member Requirements (Sec. 3504). In two separate prior laws, Congress restricted the use of foreign riding gang members on U.S.-flag vessels, one pertaining to U.S.-flag operators generally (administered by the U.S. Coast Guard) and a more restrictive requirement for vessels engaged in defense contracting or cargo carriage administered by DoD. The new law makes the DoD riding gang requirements for U.S.-flag vessels more consistent with Coast Guard requirements, and specifically exempts DoD-owned vessels from both the general and DoD-specific riding gang limitations.

Maintenance and Repair Reimbursement Program for Maritime Security Fleet (sec. 3505). Public Law 109-163, enacted in January 2006, implemented a mandatory maintenance and repair pilot program for Maritime Security Program (“MSP”) participants to encourage such work to be performed in shipyards in the United States. Under the pilot program, MarAd was required to enter into an agreement with one or more MSP contractors, subject to appropriations, for the maintenance and repair in a U.S. shipyard of one or more vessels enrolled in the MSP program. That law was interpreted to only apply to future, not current, MSP

contractors, and therefore it remained essentially a voluntary program for MSP participants. The new law changes the pilot program to try to address the discrepancy so that MarAd can seek maintenance and repair agreements with existing MSP operators.

The 110th Congress failed to produce spending bills, which would fund government operations in FY09. To avoid a government shutdown when the new fiscal year began on October 1, Congress passed a “continuing resolution,” which funds government programs at FY08 levels (with some exceptions). The CR FY09, however, did include several appropriations bills providing full-year FY09 funding for military construction and the departments of Defense, Veterans Affairs and Homeland Security. MarAd programs did not receive FY09 appropriations, and therefore are covered by the general continuing resolution requirements, with the one notable exception being the Title XI loan guarantee program, which was funded out of DoD appropriations.

Highlights of maritime-related provisions in the CR FY09 include:

Maritime Security Fleet Program.

The Administration’s FY09 budget and the respective House and Senate subcommittees recommended full funding of \$174 million for MSP. However, since the Department of Transportation was not among those departments receiving full funding for FY09, MSP operations were funded at the FY08 annual level of \$156 million for five months (though early March, when the CR expires) until Congress addresses full-year funding for the program. Congress is expected to address the issue of full funding for MSP when the new 111th Congress convenes in January.

Title XI Loan Guarantees. The Title XI loan guarantee program received significant federal funding for

FY09, at a level not seen since 2003. That program provides “for a full faith and credit guarantee by the United States Government to promote the growth and modernization of the U.S. merchant marine and shipyards.” In addition to continued funding at FY09’s \$5 million annual level until early March, Congress also approved \$48 million for the program out of DOD’s National Defense Sealift Fund. The result is approximately \$50 million in new funding for Title XI loan guarantees, which could equate to between \$500 million and \$1 billion in new project loan guarantees.

Small Shipyard Assistance Program funding. Congress provided funding for the Small Shipyard Assistance Program through the period of the CR until early March. The program was established in 2005 to provide grants, loans and loan guarantees to U.S. shipyards for capital improvements and training programs in maritime communities. On a pro rata basis, during the period of the continuing resolution, funding will be approximately \$4 million.

In the next Congress, the first order of business will be a large stimulus package that will focus on job creation. Other priorities will include completion of the FY09 spending bills, the President’s FY10 budget, and beginning work on FY10 appropriations. With respect to transportation, the surface transportation reauthorization bill will be high on the agenda, as will the FAA reauthorization, both of which expire this year. It is expected that a Coast Guard authorization bill will also be considered next year, particularly since Congress was unable to pass a bill in 2008.

The surface transportation bill may include new transportation priorities, such as non-road modes of transportation, including inland waterways, as a way to help reduce pollution and congestion. The bill, therefore, may present opportunities to

advance maritime programs as part of the nation’s transportation policy. Other maritime-related issues that may be addressed include: Title XI funding; energy security, such as offshore drilling; taxation, including tonnage tax and deferral; environment issues such as ballast water and air emissions; and trade agreements, which could include revisiting existing agreements and/or limiting future ones, which may mean less opportunity for adverse impact on the maritime sector, but also fewer trading opportunities for the industry.

The 2008 Congressional election resulted in changes with respect to Members who have long supported the maritime industry. Reps. Duncan Hunter (R-CA), Jim Saxton (R-NJ) and Jim McCrery (R-LA) and Sen. John Warner, all of whom have played integral roles in shaping and supporting maritime policy, retired at the end of the 110th Congress. Additionally, Sens. Gordon Smith (R-OR) and Ted Stevens (R-AK), strong advocates for the maritime industry, lost their reelection bids in November.

In addition to changes in membership in both chambers, there has been some shuffling at the committee level. Sen. Daniel Inouye (D-HI) has announced that he is giving up the gavel on the Commerce, Science & Transportation Committee, which is the Senate committee of jurisdiction for maritime matters, and will become chairman of the Appropriations Committee. Sen. Jay Rockefeller (D-WV), the new chairman of the Commerce Committee, has historically been involved in rail and aviation matters on the committee, and less involved in maritime issues.

In the House, the Democratic leadership of the committees of jurisdiction, Armed Services and Transportation & Infrastructure, Chairman Ike Skelton (D-MO) and Chairman Jim Oberstar (D-MN), respectively, are long-time supporters of the U.S. mari-

Tampa Port Authority to Perform Wetland Mitigation at Cockroach Bay Aquatic Preserve

The Tampa Port Authority has agreed to perform wetland mitigation in the Cockroach Bay Aquatic Preserve in the Tampa Harbor to off-set environmental impacts associated with two new development projects in the Port of Tampa. The Cockroach Bay Aquatic Preserve is located in southeast Hillsborough County on approximately 8500 acres of sovereign submerged lands, owned by the Port Authority, and uplands. The submerged lands of the preserve include seagrass beds, hard-bottom and oyster reefs. The shoreline is protected by numerous mangrove islands that provide nursery areas for snook, red drum and other gamefish. Natural and spoil islands are within the boundary and are also managed as part of the preserve. The mitigation project will involve habitat restoration of about seventy-five (75) acres of the Preserve to estuarine wetlands.

The wetland improvements will be designed and constructed to satisfy all permit mitigation requirements of the joint Florida Department of Environmental Protection (FDEP)/U.S. Army Corps of Engineers (USACE) Environmental Resource Permit for both projects. The design will be reviewed by the South West Florida Water Management District (SWFWMD) prior to implementation to assure conformance with the District's wetland restoration master

plan for Cockroach Bay.

The total cost of the project will not exceed \$1 million. In consideration for the Tampa Port Authority using the Cockroach Bay preservation area as its mitigation site, the Port Authority will separately pay Hillsborough County a one-time payment of \$100,000, which the County will use to perform general upland maintenance work at Cockroach Bay. A Usage Agreement for the Port Authority's use of the County land at Cockroach Bay conservation area has been prepared and entered into between the County and the Tampa Port Authority, subject to approval by the Hillsborough County Board of County Commissioners. In addition, an Agreement between SWFWMD and the Tampa Port Authority will be prepared and executed to pay for any project cost in excess of the Port Authority's \$1 million dollar project budget.

Despite the relatively high cost, the Tampa Port Authority considers the project a good investment because the off-site mitigation reserves uplands owned by the Port for future development for Port operations and also assists the County in completing habitat restoration in Cockroach Bay, as well as SWFWMD restoration master plan for the area. The project effectively balances important commercial requirements with sensitive environmental needs. ■

Legislative Update *continued from previous page*

time industry; both chairmen will return in the 111th Congress. While the House has not formally organized at this time, it appears likely that key subcommittee chairmen, Rep. Elijah Cummings (D-MD) and Rep. Gene Taylor (D-MS), will return to their leadership roles. Further, the other key House shipping committee, the Homeland Security Committee, will see the return of Chairman Bennie Thompson (D-MS), an ardent supporter of the maritime industry.

The Obama Administration has pledged strong support for the maritime industry, specifically citing the need for a strong and vibrant U.S.-flag merchant marine. Obama has also indicated his support for the Jones

Act, MSP, cargo preference laws, and the exclusion of maritime services in trade agreements. The new Democratic White House combined with increased Democratic margins in both chambers of Congress should result in a net positive for the maritime sector.

The next Congress and Administration face extraordinary challenges given the current economic environment. As a result, the political and policy environment is unlike any in recent history. Between financial services bailout loans, nationalization of banks, and increasing unemployment, it is certain that the government will continue to intervene in the private sector in the foreseeable future. As

such, the environment in Washington will be significantly different, one in which major new regulations and laws are likely to be proposed and implemented, and swifter legislative action given frustration over recent gridlock and a Democratically-controlled Congress and White House. ■

Rolf Marshall, Darrell Conner and Yvette Wissmann are with the Washington, DC law firm of K & L Gates 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.

Protecting Environment Par for the Course At Paul Hall Center for Maritime Training

Southern Maryland School Promotes 'Culture of Safety'

Having spent more than two decades teaching at the Paul Hall Center for Maritime Training and Education, Jim Shaffer easily recognizes when students are truly “locked in” on the subject matter as opposed to merely getting by.

When it comes to environmental training, it’s no stretch to say the students’ eyes and ears are wide open.

“It’s very easy to get their attention when we start talking about, for example, oil spills and our duties aboard barges and tank ships,” Shaffer observes. “Our emphasis is on prevention, but we make students deeply aware of problems that can occur in loading and discharging procedures if the operation isn’t given our utmost focus. We also equip them with the skills and knowledge of what to do in case an accident occurs.”

Shaffer teaches tankerman and hazardous-materials courses, which are only some of the dozens of environment-related classes available at the Piney Point, Md.-based school. Affiliated with the Seafarers International Union, the Paul Hall Center (named after an outstanding past president of the SIU) offers more than 70 U.S. Coast Guard-approved courses. Many of those classes specifically pertain to safeguarding the environment, while others contain at least one or two related components.

Don Nolan, vice president of the school, first arrived on the waterfront

campus in 1968, one year after it opened. Asked if it’s accurate to say that environmental safety is fully ingrained in the school’s culture, he quickly replies, “That’s the absolute truth. Certainly, it has grown over the years, particularly after the enactment



of the Oil Pollution and Prevention Act of 1990, but it goes back even further. It would be shorter to list the classes that don’t involve environmental safety than those that do.”

Nevertheless, there are some courses that may be considered staples of the center’s environmental training. They include a one-week oil spill prevention and containment course; tankerman-person in charge (PIC); cargo handling and stowage; emergency procedures; pumpman; basic and advanced fire fighting; marine refrigeration technician; marine refrigerated containers maintenance; inland engine room troubleshooting and casualty control; tank ship familiarization/liquefied gases (LNG); damage control; underway replenishment;

oil spill response; HAZMAT first responder; HAZMAT incident commander; passenger vessel safety; confined-space safety and rescue, and others. Those curriculums and others are updated in order to remain current and compliant.

Most of the aforementioned classes involve hands-on training, some of which takes place at the center’s cutting-edge Joseph Sacco Fire Fighting and Safety School, a satellite campus located just a couple of miles away. The safety school (named in memory of the late SIU Executive Vice President Joe Sacco) opened in 1999, and it serves as a good example of the Paul Hall Center’s dedication to the environment. For instance, the fires are set using propane, while smoke is generated via “clean” machines that don’t affect the environment or disturb local wildlife. The water used for training is pumped from and recycled to a pond – it receives treatment in both directions, and actually returns to the pond cleaner than when it left.

J.C. Wiegman, Paul Hall Center director of training, points out that not all of the school’s training takes place in Piney Point. For decades, and as needed, the Paul Hall Center has offered courses at various ports across the nation, including a long series of EPA-approved refrigeration classes in the mid-1990s. The school regularly partners with local fire fighters and other local entities in offer-

continued on next page

Inland Waterways

continued from page 7

and dam modernization projects authorized a little more than 20 years ago during the Water Resources Development Act (WRDA) of 1986. Construction for all seven of the WRDA '86 lock and dam modernization projects proceeded at a pace that saw the new/modernized locks become operational in a reasonable amount of time, ranging from four to eight years, with the average for all seven projects equaling 6.3 years.

The estimated time required to complete lock and dam modernization projects since that time has ballooned far beyond a reasonable time and costs have soared; only one post-WRDA '86 project thus far has seen its modernized lock become operational (Marmet near Charleston, West Virginia). The Olmsted Lock and Dam project on the Ohio River, originally

projected to be completed three years ago at a cost of \$774 million is now not expected to be finished, at best, until 2015, a 24-year+ construction period and at a price that could exceed \$2.4 billion. Almost as disappointing, the Lower Mon project on the Monongahela River near Pittsburgh already has been under construction for 13 years and the Corps' current estimates indicate that it will not be complete, at best, for another eight years - around 2022 — with cost over-runs pushing original estimated costs from \$550 million to new estimates exceeding \$1.3 billion.

This is a problem for commercial users of the system who need efficient and reliable ways to move the nation's commodities but also for every taxpaying citizen who cares about how government should perform on its behalf.

Waterways Council's members will be working with the Corps of

Engineers and others to ascertain how improvements can be made to this project delivery system so that the more than \$7 billion in transportation cost-savings can be returned to American taxpayers at a time when we face an uncertain economic future.

Our citizens have been blessed with ingenuity, perseverance and God given talent to solve the most significant national difficulties, and we must find a solution to this perplexing situation. America's inland navigation system offers our country an opportunity to compete in the world market, but this more than 50-year-old system now requires modernization and care. If we don't make the necessary investment now, our future as a world leader could be jeopardized. That cost would clearly be greater than the relatively small investment needed to modernize our inland waterways transportation system. ■

Protecting the Environment *continued from previous page*

ing various safety training, including conducting emergency response drills.

He also notes that while personal safety and protecting the environment are important in their own rights, there are other considerations on this subject. One is the cost of the ships and tugs and barges and other marine equipment utilized on the job. Another is potential liability - not a small matter, as most recently evidenced by the widely publicized spill in the Mississippi River in July.

"It costs money if you spill oil in the water," Wiegman says. "The crew has to know that if they have an accident it's going to cost the company. That's been part of our teaching here forever, but now it's widespread throughout the industry."

Like Shaffer, Wiegman notes that although the school emphasizes prevention, students also learn in great detail how to respond in case of an incident. He, too, sees an encouraging pattern in the students' focus on the environment, whether they are enrolled in the entry-level program or returning to campus for vocational upgrading.

"The trainees who are first exposed to it are fully enveloped in learning all the things about protecting themselves," states Wiegman, a U.S. Navy veteran. "After they've learned about environmental laws and regulations, along with personal protective equipment and its use, you might think they wouldn't retain it. But, in the merchant marine we have to renew basic fire fighting every five years and we have to renew first aid and CPR training every two years. There are constant safety reminders aboard ship, both in writing and in the form of drills. As you get out on the ships, you realize you never stop learning about being safe and doing the right thing."

He concludes, "If you develop a safety culture, it starts with the entry-level person but it never stops. That's what we try to do at the Paul Hall Center - develop a culture of safety and awareness with everyone, regardless of what type of ship they're on. We always need to be safe." ■

For more information, visit www.seafarers.org/plc

Flora and Fauna Flourish at Port Manatee

Port Manatee's groundbreaking seagrass mitigation program and award-winning spoil island bird sanctuary prove that nature and ports can coexist.

Drawing from a donor bed of 5.33 acres lying in the path of proposed expansion dredging, 25 acres of new seagrass meadows now flourish in Tampa Bay waters adjacent to Port Manatee. Beginning in 2001, scientists carefully transplanted the seagrass to locations scarred by years of propeller driven recreational boats traversing shallow bay waters. With a 400-acre environmental management area in place to protect the habitat from further scarring, seagrass now grows unimpeded.

For the previous 30 years, seagrass transplantation was largely considered experimental, meeting with varying degrees of success around the world.

Port Manatee drew upon the expertise of locally based Environmental Affairs Consultants (now WilsonMiller) and its president, Gary Montin.

"EAC's reputation and credibility convinced us that Gary and his staff could handle a project of this size and magnitude," said George Isiminger, director of engineering and environmental affairs for Port Manatee. "This



In 2003, crews transplanted seagrass taken from the path of expansion dredging to repair recreational boating propeller scarred areas.

project was designed to set the benchmark for all future seagrass mitigation projects, a goal we've accomplished with the help of EAC."

"We've proven that it can be done," Montin said. "I think it's probably one of the highest profile dredge and fill projects ever undertaken in the state of Florida. It's under a microscope."

That microscope includes the Florida Department of Environmental Protection and state appointed mitigation monitor Scheda Ecological Associates Inc.

"The state of Florida is one of the most stringent regulatory environments, and to its credit, we've been able to preserve and protect very valuable habitat for the area," he said.

"There was a lot of skepticism with this project, but the project was over-designed to compensate for site-specific challenges," Montin said. "We're very pleased that we were able to accomplish successfully the path laid out."

The project's size and overwhelming success attracted global attention and earned several honors, including the 2006 Gulf Guardian Award from the Environmental Protection Agency's Gulf of Mexico Program. The American Association of Port Authorities' also selected the project as the Western Hemisphere's top environmental program in 2006.

The seagrass program award marks the second time in three years a Port Manatee environmental mitigation program was honored by the AAPA. In 2004, the organization chose the port's 60-acre spoil island bird sanctuary for its top national honor.

The man-made island, known as Manbirtee Key, is the result of Port Manatee's original dredging project in the 1960s. The port joined with Gulfstream Natural Gas System and



WilsonMiller Project Ecologist Ray Dennis checks the progress of transplanted seagrass near Port Manatee.

Audubon of Florida in 2002 in a multi-million dollar project converting the island to a bird sanctuary. Since its overhaul, the number of bird species spotted on Manbirtee Key has increased to more than 120.

Manbirtee Key was recontoured to suit a wide range of nesting and feeding habitats. Invasive plant species, overgrown vegetation and predators (such as raccoons, possums and snakes) were removed from the island.

The makeover brought about a new tidal marsh habitat with the addition of a tidal channel. The new mangroves, grasses and other saltwater plants surrounding the channel make the island more appealing to a wider variety of birds.

The spoil island's unique moniker comes from the winning entry in a local *Name the Island* contest for elementary school children. The name is a combination of the words *man*, *bird* and *Manatee County*.

The bird sanctuary and the new seagrass meadows flourish with plant and animal life, demonstrating that ports and nature not only can coexist, but can thrive. ■

Port of Galveston Up And Running After Hurrican Ike

Port Authority, Customers, State and Local Agencies Cooperate to Act Quickly on Recovery and Cleanup

The Port of Galveston resumed service on October 22, following substantial damage inflicted by Hurricane Ike on September 13, 2008. Recovery efforts were speedy, in part due to quick action by the Port's Board of Trustees in giving Port Director Steven Cernak temporary emergency authority to spend up to \$55 million on repairs.

"We were able to act quickly on numerous recovery and cleanup initiatives, said Cernak, but I would be remiss if I didn't add that extensive additional capital investment will be needed to return the Port to its pre-hurricane capabilities." Based on initial assessments, damage to the Port of Galveston and the Galveston County Navigation District will reach into the hundreds of millions of dollars.

The Port handled its first vessel nine days after the storm and is now fully operational. Vessels and cargoes of all types are being accommodated. The first vessel to arrive following Hurricane Ike was the MV Triton Highway, a K-Line ship that kept to its original schedule with the assistance of longtime Galveston shipping agency Biehl & Co., demonstrating confidence in the Port's ability to quickly rebound. The Triton Highway delivered approximately 790 metric tons of rolling stock and non-containerized cargo to the Port's Pier 39-40 Terminal. That ship was followed on September 24th by an ECL chartered vessel, MV Medi Valencia, delivering a cargo of approximately 2,000 metric tons of windmill towers to the Port's Pier 32-34 Terminal for Port customer Mitsubishi Power Systems, who also demonstrated great confi-

dence in and support for the Port by keeping the vessel on schedule. K-Line and Mitsubishi Power Systems were handled by local Galveston stevedore Suderman Stevedores, Inc., who rapidly mobilized following the storm to get back to business. Another regularly scheduled vessel, a Höegh Autoliners roll-on roll-off vessel, the MV Alliance New York, arrived on September 26th, delivering approximately 2,500 metric tons of rolling stock and heavy machinery to the Pier 39-40 Terminal and a Wallenius Wilhelmsen Logistics vessel, MV Nordborg, arrived at the Port's Pier 10 Terminal on September 29th, handling approximately 2,250 metric tons of import and export roll-on roll-off and non-containerized cargoes, including 48 windmill blades. The Nordborg and the Alliance New York were handled by stevedore Ports America Texas. The MV Nordborg was followed by two more chartered vessels for Mitsubishi Power Systems, the MV Hyundai Treasure, which arrived on October 1st delivering approximately 2,200 metric tons of windmill towers to the Pier 32-34 Terminal, and a Chipolbrok vessel, MV Moniuzsko, which arrived on October 4th, delivering approximately 1,400 metric tons of Nacelles and other windmill power generator equipment to the Port's Pier 39-40 Terminal. All of the vessel calls were supported by the I.L.A.'s ability to supply the necessary labor to work the vessels as they arrived.

The Port's ability to receive and process roll-on roll-off and project cargoes delivered in the aftermath of Hurricane Ike was greatly assisted by the cooperation of the Texas Depart-

ment of Transportation, whose local personnel expedited the evaluation of the highway system leading from the Port of Galveston through the Houston Metropolitan Area, including the Galveston Causeway Bridge, and the issuance of permits for heavy and over-sized truck cargo over the roads. Permit loads were moving out of the Port for delivery to customers as early as the 26th of September.

Del Monte Fresh Produce N.A., Inc, one of the Port of Galveston's long-established tenants, received its first weekly refrigerated vessel following Hurricane Ike, the MV Valencia Carrier, at its Pier 16-18 Terminal on Monday, October 6, just a little more than three weeks after the storm hit Galveston. Del Monte worked tirelessly and diligently since Ike's arrival to assess damage, remove debris, clean up and repair its facility and get its Texas operations in Galveston back up and running, and to get all of the people connected with its terminal operations back to work in a short period of time.

Both Carnival Ecstasy and Carnival Conquest returned to the Port the first weekend in November. Passenger gangways, rolling doors, restrooms, electrical systems, Customs and Border Protection booths, air conditioning ducts, sewage lift station motors, luggage X-ray machines and similar items had to be repaired before the Port could safely accommodate cruise passengers. The second level embarkation area and the wharf at Cruise Terminal 1 were undamaged by the storm.

Royal Caribbean International's Voyager of the Seas returned to the

continued on page 16

Tacoma Tideflats Going “Green”

Environmental stewardship key in Port of Tacoma operations, developments

Ships, containers, cranes, trucks and rail cars dot the landscape of the Port of Tacoma. But the Port honors a broader definition of “environment,” one that includes people, businesses, culture, history and the native species that depend on Tacoma’s clean water, air and land.

Environmental stewardship plays an important role in Port development. The key elements are:

- returning contaminated property to productive use,
- restoring fish and wildlife habitat,
- improving air quality by reducing diesel and greenhouse gas emissions,
- managing stormwater, and
- forming partnerships

Returning Contaminated Property to Productive Use

Taking on the legacy of Tacoma’s past, the Port has been especially effective at cleaning up property contaminated by decades of past industrial activity and returning it to productive use under more protective measures.

Sue Mauermann, the Port’s Director of Environmental Programs, said business can be a driver in cleaning up the missteps of past industrial uses.

“Good environmental programming is an integral part of good corporate citizenship,” Mauermann said.

The Port plans about \$100 million in cleanup projects over the next four to five years. Future Port redevelopment plans include cleaning up 235 acres of contaminated land on the Blair-Hylebos Peninsula. The peninsula is home to 10 sites containing

the remains of old chemical plants, petroleum facilities and manufacturing plants. Soils contain wood waste peppered with the arsenic, caustic solvents and various high pH materials, such as lime sludge.

Restoring Fish and Wildlife Habitat

As a large industrial port located in an urban area, the Port of Tacoma aims to preserve high-quality habitat by focusing industrial activities on the Tideflats and creating “softer edges” for wildlife habitat and open space buffers.

The Port has completed the 6.2-acre Gog-le-hi-te wetlands habitat along the Puyallup River, providing an ideal location for young fish to feed and rest before heading out to Puget Sound.

The Blair-Hylebos Peninsula offers an opportunity to restore 27 acres of habitat in and around the Tideflats. When the Blair Waterway is widened, the removed sediments can be deposited in intertidal and subtidal areas to create valuable shallow habitat for fish to hide and feed. Plans also call for restoring habitat near the mouth of Wapato Creek and building a new site along the Hylebos Creek.

“Some choose to meet the bare minimum regulations in mitigation. The Port of Tacoma wants to do better than that,” said Lou Paulsen, the Port’s Chief Sustainable Development Officer. “We want our environmental projects to succeed from a functional and systems perspective, allowing us to make beneficial use of materials where possible, and enhancing estuarine habitats already in place. A number of our separate initiatives are beginning to link up to form a system—

an integrated habitat to co-exist with modern shipping facilities.”

Improving Air Quality

Air quality, by its very nature, is a regional issue. It makes sense to take a team approach to enhancing air quality by sharing and adopting best management practices.

The *Northwest Ports Clean Air Strategy*, an alliance of Port Metro Vancouver (Canada), the Port of Seattle and the Port of Tacoma, is a progressive example of international environmental cooperation. The strategy is a regional plan to reduce diesel and greenhouse gas emissions in the Georgia Basin-Puget Sound air shed by establishing 2010 and 2015 air emission goals for trucks, trains, ships, cargo-handling equipment and harbor service vessels.

To meet these goals, the Port works with its customers and tenants to use cleaner-burning fuels, filters, engines and other alternatives.

Early results are promising.

More than 70 percent of ships calling regularly at the Port of Tacoma now meet 2010 emission targets. And the Port is well on its way to meeting 2010 targets for cargo-handling equipment through use of ultra-low sulfur diesel and diesel oxidation catalysts.

All railroad switching, cargo-handling, landscaping and maintenance equipment has transitioned to ultra-low sulfur diesel or biodiesel. Some equipment has been fully electrified; others include special filters. The Port fleet now sports hybrid vehicles.

The Port also purchases renewable power. About 89 percent of the power in the region comes from such

continued on page 21

Port of Galveston

continued from page 14

Port on its regular schedule on December 14, 2008.

Galveston Mayor Lyda Ann Thomas gave a sign of affirmation to the Port of Galveston's progress and their ongoing and collaborative efforts. "The Port's quick response and generous resource sharing is an inspiration to recovery efforts throughout the City and community."

Vandy Anderson, a member of the governing board for the Galveston County Navigation District No. 1, echoed the Mayor's sentiments. He described considerable damage to the approaches to Pelican Island Causeway Bridge, which connects Galveston to Pelican Island - home to Texas A & M University at Galveston, Port tenants Pelican Island Storage Terminals, Inc. and Gulf Copper Drydock & Rig Repair and other private vessel repair and offshore industry construction and support service facilities. He said, "The Port of Galveston was able to access their stockpile of crushed concrete, enabling reconstruction of the road base. The temporary repairs to the bridge allowed it to be back in use less than a week after the storm".

The Port of Galveston expresses a sincere thank you to our customers who have shown confidence in our ability to meet their needs after the storm and into the future. ■

UPCOMING EVENTS

The Southeast Region will be holding its Annual Regional Conference March 16 through March 18th at the Amelia Island Plantation outside of Jacksonville, Florida. The event is being held in conjunction with a Conference sponsored by JAXPORT, featuring speakers from a wide range of maritime interests and social events. For further information or to register, please call Eric Hearn at 904-356-1306.



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Below the Waterline –

How Hull Coatings and Predictive Maintenance reduce cost and help the environment

Volatile fuel prices and the desire to reduce emissions has caused ship owners to seek ways to reduce the amount of drag (and thus fuel consumption) brought on by a vessel's hull condition. In addition, California State Lands Commission has enacted Assembly Bill 740, requiring all vessels entering California ports to disclose hull condition on an annual basis.

A 2002 study by the US Navy determined that regularly maintained hulls and propellers reduced fuel consumption by 15%. Even relatively low levels of fouling can have significant impacts on efficiency; in another study, published in *Biofouling* magazine (October, 2007 issue) showed that the increase in power required to maintain 15 knot speed for a Navy Frigate varied from 11% for light slime to 20% for heavy slime and up to 34% for weed fouling.

With these incremental increases in power requirements (and associated fuel consumption) there are a different ways in which to combat the fouling and associated drag. First is the initial coating and surface preparation of the hull. Full hull blasting to white metal and application of a new coating system of the owner's choice when in dry-dock is especially helpful on older vessels (more than 10 years). Coatings manufacturers have been hard at work developing products that are both environmentally friendly to apply and handle, and, at the same time, helping reduce fouling and drag over time.

For example - International Paint's Intersleek 900 coating system utilizes a fluoropolymer based technology which gives a very slick fin-

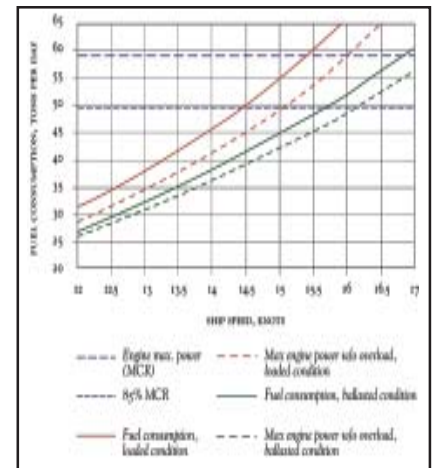
ish - even better than their previous silicone based system (by 25% as measured by surface roughness). The resulting surface is low friction - good for movement through the water, and hard for fouling organisms to attach (and making the vessel easier to clean as well). The system is a component, requiring a tie-coat and mixing of components for each layer. The system is applied via airless sprayer (recommended).

PPG Amercoat utilizes a silicone based system. This is a three part system starting with an epoxy base coat, and intermediate silicone layer, and a finish anti-fouling coating. This system also requires pre-mixing components prior to application. Recommended application is conventional spray or airless systems.

The silicone and fluoropolymer based coatings systems also get away from the biocide agents found in alternate coating systems (as copper based or other time-release product that inhibits organism growth). No time-release biocide agent also means that there won't be any leaching into the water, and there isn't a biocide lifetime that ship owners need to be concerned with (this can vary with coatings thickness and type of biocide).

After initial or maintenance recoatings, another component is a predictive maintenance plan that utilizes performance-based real time data to assess the condition of the vessel. The data can be analyzed and a cost/benefit scenario developed with the optimal time for hull/propeller maintenance and cleaning.

In the past few years, there has been an increased focus on 'service



performance analysis.' This includes the development of methods of analysis and software to fully correct vessel performance variables in-route (optimize ballast, trim, CPP setting, etc) for the best fuel economy, and an assessment of fouling effects on vessel performance (measured in true speed through water, fuel consumption and loading condition). When a ship is launched from the shipyard, it undergoes a set of speed and power trial voyages to confirm that the speed of the vessel corresponds to the fuel consumption originally estimated by the design team. The loading condition is taken into account to normalize the fore and aft draft as well.

The beauty of this initial 'speed trial data' is that it reflects the performance of the vessel with a pristine hull and propeller. This establishes a vessel's baseline performance data to measure against during continuous operation and all future dockings.

Once the vessel is in service, the true speed and corresponding fuel consumption will be challenged by hull condition - surface roughness caused by old substrates (if any), mechanical damage, corrosion and marine growth on the submerged portions of the hull and propeller. The

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Below the Waterline

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degree of fouling will vary from ship to ship, and is influenced by many variables. Factors like time in service, time in port, years since last drydock, type of hull coating, port water marine life, vessel speed, variations in water temperature and variations in loading condition are some of the

Once the vessel is in service, the true speed and corresponding fuel consumption will be challenged by hull condition - surface roughness caused by old substrates (if any), mechanical damage, corrosion and marine growth on the submerged portions of the hull and propeller. The degree of fouling will vary from ship to ship, and is influenced by many variables. Factors like time in service, time in port, years since last drydock, type of hull coating, port water marine life, vessel speed, variations in water temperature and variations in loading condition are some of the more common parameters that govern hull condition.

Ship owners make cursory analyses of the in-service vessel performance data to estimate the performance losses due to hull and propeller condition. However, this data is needs to be analyzed, taking into account variables like wind, waves, sea current, and draft/trim which influence the ability to detect speed losses due only to hull + propeller condition.. Differences in wind and draft characteristics are relatively easy to resolve, but wave forces acting on the ship vary greatly. Particularly large

waves have drastic effects on speed losses, and thus power demand and associated fuel consumption.

One company that has commercialized these methods-of-analysis is Propulsion Dynamics. Made commercially available in 2003 'CASPER'® (Computerized Analysis of Ship PERFORMANCE) Service is aimed at providing ship owners and operators with an outsourced ability to manage hull performance as well as determining highest charter rates, when hull condition is known.

to a loss of approximately 0.8 knots with no change in fuel consumption!

Another analysis of a large containership clearly shows the before-and-after effect of hull cleaning in terms of fuel saved (see fig. 2). During initial trials at 23 knots, the vessel was consuming 123 tons of bunker fuel per day. Prior to hull cleaning she was consuming 154 tons per day at that speed. After the hull cleaning, the consumption was reduced to 133 tons per day. At this 23 knot speed, cleaning the hull caused

a decrease in fuel consumption of 12 tons per day (and an associated decrease in particulates and other emissions).

Unpredictable fuel prices, the need for reduced emissions, new and improved hull coating systems and robotic cleaning technologies



From observed empirical data, Propulsion Dynamics estimates that the propeller friction caused by marine corrosion makes up 20% - 50% of the added resistance of typical ocean going vessels. Hull preparation (or lack thereof) in dry-dock and the marine growth that leads to hull roughness account for the remaining 50% to 80% of the added resistance.

For example - analysis of an Aframax Tanker utilizing the CASPER system shows a notable increase in fuel consumption due to corrosion and fouling (see fig. 1). When loaded and traveling at 14.5 knots, the vessel consumed 52 tons of bunker fuel per day during trial tests. However, 2 years after drydocking, the ship consumed 58 tons per day. This amounts

combined all lead to a necessary look at hull maintenance practices. Using analytical tools like CASPER can help determine when it is prudent to perform in-water cleaning of the hull or optimizing propeller polishing intervals. These analyses often show that cleaning is worthwhile even when there is only slime or light fouling present. Removal of mild fouling reduces the chance of damaging or affecting the hull coating system and saves fuel since slime has a marked affect on fuel consumption. Vessel owners can show via data that heightened scrutiny of hull condition demonstrate that better maintained hulls result in lower emissions, have a corollary effect of less bio-risk, and, in the end, benefit the corporate bottom line. ■

Waterways Hold Solution to Congestion, Economic Challenges

By Peter Stephaich, Chairman, National Waterways Foundation

This month, as President-elect Obama is sworn in as the nation's 44th President, his Administration and those in Congress will begin the unenviable job of seeking solutions to current economic hardships.

While many have proposed injecting funds into banks, loan structures, the automobile industry and the housing market, one area that holds real promise in helping to bring economic recovery is our nation's transportation network. There are a number of large lock and dam construction projects on our inland rivers that have suffered over the years from extensive delays due to lack of funding. These contracts have been fully vetted by the US Army Corps of Engineers and are already in place, which will permit economic stimulus funds to have the short-term desired economic effect.

The National Waterways Foundation, whose mission is to develop intellectual and factual arguments for an efficient, well-funded and secure inland waterways system, has released a new study comparing selected societal, environmental, and the safety impacts of utilizing inland river barge transportation to highway and rail transportation. Titled "A Modal Comparison of Freight Transportation Effects on the General Public," the study was conducted by the Texas Transportation Institute's Center for Port and Waterways at Texas A&M University and was cost-shared with the U.S. Maritime Administration (MarAd).

Peer reviewed and conducted over more than one year, the study does a number of important things. It:

- compares the cargo capacity of trucks, trains and inland river barges and notes that one common 15-barge river tow has the same capacity as 1,050 trucks and 216 rail cars pulled by six locomotives.
- is the safest mode, determining that, after adjusting for the differences in quantity of cargo moved by each mode, for each member of the public injured in a barge accident, 125.2 are injured in rail accidents and 2,171.5 are injured in truck accidents. For fatalities, the rates are 155 trucking fatalities and 22.7 rail fatalities for every barge related fatality.



In addition to serving as Chairman of the National Waterways Foundation, Peter H. Stephaich is currently Chairman, CEO and President of Blue Danube Incorporated based in Pittsburgh, PA. He joined the company in April 1995. Mr. Stephaich is also on the Board of Directors of Blue Danube, a position that he has held since 1982.

Mr. Stephaich also is on the Board and Executive Committee of the American Waterways Operators, serves on the Board and Executive Committee of Waterways Council, Inc., and is a Commissioner and Vice Chairman of the Port of Pittsburgh. He is also Chairman of the Allegheny Institute for Public Policy and a Trustee of the Landmarks Financial Corporation.

- looks at the environmental impacts of the three modes and concludes that inland waterways transport generates fewer emissions of particulate matter, hydrocarbons, carbon monoxide and nitrous oxide than rail or truck on a per ton mile moved basis, and,
- illustrates the effects of a hypothetical river closure on the St. Louis metropolitan area; i.e., if all area river cargo was diverted to trucks on the St. Louis interstates, traffic delays would increase by 500%, accidents and fatalities would rise by 36-45% and maintenance costs would skyrocket.

And while we are truly an intermodal society, this study's comparison of rail, truck and inland waterways transport modes offers an important new perspective on the real benefits of moving cargo by water. The study underscores the real value of inland system for moving our nation's "building block" commodities more efficiently, more cost-effectively, and in a more environmentally friendly way.

Every year roughly 624 million tons of waterborne cargos transit the inland waterways, volume equal to about 14% of all intercity freight and valued at nearly \$70 billion. Keeping our nation's goods moving domestically and for export strengthens our U.S. economy and preserves family-wage jobs for Americans.

And as our new leaders address the issue of fuel costs, consumption and dependence, the most energy-efficient way to move these goods is by barge. Barges can move

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Women's Propeller Club Salutes Crew of the Golden Bear

During the Convention, members of The Women's Propeller Club of The United States learned that The California Maritime Academy's training vessel, the Golden Bear, had rescued two stranded California fishermen approximately 80 miles off the Monterey Peninsula. The Golden Bear was on the final leg of her annual three-and-a-half monthly summer training session, in August, 2008.

The two men were in a fishing vessel which was a 17 foot skiff equipped with a single outboard engine, which seized up while they headed towards off-shore fishing grounds. They radioed the Coast Guard in San Francisco for help. The Commander of the vessel, Captain Paul Leyda, advised the Coast Guard that the Golden Bear was about 50 miles from the stranded vessel, and would proceed to the reported location of the boat.

Once they located the skiff, the Golden Bear launched its rescue boat, skippered by Chief Mate Bill Schmid, officer Mikaela Downs and cadets Hanna Reeves and Sam Thompson. The two fishermen were transferred to the rescue boat and the disabled skiff was towed to the Golden Bear and lifted aboard with a fantail crane. Golden Bear resumed its homeward course and arrived in San Francisco the following morning where the fishermen disembarked after arrival.

For the crew and students on the Golden Bear, the opportunity to participate in a real life rescue vividly highlighted the importance of the training they have received both at the Academy and during the summer training cruises.

The Women's Propeller Club of the United States has for many years presented the Mary Patten Valiant Ship Award to a vessel and her crew who have engaged in courageous action and extraordinary seamanship in providing aid to distressed vessels and seafarers. The criteria for the Award, however, requires that the rescuing vessel's actions placed her and her crew in jeopardy, which was not the case with the Golden Bear. The members of the WPC, none the less, agreed that they would recognize the actions of the training vessel and crew, and issued a special Mary Patten Valiant Ship Citation to the ship and crew. ■

Waterways Hold Solution

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one ton of cargo 576 miles per (one) gallon of fuel. That compares to rail-cars that can move the same ton of cargo only 413 miles and trucks only 155 miles. The Foundation study interestingly notes that one loaded covered hopper barge can carry 58,333 bushels of wheat - enough to make nearly 2.5 million loaves of bread. And one loaded liquid tank barge carries 27,500 barrels of gasoline, enough to keep about 2,500 automobiles running for an entire year! Transporting freight by water is simply the most energy-efficient choice.

Safety and environmental stewardship are critically important to our nation. Inland waterways transport

has a low injury and fatality record compared to rail or truck, just 1 injury by barge transport compared to 125.2 for rail and 2,171.5 for truck. And while all modes work hard to prevent accidents and spills, overall spill rates are low when comparing barge to truck and rail: rate of spills in gallons more than 1,000 gallons per million ton-miles is 3.60 for barge vs. 3.86 for rail vs. 6.06 for truck.

Our waterways - what we sometimes call inland marine highways for freight - provide great capacity to ease increasing highway congestion by carrying cargo that would otherwise travel by truck or railway. The annual traffic on America's inland

navigation system, which includes the Gulf Intracoastal Waterways in the South and the Ohio, Mississippi in the Mid-West, and Columbia-Snake River in the West, carries the equivalent of 58 million trucks trips each year. And the waterways offer excess capacity for carrying freight; our nation cannot afford nor can we physically create more lanes on our interstates or more tracks for our railroads!

Funding our nation's inland waterways system is a sound investment in the future of our nation.

To see the full report "A Modal Comparison of Freight Transportation Effects on the General Public," visit www.nationalwaterwaysfoundation.org

Going “Green” *continued from page 15*

renewable sources as hydropower. The Port, however, has invested a little extra and now purchases fully renewable power through Tacoma Power’s EverGreen Options.

Most terminal operators use diesel particulate filters. Some are purchasing on-road technology for off-road applications to be in a better compliance position earlier than mandated.

Industry doesn’t want to be told which technology to use; it just wants to know the ultimate outcome required.

“Our customers are competitors, and we respect their need to choose their own way to reduce emissions,” Paulsen said. “We don’t want, as a Port, to arbitrarily alter their competitive position by mandating the use of specific technology if we don’t have to.”

Managing Stormwater

Stormwater presents an ongoing and escalating issue in the Northwest. Stormwater flows through about 1,700 catch basins in the Tideflats to discharge to Commencement Bay through about 130 outfalls.

The Port of Tacoma is pioneering low impact development on the Tideflats as a form of treating industrial stormwater to prevent pollutants from reaching Commencement Bay. The Port pays particular attention to metals, such as zinc, from cargo containers and uncoated, non-galvanized buildings, roofs and fences. Fish are highly sensitive to even minute amounts of metals that might find their way into area waters.

Forming Partnerships

The Port’s long-term environmental initiatives include a \$1 million investment in the University of Washington Tacoma for environmental studies. With additional contributions

by SSA Marine and the City of Tacoma, the university leveraged enough funding to endow the Port of Tacoma Chair, dedicated to studying and advancing the health of Puget Sound and Commencement Bay.

The Port, the City of Tacoma, Schnitzer Steel and Cascade Land Conservancy partnered in 2007 to protect more than 31 acres of forested open space between the Tacoma Tideflats and Northeast Tacoma neighborhoods. The \$2 million piece of property, known as Julia’s Gulch, will be preserved as

open space through a stewardship agreement with Cascade Land Conservancy.

About 120 volunteers turned out for Green Tacoma Day in November to begin restoring the property. The volunteers removed blackberries and other invasive species, planted native trees and bushes and learned how to monitor and maintain the site.

“We live, work and play in a special place,” Mauermann said. “The Port of Tacoma is committed to keeping it that way.” ■

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Baltimore Convention A Success In Every Way; EVEN THE WEATHER WAS PERFECT

“Indian Summer” weather prevailed as over 200 Members, Spouses, Speakers and Guests assembled at the Renaissance Harborplace Hotel in Baltimore from October 7th through 10th for the 82nd Annual Convention and Conference of International Propeller Club of The United States. Let us state this right up front – the Convention was, by any measure, as good as, or better than, any convention in recent memory. The food, entertainment and accommodations were “first-class” all the way. The business meetings and panel presentations were all well attended. Congratulations go out to Alex Giles, Convention Chairman, Congressman Elijah Cummings, Honorary Conference Chairman, Brian Greenbaum, Convention Treasurer, Port of Baltimore President David Chenoweth and the entire Convention Committee. And, special thanks also to the many sponsors, whose generous contributions helped underwrite the Convention.

The first “Convention” event was a golf tournament at the Mountain Branch Golf Club on Tuesday, Oct. 7th. On Wednesday, October 8th, the Masters, Mates and Pilots graciously hosted over 60 “early-bird” guests from the Convention for an informative and entertaining morning tour of their state-of-the-art training facility at MITAGS in Linthicum, followed by a luncheon. That afternoon, the work of the Convention began in earnest at 3:00 pm with the first business session, which included a joint meeting of the International Executive Committee and the International Board of Governors.

During the meeting, which garnered a “full-house,” the Club’s offic-

ers outlined the various matters which be acted upon at the second business session on Friday, including the proposed adoption of a new set of “By-Laws,” which would replace our existing Constitution and By-Laws, the election of officers, including a new International President and Regional Vice Presidents and the Executive Committee, the adoption of Positions and Resolutions, and the granting of Propeller Club Charters to two new clubs. Reports were presented by the Constitution and By-Laws and Budget and Finance Committees, the Vice President for Student Ports and by the Regional Vice Presidents.

That evening, the Baltimore Aquarium proved to be the perfect



venue for a cocktail party, the President’s Welcoming Reception. Attendees at the President’s Reception enjoyed cocktails and dinner while taking in the displays on Australian wildlife, the rain-forest and an amazing array of frogs from around the world.

The Conference portion of the Convention began Thursday morning with an 8:30 am “Opening Ceremonies” where the Congressman Elijah Cummings, Alex Gilles, International President Rockney Nigretto and The Honorable Helen Delich Bentley offered warm welcomes to the attend-

ees and outlined the program end events for the remainder of the Convention.

The first session of the International Conference began with the panel presentations at 9:00 am, and featured knowledgeable speakers from the perspective of terminal operators, the Federal Energy Commission, and shipboard unions who discussed various aspects of the difficulties associated with constructing and operating facilities for, and transporting liquid natural gas.

While the Conference was in session, the President of the Woman’s Propeller Club of the United States, Dianne Strachota, conducted the organization’s first business session from 9:00 am to 11:00 am. Reports were presented by various Port Historians. The members were briefed on the organization’s finances, programs and future events. The members also discussed the Mary Patten Valiant Ship award. (See Article P. 20)

After a break, the second panel convened and engaged in a wide ranging discussion of a potpourri of maritime issues. Representatives from the Maryland Port Administration, MARAD, US Coast Guard, a liner operator, and a dry cargo carrier touched on national security issues, operations, development of the marine highway system and other timely topics.

Cocktails and the first luncheon began at 12:30 at the World Trade Center. The sky was clear blue, and the guests enjoyed a fine luncheon as well as a wonderful view of Baltimore’s Inner Harbor. There was no featured speaker, but instead International President Rockney Nigretto, International 1st Vice Presi-

dent Rolf Marshall, Interim COO John Angus and Port of Baltimore President Dave Chenoweth engaged in conversations with the audience on a wide variety of subjects concerning the state of the International organization, the Convention schedule, relations between the International Headquarters and the Ports, Port officers and the general membership and other administrative and policy matters.

After the luncheon, three consecutive break-out sessions of one hour each were moderated by Past President Bob Fry, with the participation of other officers and members of the club. The first session focused on the responsibilities of the regional vice presidents, who exchanged views on topics such as how to charter new clubs, improve regional cooperation and communication, hosting of regional conferences, coordination with Headquarters, increasing membership and other topics of mutual concern.

The second session for Port Presidents focused on their duties and responsibilities, discussions as to what type of programs or events were well received by their members, sharing ideas on increasing port membership, sponsorship programs, charitable and scholarship activities, general governance issues, and the relationship between Headquarters and the individual ports, and the type of support Port presidents should expect from the Headquarters' staff.

The final session, from 4:00 to 5:00 pm focused on students and student ports. There was a large contingent of cadets from Texas A&M, Galveston and SUNY Maritime, as well as a few recent academy graduates. The students certainly enjoy the social aspects of our conventions, but they also come with a larger purpose - career advancement. Some of the recent graduates explained that their first jobs came as a result of contacts



made at one of the Propeller Club's conventions, and also gave general advice on what to expect from the job market and developing networking skills. Club members participated actively, with guidance offered on how to get the first interview, the importance of a strong resume, and an open mind to the large number of avenues open on land and at sea for those who graduate from a "maritime" school.

A driving tour of Annapolis for the Women's Propeller Club and spouses took place from 2pm to 5:30, and provided the participants with a taste of rich history of the town, founded in 1649, as well as the opportunity to do a little shopping.

At 6:00 pm, the yacht Pintail II departed from its pier along Pratt Street for cocktails, a harbor tour and transportation to dinner. A spectacular sunset capped the cruise as The Pintail docked at Bo Brooks Restaurant where the guests enjoyed a traditional Baltimore crab fest. Steamed shrimp, crab cakes, coleslaw, crab soup, and, of course, Chesapeake Bay steamed blue-claw crabs and cold beer were on the menu. A quick ride home on the Pintail ended a wonderful evening.

On Friday, October 10th, the first order of business was the third Conference panel session focusing on foreign investment in the US maritime industry. While the recent controversy associated with the DP World incident two years ago was on everyone's mind, representative of

US-flag companies, port authorities, terminal operators and The Heritage Foundation each gave their own organization's perspectives. There was a general consensus that globalization in general was here to stay, and that the maritime industry would not be immune to its forces. And, the maritime industry, just like many other sectors of the American economy, has possibly more to gain than to lose from the free flow of capital across borders around the world.

The final panel, Maritime Security, commenced at 10:45 am. Participants included MARAD Administrator Sean Connaughton, Frank Strum, Deputy Director for Prevention Policy, U.S. Coast Guard and Chris Koch, President and CEO of the World Shipping Council. It was evident from the presentations that we have made significant progress in securing our intermodal transportation system since September 11th, but also a recognition of the severe difficulty of preventing all perils.

Upon conclusion of the final panel session, a quick bus ride up the block took participants to the Baltimore Hilton for the Keynote Luncheon, featuring the Conference Chair, The Honorable Elijah Cummings.

During the luncheon, the first of the Club's annual awards, The International Propeller Club of the United States Maritime Person of the Year award was presented to Admiral Al Herberger (USN Ret.). The Admiral has been a long-time and effective advocate for the industry, and particularly the value of it to our national defense. On behalf of the Club, 1st International Vice President Rolf Marshall gave a brief recitation of the Admiral's many accomplishments and efforts on behalf of the US Merchant Marine and our national security. He has worked tirelessly for many years to craft the programs nec-

essary to preserve the sealift capacity our nation requires both in peace time and , especially, in time of war.

Following Admiral Herberger's award, Congressman Cummings delivered his key-note address. He was well versed on the state of the industry and spoke extensively on his interest in and support for it, touching on the value of the MSP program, the significant economic impact on local economies from terminal operators and Port authorities and ancillary industries. He also gave his views on the upcoming Congress and the changes which could come with Democratic control of all both the White House and the Congress. It was clear that Baltimore and its Port were near and dear to him, and was equally enthusiastic about his role as Chairman of a sub-committee of vital importance to the maritime industry.

Following Congressman Cummings' remarks, The Honorable Helen Delich Bentley addressed the crowd. She lauded Congressman Cumming, who had referred to her as his mentor, and noted his quick learning curve and understanding of the issues facing the industry, and that he was well prepared to lead on maritime issues before his Sub-Committee.

The final business session of the Convention convened at 2:30 pm, and was well attended. New By-Laws were approved with three amendments adopted by voice vote. The title of head of our Headquarters staff was changed from "Chief Operating Officer" to "Executive Vice President," the proposal to change the allocation of votes from the current formula based on port membership to one

vote per port was withdrawn, and the current pattern of allocating delegate will continue. Finally, a proposal to allow the International Executive Committee to "act on behalf of the Board of Governors" was amended to provide such authority to the Committee to act only "between Conventions," and the proposed By-Laws were adopted by voice vote.

The delegates also voted to authorize the issuance of Charters to two new ports, Memphis, TN and the International Propeller Club of the United Emirates, Dubai Chapter. Next,



elections were held, and a new slate of international officers, regional vice presidents and the members of the executive committee were elected by voice vote. Rolf Marshall stepped up to become International President, Wade Wetherington as International First

Vice President, Markos Foros was re-elected as International Second Vice President. Eric King, from Seattle, Wa., was elected International Third Vice President and Robert Baker was returned to his position of Vice President for Student Ports.

All the current Regional Vice Presidents were reelected, with the exception of Tim Shusta from the Southeast region, who will be replaced by Byron Miller, from the South Carolina Ports Authority and Don Norman, from the Mid Atlantic, whose successor is Rick Schiappacasse, from the Maryland Port Administration.

Two new resolutions were adopted. The first expressed the sympathy of the convention participants with the plight of our ports which in

the southeast and on the Gulf suffered such severe damages from Hurricane Ike and the other the storms of 2008. The second congratulated and thanked the Convention Committee, the officers and members of The International Port of Baltimore and all the Convention sponsors for having put on such a successful event. The new Officers were then sworn in, and the business of the convention concluded.

The final event of the week, the Gala Dinner Dance, attended by about 250, commenced with cocktails at 7:00 pm followed by fine dining and dancing 'till midnight to a wonderful orchestra. During the band's break the Club presented our final awards for 2008. Tim Shusta, was awarded the Club's Member of the Year, and Norfolk was presented with the Port of the Year award. Special Past President's awards were presented to Wade Werthington, Don Norman (Norfolk), Convention Chair Alex Giles, Bob Fry, Jack Cunningham (Evansville) and Meinrad Balet (Geneva.)

For the first time ever, the Club presented a special "Lifetime Achievement Award" to the redoubtable Helen Delich Bentley in recognition of her career as a journalist, Presidential Appointee as Chairman of The Federal Maritime Commission, Member of Congress and tireless friend and supporter of The Propeller Club and the US Maritime Industry and, of course, The Port of Baltimore. The Gala was a perfect end to a truly successful Convention. ■

Editor's Note: At the December Executive Committee Meeting, the Propeller Club of the Port of Baltimore presented International President Rolf Marshall with a check for \$25,500 which represented 75% of the Convention's net proceeds. The International Officers were extremely grateful.

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