

The Propeller Club QUARTERLY

The Official Magazine for Propeller Club Members

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The Propeller Club

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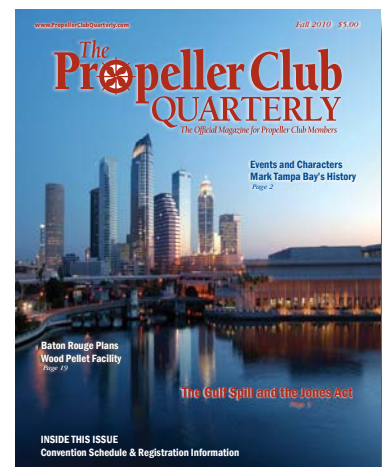
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ON THE COVER:
Port of Tampa

*Photo Courtesy of
Tampa Port Authority*



Events and Characters Mark Tampa Bay's History

Settlement in Tampa began with an Indian fishing village. Native tribes called the village by the bay "Tanpa," which meant "sticks of fire." On maps made by the early explorers, the spelling became "Tampa." The area has certainly come a long way since 1521, when the search for the fountain of youth began just south of Tampa Bay with Ponce de Leon. Then in the spring of 1539 Hernando de Soto sailed into the Tampa Bay area to search for gold. After that, the area was left largely untouched for 200 years.

A Dutch cartographer, Bernard Romans, gave the name Hillsborough to the river, county and upper arm of Tampa Bay in 1772, in honor of Lord Hillsborough, secretary of state for the Colonies. The United States purchased Florida from Spain in 1821 and three years later, Fort Brooke attracted traders to what is now downtown Tampa and enabled the settlement to become the town of Tampa in 1855. Meanwhile, in 1834 Hillsborough was organized as Florida's 19th county and was a sprawling area that included what is now Pinellas, Polk, Manatee, Sarasota, Charlotte, DeSoto, Hardee and Hillsborough counties - but despite the size, its population only numbered 836.

All that changed when a man named Henry B. Plant came to awaken a sleepy west coast town. He extended the railroad to Tampa in 1884 and started a steamship line from Tampa to Key West to Havana, Cuba. In 1891, Plant further boosted the area with the opening of the Tampa Bay Hotel. The hotel cost \$3 million to build and furnish and attracted entertainers, sports figures and dignitaries from around the world.

The 511-room hotel was the first building in Tampa to be operated by electrical power and served as a winter resort for the wealthy and leisure classes of the 19th century. The building, with its distinctive Moorish architecture, still stands but now operates as the University of Tampa with one wing - the Henry B. Plant Museum - furnished as it was in the late 1800s.

When the United States declared war on Spain in 1898, Tampa was the port of embarkation for troops headed to Cuba. A colorful colonel named Theodore (Teddy) Roosevelt organized his "Rough Riders" at the Tampa encampment.

The six silver dome-shaped minarets that top the building are a distinctive Tampa landmark. In 1977, the former hotel was designated a National Historic Landmark by the National Park Service, a federal honor reserved for buildings and places with special significance in the nation's history and architecture.



With the opening of the Tampa Bay Hotel, the city's attention was turned to a sparsely populated area west of the Hillsborough River. In 1886, O.H. Platt purchased 20 acres of land across the Hillsborough River creating Tampa's first subdivision, Hyde Park. Platt named the area after his hometown Hyde Park, Illinois. During the land boom between 1910 and 1925, this residential area became home to many prominent citizens.

In 1914, due to increasing demands from local residents, a sea wall and brick-paved road was constructed along Hillsborough Bay in the Hyde Park area. Now known as Bayshore Boulevard, this picturesque street is lined with some of Tampa's stateliest homes and is a popular site for running, cycling and skating.

Don Vicente Martinez Ybor, an influential cigar manufacturer and Cuban exile, moved his cigar business from Key West to a palmetto-covered area east of Tampa in 1885. The following year the first cigar factory opened and more Spanish cigar manufacturers began moving

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The Gulf Spill and the Jones Act

The Importance of Educating the Public, Media, and Local and National Leaders on the Maritime Industry

By Mark Ruge and Rolf Marshall

On April 20, 2010 the deep ocean drilling rig DEEPWATER HORIZON, owned and operated by TRANSOCEAN under charter to BP (British Petroleum) exploded and later sank in the Gulf of Mexico, 50 nautical miles off the Louisiana coast. Within seconds of the initial fire and explosion, and continuing today, the maritime industry in the United States, joined by specialized oil spill response vessels and assets from over 20 nations at last count, were on scene



Offshore Support Vessels (OSV's) fighting fires on the DEEPWATER HORIZON

rescuing crewmembers from the burning drill rig, fighting the fires that ultimately sank the rig, combating the resulting release of hundreds of millions of barrels of crude oil into the Gulf, controlling and later sealing off the well, recovering oil from open waters and beaches, and helping to restore the environmental and economic health of the Region.

While much of the story of the disaster has been told and will be told in greater detail over the coming months and years, one element of interest to the International Propeller Club should be the interplay between events as they were unfolding on a daily basis and the understanding (or

lack thereof) of U.S. maritime policies and laws by the public, the media, and many in Government. Nothing

could more effectively underscore the importance of the Club's ongoing mission of educating the public, the media, and policymakers worldwide on the importance of our industry and the maritime policies and laws under which it operates as a means of ensuring that events like the DEEPWATER HORIZON spill do not result in changes to those policies to the detriment of the industry itself.

Exploding Interest in the Jones Act

Using the web site "Google Trends" as an indicator of general interest in a topic over time, historically the search volume

index for the term "Jones Act" is approximately 1.5.¹ The days and weeks immediately following the spill pretty much adhered to this historical average. On June 8, 2010, however, an article appeared in the Houston, TX Chronicle and on a Heritage Foundation Blog suggesting that the Jones Act was responsible for the perceived slow response to the spill and the spread of oil across the Gulf, into the marshes of Louisiana, and onto the beaches of Louisiana, Alabama, and Florida. Literally within hours and

days, the "Jones Act" was a topic across the spectrum of electronic and print media, to say nothing of the "blogosphere". The Google Trends Jones Act search volume index shot up 13-fold within days.

And the message was almost universally "waive the Jones Act" to save the Gulf, whether on major news channels, local or national newspapers, electronic media, or sign boards outside bait shops lining the roads in impacted areas. Other than the media itself, which may have been simply picking up on what others were saying about a topic that seemed of broad general interest at the time, those making the claim generally fell into one of five categories: (i) legitimately concerned residents

¹ Google Trends analyzes a portion of Google web searches to compute how many searches have been done for a term relative to the total number of searches done on Google over time.

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International President's Message

Here it is, mid-August and time to wonder where the Summer went and to get busy for the Fall! The last four months have featured Propeller Club events nationally and internationally, many of which are covered in this edition of the Quarterly. I would like to take this opportunity in particular to thank: the Southeast Region and the Port of Savannah, GA, for hosting the annual Southeast Region Convention and the April meeting of the National Executive Committee; all of those Members and Clubs



Rolf Marshall

who supported or participated in this year's Washington, DC Salute to Congress honoring Senator David Vitter from Louisiana; and the Port of Portland, ME for hosting the July meeting of the National Executive Committee. The hospitality shown on each of these occasions underscores the interests we share in our industry in the United States and worldwide.

At the same time, we maintained our association with Journal of Commerce Conferences, providing opportunities for participation and Club recognition at their April conference in Linthicum, MD on Marine Highways and the Breakbulk Europe conference in Antwerp, BE in May. Still coming in October is the U.S. Breakbulk Conference in Houston, TX on October 12-14 in Houston, TX. Discounted registrations for a 10% savings for Propeller Club members are still available (discount code IPC-SPC).

Earlier in October, everyone should be assembling in Tampa, FL for the 84th Annual International Propeller Club Convention and Maritime Conference October 6-8th. Convention Chairman Tad Humphreys, Conference Chair Congresswoman Kathy Castor, and volunteers from the Propeller Club Port of Tampa are putting together a great schedule of events and informative conference sessions, and I urge you all to participate. Too often we see only a single representative from each local Port at the Convention, meaning that thousands of our Members are missing the opportunity to network with fellow Club members from around the world.

As this will be my final Quarterly International President's Message, I would like to highlight some steps the Club has taken over the last two years to lay the groundwork for continuing growth and added benefits to Propeller Club membership whether in the United States or internationally.

- The re-activation of our local Ports in New York, NY and San Francisco, CA - much time and local effort went into bringing back these clubs following years of inactivity.
- Our strategic relationship with the Navy League of the United States and its agreement to work with us in supporting a strong commercial maritime industry in the United States and internationally - with over 50,000 members and local councils in many cities where there are local Propeller Club Ports, the League will add its weight and prestige to supporting our mission.
- Our ongoing association sponsorship with the JOC Conferences mentioned earlier - this brings increased exposure of the Club within the industry and offers real savings to individual members attending covered conferences.
- The merger of the European Association of Propeller Clubs with the former Northern and Central Region of the Propeller Club - by more closely integrating our organizations and making EAPC the executive agent for the Club for that area, we have improved and made more efficient the administration of the European parts of our Club, enhanced the voice of the Propeller Club in the European Union, and provided a model framework for use in other regions as time moves forward.

I am highlighting these four steps in particular because I feel they epitomize the combined mission and goals of our Club - to promote the maritime industry in the United States and worldwide, and to contribute to our individual members indirectly through the Club itself and its goal of a stronger industry, and directly by providing opportunities for personal and professional growth and business and career opportunities.

As always, I would again like to thank all of those working at the local and regional levels for their contributions to making the Propeller Club what it is today and helping us to move forward to an even greater tomorrow. See you in Tampa! ■

Tampa Bay's History

continued from page 2



their factories and workers to Tampa. The Spanish, Italian, German and Cuban workers who settled here to work in the cigar industry created a strong, vivacious Latin community

known as Ybor City (pronounced EE-bore). Nearly 12,000 people worked in more than 200 factories making Ybor City the "Cigar Capital of the World." That reputation endured until the emergence of Fidel Castro and the embargo on Cuban tobacco. Now designated as one of three National Historic Landmark Districts in Florida, Ybor City is a mixture of historic buildings, artisan galleries, shops, restaurants and nightclubs.

Another Tampa neighborhood was developed during the Florida Land Boom - Davis Islands. This area is located just off downtown Tampa where the Hillsborough River empties into Hillsborough Bay. In 1924, David P. Davis, real estate entrepreneur, transformed two-mosquito infested islands into a successful, booming residential and commercial development. Today, it is home to an airport, Tampa General Hospital and more than 100 of the original residential, commercial and recreational structures.

The airline industry was born in the Tampa Bay area when Tony Jannus piloted the world's first regularly scheduled commercial flight from St. Petersburg to Tampa in 1914. During World Wars I and II, Tampa became a shipbuilding center. World War II also brought the opening of a major military post, MacDill Air Force Base, which today headquarters the U.S. Central Command and U.S. Special Operations Command. ■

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This information is provided by Tampa Bay & Company. For more information, call Travis Claytor at 813/342-4052. Updated April 2009.

Upcoming Events

Propeller Club of Tampa
Oct 5, 26th Annual Golf Tournament

Propeller Club of Seattle
Oct. 2, Steamship dinner

Propeller Club of LA/Long Beach
Sept 16, 2010 Maritime industry salute & 10th annual "Great Tugboat Race"

Propeller Club of Detroit
Sept 16, Dinner Cruise

Propeller Club of Houston
Sept. 17 - Sporting Clays Tournament
Oct. 7 - Fall Shrimp boil benefiting Boys and Girls Harbor
Nov. 8 - Golf Tournament

Propeller Club of Boston
Sept. 30, 2010 Golf Outing

Propeller Club of Evansville
Sept. 8, Dinner and cruise of city front and LST

Propeller Club of Paducah
Sept. 25, Waterways industry day, Paducah city front

In Memoriam

The International Propeller Club of the United States, on behalf of its 80 Clubs and over 7,000 members, offers our condolences to the families of Senator Ted Stevens and Bill Phillips. Both were strong advocates for the US Merchant Marine and the broader maritime industry. Their counsel and guidance will be deeply missed. We will keep their families in our thoughts and prayers. We also hope for a speedy recovery for Sean O'Keefe and his son Kevin, and offer our sympathies to the Tindall and Smith Families. ■

111th Congress, Second Session

By Yvette Wissmann, Darrell Conner, and Rolf Marshall

The April 20 explosion of the *Deepwater Horizon* in the Gulf of Mexico and the subsequent oil spill resulted in the introduction of several bills seeking to respond to the Gulf spill and prevent future accidents. In addition to bills seeking to waive or repeal the Jones Act, several bills also include provisions that have significant potential impact on the maritime industry, such as amending the Death on the High Seas Act and increasing liability limits for vessels. To date, Congress has taken action on only a small number of bills, with the time for acting on the remainder fast disappearing.

Oil Spill Legislation

In the House of Representatives, several maritime-related provisions are included in the chamber's comprehensive oil spill bill, H.R. 3534, the Consolidated Land, Energy, and Aquatic Resources Act ("CLEAR Act"). Upon passage of the CLEAR Act on July 30, the House Transportation & Infrastructure Chairman Jim Oberstar (D-MN), said that the bill seeks, "to address the Deepwater Horizon catastrophe and make comprehensive reforms to prevent future offshore drilling accidents." If enacted, the bill would:

- Eliminate the limitation on liability for economic damages for offshore facilities;
- Increase the Certificate of Financial Responsibility for offshore facilities;

- Require strong new safety standards for offshore drilling, including demonstrations of the ability to respond to blowouts or major spills;
- Increase penalties for safety violations;
- Revise and strengthen criteria for evaluating oil spill response plans; and
- End the practice of issuing environmental waivers for drilling plans.

A similar bill to the CLEAR Act is being drafted in Senate, with action expected after Congress returns in mid-September. The Senate bill, S. 3663, the Clean Energy Jobs and Oil Company Accountability Act, addresses the liability limitations in a similar way to the CLEAR Act. Specifically, S. 3663 would:

- Remove any limit on liability for offshore facilities (removal costs remain unlimited);
- Increase Coast Guard inspections of tank vessels of all flags with consideration for vessel age, hull and past violations of discharge or safety regulations;
- Amend the Death on the High Seas Act to add damages for loss of care, comfort and companionships plus pain and suffering to the types of losses for which damages can be awarded;
- Expand the provisions on the prohibition on Jones Act claims by non-citizens and non-resident

aliens to include those groups, not just those working in the offshore oil industry;

- Change the cap on liability in the Limitation of Shipowners' Liability Act to three times the value of the vessel and the pending freight; and
- Establish the Gulf of Mexico Regional Citizens Advisory Council to provide oversight and monitoring of facilities and tank vessel operations.

The Senate was originally scheduled to address the oil spill response bill before the August recess, but Senate Majority Leader Harry Reid (D-NV) was unable to secure the 60 votes needed to proceed with debate on the bill. Concerns from moderate Democrats over liability and revenue-sharing provisions contained in the bill resulted in Reid shelving the bill until the fall.

A Republican alternative bill (S. 3643) includes a more industry-friendly liability formula than that included in the Democrats' bill, but Democrats say the Republican proposal would not do enough to hold BP PLC accountable for the damage caused by the spill or to reduce U.S. dependence on foreign oil. The debate over oil spill legislation is expected to continue in the Senate when they return to Washington the week of September 13.

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On July 1, the House passed a stand-alone personal injury liability bill, H.R. 5503, the Securing Protections for the Injured from Limitations on Liability Act. Similar to some of the provisions contained in S. 3663, the House bill would:

- Allow victims to receive non-pecuniary losses (defined as loss of care, comfort, and companionship) and pain and suffering;
- Add loss of care, comfort and companionship to the recovery permitted for the survivors of a victim who is killed in the course of employment;
- Repeal liability limits set forth in the Limitation of Liability Act; and
- Amend the Bankruptcy Code to place conditions on the sale or lease of all (or nearly all) property of a company in bankruptcy that is liable under any law for claims arising from an incident covered under the Oil Pollution Act.

Should oil spill-related legislation be enacted as currently written, it will have a significant impact on the maritime industry. The fate of such legislation is currently unknown, as Congress faces a compressed timetable in the Fall due to the November mid-term elections. Several other issues, such as the Fiscal Year 2011 Defense Authorization bill and the Fiscal Year 2011 appropriations bills will also require the attention of Congress before the end of the year, which could take away from the floor time needed to consider oil spill-related legislation in the

Senate. Additionally, a change in control of either chamber in favor of Republicans could also determine the future of oil spill legislation in a post-election lame duck session.

Other Legislation of Note

On July 29, the House passed its Fiscal Year 2011 Transportation Appropriations bill (H.R. 5850), which would provide funding for the Maritime Administration, including \$174 million for the Maritime Security Program and \$3.6 million for the administration of the Title XI loan guarantee program. The Senate Appropriations Committee has approved its Fiscal Year 2011 Transportation Appropriations bill (S. 3644), which also includes \$174 million for the Maritime Security Program. The Senate version of the bill, which is currently awaiting floor consideration, also includes \$25 million for the Assistance for Small Shipyards program, and \$9 million for the Title XI loan guarantee program (\$4 million of which would be used to administer the program).

The Senate Commerce Committee approved the Maritime Administration Authorization bill (S. 3566) on July 15;

typically, this bill is wrapped into the defense authorization bill during floor debate. The Senate version of the bill would: authorize \$174 million for the Maritime Security Program; require a report and assessment of future marine transportation system requirements, including intercoastal and inland waterway needs; and broaden the eligibility of short sea transportation projects. The Senate version of the Fiscal Year 2011 Defense Authorization bill is currently awaiting Senate floor consideration.

The House passed its Defense Authorization bill (H.R. 5136) on May 28. The bill would: authorize \$174 million for the Maritime Security Program and extend the program until 2025; and authorize \$60 million for the Title XI program.

The coming months could result in a sea change for the maritime industry depending on the progress of oil spill-related legislation in Congress. Regardless of whether or not legislation is enacted, the maritime industry could be under continued scrutiny in the future as Congress continues to take steps to avoid another *Deepwater Horizon*-like disaster. ■



Rolf Marshall



Darrell Conner



Yvette Wissman

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The Gulf Spill and the Jones Act

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of the region whose livelihoods were being impacted by what they perceived as a slow response to the disaster and who may have been told by “someone” that waiving the Jones Act would help; (ii) foreign business interests seeking entry into activities covered by U.S. cabotage laws, even if not the Jones Act itself (e.g. foreign dredging companies seeking entry into the U.S. market generally); (iii) local, State, or national politicians from affected locales anxious to look like they were doing something to help their constituents whether they knew it would help or not; (iv) political opponents of the President who saw this as an opportunity to blame him for failing to have done so whether they knew it would help or not; and (v) certain national politicians or advocacy groups opposed to the Jones Act generally who saw this as an opportunity to attack the Act as a matter of policy, whether they knew it would help control the spill or not.

What the Jones Act Does and Does Not Do

The fact of the matter is that the Jones Act simply does not apply to oil spill related activities outside the 3-mile limit from U.S. shores – remember the DEEPWATER HORIZON site was 50 nautical miles offshore. Under the Outer Continental Shelf Lands Act (OCSLA), the coastwise laws governing the transportation of merchandise or passengers apply

to travel between a point within the United States and a facility attached to the seabed for oil exploration or production (e.g., a drilling rig such as the DEEPWATER HORIZON before it sank), but those laws do not apply to vessels engaged in oil spill recovery (e.g., skimmers, etc.) in those waters.

Even within the 3-mile limit, U.S. coastwise laws (46 U.S.C. 55113) allow the use of foreign oil spill recovery vessels if the Federal On-Scene Coordinator has: (a) made a determination that sufficient U.S. oil spill response vessels are not available to respond to the emergency; and (b) the country in which the foreign vessel is documented allows reciprocal privileges to U.S. response vessels. On June 16, 2010, Admiral Thad Allen, as National Incident Commander (NIC), made that determination.

Even if the vessel in question sought to engage in a spill-related activity that would be covered by the coastwise laws, such as the transportation of recovered oil from a coastwise point for discharge ashore in the United States, expedited processes exist for issuance of a waiver under these circumstances if no U.S. coastwise-qualified vessel is available.² This authority was re-stated publicly by the NIC on June 15, 2010. As early as June 11,



OSG America's Jones Act Tanker OVERSEAS CASCADE taking on oil captured from the well site

2010, the Maritime Cabotage Task Force (MCTF), an industry group supporting the Jones Act and related cabotage laws, publicly stated that its members would not oppose any waiver under those processes, and in fact never did so even in the case of contingency waivers requested by BP for dynamically-positioned tankers.

The Maritime Industry Responds

Even as the attacks on the Jones Act started, hundreds of American vessels were already involved in the Gulf cleanup and many more state-of-the-art American vessels were standing by, ready and willing to participate in the cleanup. The American fleet is one of the largest in the world and was deeply committed to helping with the cleanup. By July, not including vessels obtained under the Vessels of Opportunity (VOO) Program, more than 3,600 vessels participated in the response, including 780 oil skimmers operating offshore, near shore, and along beaches, bays, and marshes. When you add in fishing and recreational

²This waiver authority would also have been available to allow foreign dredges to participate in the effort if required, although not in longer-term post-Katrina/Rita dredging projects in Louisiana.

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A National Disgrace: The Failure to Compensate the U.S. Merchant Marine of World War II

To: **The Honorable Daniel Akaka (D-HI), Chair of the U.S. Senate Committee on Veterans Affairs**

Dear Senator Akaka:

A great travesty of forgotten valor has beleaguered the U.S. Merchant Marine since the end of World War II. Today, recognition and compensation for these veterans languishes in the Veterans Affairs Committee and, as in the past, will soon be forgotten.

Senate Bill 663 will amend Title 38, U.S. Code, and direct the Secretary of Veterans Affairs to establish the Merchant Marine Equity Compensation Fund to provide benefits to certain individuals who served in the U.S. Merchant Marine (including the Army Transport Service and the Naval Transportation Service) during World War II.

Sir, recall watching the bombing of Pearl Harbor from your high school dormitory and remember how you served this nation during the war. And you were not even a citizen of this nation yet. Think of the young Americans who also joined the service to defend their country, many giving the ultimate sacrifice, including the 8,651 merchant mariners who also died.

These Americans came to serve their nation no matter what branch of service they ended up in, and many were selected to become U.S. Merchant Mariners. When the

U.S. entered the war in 1941, the Merchant Marine only had 55,000 members within its ranks and it grew to 215,000. The Army and National Guard had 400,000 and that swelled to 11,268,000; the Navy had 10,923 and it grew to 437,524; and the Coast Guard had 12,000 and eventually 160,000. Over 16,100,000 Americans fought against the Axis tyranny in what became the most horrific global war in the history of mankind.

The National Defense Act of 1920 charged the Secretary of War with the planning of mobilization and procurement for the Defense Department. While the U.S. retreated into isolationism after the “Great War,” it still recognized that it had to take control of the necessary resources for war and did so throughout the 1930s, including the “nationalization” of the Merchant Marine. In fact, by the time of Pearl Harbor, the U.S. had spent more for wartime procurement than it had spent on the Army and the Navy during all of World War I.

In 1940, Congress passed the Selective Service and Training Act because Germany was invading all parts of Europe as were the Japanese throughout Asia. To put a fine point on Asia, the U.S. seized the Philippine Islands in 1898 after Admiral Dewey’s victory in Manila Bay against Spain.

From that time and throughout WWII, the U.S. assumed all national defense obligations for the Philippine Archipelago of 7,100 islands and inlets. A few hours after the attack on Pearl Harbor, the Japanese also attacked the Philippines in a similar devastating blow. General Douglas MacArthur and his garrison of 10,000, half of whom were Filipinos, fought valiantly and extracted a terrible toll on the Japanese.

MacArthur’s stubborn defense of Bataan, Corregidor, and the rest of the Philippine islands stood as inspiration for Americans because their heroic efforts demonstrated to the nation that Japanese soldiers were not invincible. I bring this to your attention because Senator Daniel Inouye, with your backing, had vigorously campaigned to gain full recognition for the Filipino veterans of WWII under the Filipino Veterans Equity Compensation Act. Recently, the Senate and the House passed a rider attached to President Obama’s stimulus bill which provides the Filipino veterans of WWII a lump sum payment of \$15,000 for each veteran living in the U.S. and \$9,000 for each veteran living in the Philippines, with total compensation of \$146 million.

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National Disgrace

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Sir, did you realize that U.S. Merchant Marine veterans of WWII were denied veteran status four times by the Civilian Review Board until President Reagan signed the U.S. Merchant Marine Fairness Act in 1988? But the inequity didn't stop there because the Air Force administrator overseeing their status arbitrarily chose August 15, 1945 as the end of hostilities, which left about 4,000 members without VA status. From December 31, 1946, the official end of WWII hostilities, to the VA budget of 2010, American veterans and their families have received about \$1,886 trillion in benefits.

The U.S. Merchant Marine was on the front lines of every critical battle during World War II. In the first six months after the US entered the war, 400 Allied ships were destroyed and 5,000 American, British, Canadian and other seamen were killed. About 2,700 ships of the merchant marine were involved with the first wave of the invasion on D-Day, landing troops and munitions under heavy fire. During the next year, merchant mariners delivered 2.5 million troops and 17 million tons of munitions and half a million trucks and tanks from England to France.

In 1944, the merchant marine delivered 30,000 troops and 500,000 tons of supplies to Leyte during the invasion of the Philippines. During the invasion of Okinawa, the U.S.

merchant ships came under fire by 2,000 kamikazes and conventional aircraft. Forty-four merchant ships were sunk during the invasions from Guadalcanal to Iwo Jima. After the end of hostilities, the U.S. Merchant Marine transported the weary combat soldiers, the wounded and the dead back to the U.S., as well as the surrendered armies back to Japan. Tragically, 25 more US merchant ships were sunk before the official end of hostilities.

Today, the Belated Thank-You to the Merchant Mariners of World War II Act of 2009 still sits in committee. This act would provide a "Merchant Mariner Equity Compensation Fund," which would provide a lump sum payment of \$45,000 to all surviving Merchant Marine veterans or a \$5,000 lump sum payment for the surviving widows of deceased mariners.

It is time for Congress to put an end to this tremendous travesty because those who served in the U.S. Merchant Marine were not mercenaries. Like all Americans who fought against tyranny, these patriots of WWII did so for a nation that had been attacked, and they stood in harm's way. World War II ended 65 years ago, and all that remains are the octogenarians and nonagenarians appropriately known as the "Greatest Generation."

It is incumbent on the Senate and House of Representatives of the United States to finally acknowledge

the U.S. Merchant Marine of World War II and extend a hand of gratitude before they all fade away into the final pages of the twentieth century, because "Never in the field of human conflict was so much owed by so many to so few."

Respectfully yours,
Tony Munoz

The foregoing is a reprint of an OPED in the form of a letter to Senator Daniel Akaka (D-HI), Chairman of the Senate Committee on Veterans Affairs, printed with permission of Tony Munoz, Editor-in-Chief of the Maritime Executive Magazine and the MarEx Newsletter. We present this as the subject is of interest to many of our members.

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History of the Amver System

The genesis of the Amver system ultimately finds its roots in the RMS TITANIC disaster in 1912. Ships passing within sight of the ill-fated passenger liner were unaware that it had hit an iceberg and was sinking. Upon later investigation, those who had seen the distress flares from the stricken ship admitted they thought they were merely part of the maiden voyage celebrations!

However, the resultant idea of a ship reporting system that could identify other ships in the area of a ship in distress, which could then be sent to its assistance, would not become a reality until the advent of computer technology. As late as the mid-twentieth century the world's commercial shipping fleet and burgeoning air transport system lacked an available full-time, global emergency reporting system. On April 15, 1958 the United States Coast Guard and commercial shipping representatives began discussions which led to the creation of Amver.

Originally known as the Atlantic Merchant Vessel Emergency Reporting (AMVER) System, it became operational on July 18, 1958. Amver began as an experiment, confined to waters of the North Atlantic Ocean, notorious for icebergs, fog and winter storms. Vice Admiral Alfred C. Richmond, Coast Guard Commandant at the time, called on

all commercial vessels of U.S. and foreign registry, over 1,000 gross tons and making a voyage of more than 24 hours, to voluntarily become Amver participants. The basic premise of Amver, as a vehicle for mariner to help mariner without regard to nationality, continues to this day.

The first home of the Amver Center was at the Customs House in downtown New York City, due to the fact that many commercial cargo and passenger lines operating in the Atlantic maintained offices nearby, and Amver's success would depend on close ties to the merchant fleet. Subsequent homes for the Amver computer would include Washington, D.C; Governors Island, New York; and now at Martinsburg, West Virginia. A Visitors Center has continuously resided in New York, currently at the Coast Guard's Battery Park Building, just a few blocks from the old Customs House.

The system's first computer was an IBM RAMAC (Random Access Method Accounting Control), characterized as being able to "evaluate information and determine the position of vessels through dead reckoning." The product of the computer was a "Surface Picture" or "SURPIC" of an area of the ocean, indicating the Amver-participating ships in the vicinity. The world's oldest maritime radio station, Sweden's Gothenburg Radio (SAG)

which began operating in 1905, was the charter network participant in 1958.

Only two years after Amver began, its database had grown to 5,000 vessels for an average of 770 ships "on plot" during a 24-hour period. The system began receiving sail plans, position, diversion and final (arrival) reports from all around the world. Even today, Amver remains the only worldwide ship reporting system, though several similar "regional" systems have been created.

By 1962, Rescue Coordination Centers (RCCs) in England and Ireland were offered and began using, search and rescue (SAR) information from Amver. By 1963, Amver was plotting vessels on voyages worldwide. It soon became evident the more ships that participated in the system, the more effective it became. The system's technology allowed international SAR agencies to locate a ship in distress, and determine how many, and what type, vessels were in the vicinity. In its first decade of service, Amver information proved its worth in a variety of rescue and disaster scenarios.

In the early years, Amver-participating ships responded to situations as varied as an engine room explosion which seriously injured two crewmen aboard the M/V

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History of the Amver System *continued from previous page*

CHRYISSI; a 17-year old Norwegian seaman injured in a fall aboard the M/V GYLFE; a 10-year old boy experiencing sharp abdominal pains aboard the M/V WOLVERINE STATE; an SOS reporting a fire aboard the Japanese M/V SUWAHARU MARU; and, an expectant mother needing medical aid aboard the SS DORIC.

In 1966, the Coast Guard moved its regional headquarters from the Customs House to Governors Island, in upper New York Bay. The move included the Amver Center and consolidated all New York area Coast Guard activities, including a Rescue Coordination Center, at one site. One year after the move, AMVER's title was revised to read Automated Merchant Vessel Reporting program.

Amver's second decade was marked by rapid technological progress. It took Amver only a short time, in the view of its operators and customers, to prove its cost effectiveness as a SAR tool. After all, participation was free of any costs! In critical situations of a fire, flooding or medical emergency, SAR mission coordinators found Amver invaluable in saving precious response time. In 1967, Spanish radio stations Cadiz Radio (EAC), Vigo Radio (EAF), and Santa Cruz de Tenerife Radio (EAT) joined the Amver network of coast radio stations. This increased the system's coverage in the eastern

Atlantic and Mediterranean regions.

By 1968, an additional 37 coast radio stations in the Pacific and 28 in the Atlantic were cooperating partners in Amver and the international effort to pursue and promote the safety of life at sea. As a service to the maritime community, frequencies of participating radio stations were published in the quarterly AMVER BULLETIN Magazine.

In 1971, the system was formally expanded worldwide as operations were shifted to Washington hosted on a Control Data Corporation mainframe computer at the Department of Transportation Systems Center. Amver's name required revision once again to reflect its global reach. But at this point, the AMVER acronym was so well known in the industry that the Coast Guard was reluctant to change it. Instead, the title was changed to the "Automated (computerized) Mutual-assistance (its basic premise) Vessel Rescue (its stated purpose) System. Today, due to its global acceptance and familiarity, it is simply called Amver.

Amver took its place in the history of the 1960s and 1970s by playing an important role in the U.S. space program. Amver was a part of the Mercury, Gemini, Apollo and Skylab Programs, providing the National Aeronautics and Space Administration (NASA) with a prospective maritime support plan in

the event of a space flight emergency. At the same time, Amver continued its job of protecting mariners at sea, as in the case of a Scottish seaman aboard the M/V TYNE BRIDGE whose life was saved when an Amver SURPIC produced a nearby passenger liner with a doctor on board.

Amver's growing reputation pulled in new cooperating radio systems to the network. Twelve stations in the United Kingdom joined in 1978 and were directly responsible for a dramatic increase in the number of participating vessels. By 1980, Amver Center specialists were processing 2,000 reports every 24 hours.

On October 4th, 1980, Amver made its mark in the world news media by orchestrating the response to an engine room fire and flooding aboard the Dutch liner PRINSENDAM, carrying 519 passengers and crew. The tanker WILLIAMSBURGH, the M/V GREATLAND, the S/S SOHIO INTREPID and the S/S PORTLAND diverted. The 1,095-foot tanker arrived on scene in less than 7 hours, and ultimately took 175 survivors aboard from lifeboats, motor launches and life rafts. In recognition of Amver's role in the safe evacuation of everyone on board, the Government of Norway mandated that all its merchant ships participate in the Amver system.

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History of the Amver System *continued from previous page*

Amver development has followed the state-of-the-art from punch cards and vacuum tubes, through the printed circuit board, to the microchip. In 1982, database maintenance operations were shifted to two Prime 750 mini-computers installed at the Operations Computer Center on Governors Island.

In October of 1982, the first joint Amver/satellite-alerting rescue occurred, using the experimental Argos and Cospas-Sarsat system. December of that year saw the U.S. Maritime Administration and the Coast Guard sign an agreement making Amver participation mandatory for U.S.-flag shipping, and suspending the requirement for the filing of reports to the overlapping USMER reporting system. This benefited many U.S. masters, already Amver participants, who were juggling reports to two parallel systems, and allowed for a consolidated plot of all U.S. shipping worldwide.

On the occasion of the concurrent 25th Anniversaries of Amver and the International Maritime Organization in 1983, IMO published an open letter to all mariners, endorsing the value of the Amver system. That year, Amver participation grew by 16 percent. In 1985, a snapshot of Amver's last three years had the system tracking 87,543 voyages.

The decision was made in the

late 1980s to become even more proactive in Amver recruitment by exhibiting at, or attending, industry exhibitions and trade shows, such as Posidonia (Greece); the Seatrade Tanker Show (UK); SMM (Germany); Cruise Shipping (USA); SASMEX (UK); NEVA (Russia); Maritime Cyprus, and Super Yacht (France).

The U.S. Coast Guard also created an annual Amver Awards Program as a way of rewarding those ships which remain "on plot" for at least 128 days in a calendar year. These awards have become instrumental in Amver recruitment and retention. Amver awards are a tribute to the support of a ship's crew, management, and ownership, which is so integral to the program's success.

Amver award ceremonies have been hosted by U.S. Embassies and Consulates abroad; and maritime industry organizations, such as the Norwegian Shipowners Association; the German Shipowners Association; and the Propeller Club of the United States (Ports of Piraeus, London and Limassol), among others.

The awards consist of a Letter of Appreciation to the company, a Certificate of Merit to each ship, and a colored Amver pennant, representing a ship's continuous participation in the program: blue for (1) year; gold (5) years; purple (10) years. A distinctive plaque is presented for (15) years, an engraved pewter plate

for (20) years, and an acrylic globe for (25) years.

In addition, several special annual awards have been subsequently created by maritime organizations such as LLP, Ltd. (Publishing) (UK); PTT Telecom Netherlands (U.S.) (Satellite Communications) Inc.; Argus Business Media (SAFETY AT SEA Magazine) (UK); the Association For Rescue At Sea (AFRAS); and the New York Council of the Navy League, honoring ships involved in rescues requiring extraordinary shiphandling, heroism or danger.

With the advent of the Global Maritime Distress and Safety System (GMDSS), the role of Amver was redefined to complement the emerging technology. Rescue coordination centers around the world seized on the value of Electronic Position Indicating Radio Beacons (EPIRBs), Inmarsat-C and Digital Select Calling terminal auto-alarms to "take the search out of search and rescue." Then, attention could be turned to Amver as a tool for the rescue phase of the operation. As the industry became familiar with this technology, Amver-participating ships have been instrumental in investigating potentially accidental alerts, thus saving limited SAR resources for actual emergencies, and saving money and lives.

The beginning of the 1990s saw

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The Gulf Spill and the Jones Act *continued from page 8*

vessels in the Gulf of Mexico idled because of the oil spill, the numbers of American vessels available to assist in the clean-up increased significantly. By one count another approximately 917 fishing and recreational vessels participated as part of the VOO.

In addition, oil spill response equipment offered by foreign nations, such as Norwegian skimming systems, was deployed on U.S. vessels. The U.S. State Department has said that a number of offers of assistance were accepted, including Mexican skimmers, Norwegian skimming systems and other assets from Canada, Germany, and the Netherlands. In some cases, according to the NIC, offers of international assistance have been turned down because the offer did not fit the needs of the response. The Gulf oil spill is an unprecedented disaster. Finding, evaluating, procuring, and directing oil spill response vessels or skimming, booms or other response equipment could not happen overnight, and both BP and the federal government have acknowledged that the procurement of skimmers has not occurred as quickly as people would like.

Was the Jones Act the Problem?

Absolutely not. On June 30th, Admiral Allen in a NIC briefing stated that “[w]e at no time in the course of this response have been inhibited by anything we have to do with what we call the Jones Act ... All of the [foreign] vessels that are operating outside of three miles do not require Jones Act waivers.” The NIC Fact Sheet issued July 17th added “[i]n

no case has the Federal On-Scene Coordinator or the Unified Command declined to request assistance or accept offers of assistance of foreign vessels that met an operational need because the Jones Act was implicated.” According to the U.S. Department of Transportation, “[t]o be absolutely clear, to date, the Jones Act has not prevented or delayed the mobilization of useful assets... [I]t is essential to underscore that, despite allegations to the contrary, the Jones Act has not hindered the clean-up effort.” And, as the Secretary of the Interior testified before Congress on July 22nd, “[t]he fact is that the Jones Act has not kept a single vessel from coming into the country... [T]he Jones Act has not been an issue.”

Challenges Ahead

On July 21st, the Richmond (VA) Times Dispatch stated that “[s]uggestions that the Jones Act disrupts the clean-up qualify as urban myth, or partisan disinformation.” How could a claim so far removed from fact produce for a several week period possibly the greatest threat to the Jones Act and U.S. maritime cabotage laws in decades if not history? How does Louisiana, the State with the highest level of Jones Act-related employment in the country become a core battleground

for Jones Act waivers? How, even after the facts have been laid on the table, can a report released by the Senate Committee on Environment and Public Works on August 6th still fault the President for not issuing waivers under the Jones Act? And Congress has yet to act on three anti-Jones Act bills now before it, one in the House and two in the Senate.

The answer, and the challenge, is pro-active education of the public, the media, and policymakers on the importance of the maritime industry to local communities, states, regions, countries, and the world in general. The knowledge and support must be in place *before* the challenge arises. As this case involving the Jones Act and oil spills dramatically illustrates, once the issue explodes on the scene it can easily become uncontrollable very quickly and pose short and long term threats to vital elements of maritime policy. Next time it could be a different issue affecting a different aspect of maritime policy important to your community. The International Propeller Club is ideally situated to take the lead locally and regionally in getting the message out. The DEEPWATER HORIZON should be a warning to us all to redouble efforts to keep our local and national leaders informed about our industry. ■

Mark Ruge and Rolf Marshall are with the Washington, DC law firm of K & L Gates LLP. Mr. Ruge is a Partner in the firm and Policy Group Coordinator and serves as Executive Director for the Maritime Cabotage Task Force, a Washington DC-based advocacy group supporting the Jones Act. Mr. Marshall is a Partner in the firm and chairs the firm's Maritime Industry Practice Group and is current President of the International Propeller Club of the United States.

History of the Amver System *continued from page 13*

the need for the entire software package of Amver to be rewritten in UNIX/Windows technology to keep pace with the evolution of data processing. This new version would provide more capacity; mechanisms for recurrent routings and maintaining ships on station (e.g., research ships or fishing factory ships); graphic plot depiction; and parser capability, once again bringing Amver current with the state-of-the-art. Home for the Amver Center was moved to the Operations Systems Center, a new facility designed and built to consolidate many Coast Guard computer systems at Martinsburg, West Virginia. Contracted out to civilian operation, this facility released many staff members for reassignment throughout the Coast Guard.

In 1992, an Amver-participating ship recovered famed French yachtswoman Florence Arthaud after her trimaran capsized during a solo race. This resulted in Amver's first exposure on national network television on the NBC "Today" Show. Host Joe Garagiola conducted a live interview with Ms. Arthaud while a filmed segment, shot in the Rescue Coordination Center on Governors Island, explained Amver. During the Columbus Quincentennial celebrations in New York, Amver hosted the arrival of the 35 Tall Ship masters of OPSAIL 1992 to a receiving line of dignitaries including

Secretary of Transportation Andrew Card, Senator Frank Lautenberg (D-NJ), and Coast Guard Commandant, Admiral John Kime.

The Amver rescue of explorer Tim Severin from the 60-foot bamboo sailing junk HSU FU, while reenacting the voyage of its Chinese namesake in the year 218 BC, received mention in the pages of National Geographic magazine. In 1994, a television crew from "60 Minutes New Zealand," aboard a vintage PBY plane, filmed the actual ditching of the aircraft at sea and their rescue by a Norwegian Amver-participating ship. Later that year, six Amver-participating ships converged on the burning Italian cruise ship ACHILLE LAURO to recover 504 of the 976 survivors. And, in the largest single Amver operation in its history, a flotilla of 41 ships from 18 nations searched over a six-day period to recover the only two survivors of the 31 crewmembers from the sunken bulk carrier SALVADOR ALLENDE.

As Amver sought to enhance its stature in the international arena, award ceremonies featured the first participation by a sitting Head of State, President Glafkos Clerides of Cyprus. Other presentation officials included Prince Albert of Monaco and Secretary General William O'Neil of the International Maritime Organization. In 1995, the Amver Visitors Center in New York City

hosted a visit by King Harald and Queen Sonja of Norway, following in the footsteps of his father, King Olav V, who also visited the Amver Center in 1968.

Other distinguished guests at the Amver Visitors Center have included former National Security Advisor VADM John Poindexter; Mr. Vasily Kuprianovsky, Personal Advisor to Russian President Yeltsin; Greek Coast Guard RADM Nicholas Kalyvas; cruise ship OCEANOS SAR mission coordinator, South African Air Force Colonel George Hallows; Turkish Coast Guard Commandant RADM Ekmel Totrakan; Mr. Christoph Hinz, Director General, German Ministry of Transport; classes of the World Maritime University and industry, media, military and diplomatic officials from many nations.

Following a visit and presentation to Chinese government officials at the Shanghai Maritime Academy, the Peoples Republic of China announced its intention to allow vessels of its COSCO national fleet to participate in Amver. Just several months later, in April of 1996, the Chinese container ship GAO HE rescued a retired U.S. Navy captain from his stricken sailing vessel in the Pacific.

Taking advantage of the media-conscious era of the 1990s, Amver's visibility has been heightened by

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History of the Amver System *continued from previous page*

its feature in several episodes of the syndicated weekly television series “Coast Guard,”; the Public Broadcasting System/Cable program “World Business Review,” hosted by former U.S. Secretary of Defense Caspar Weinberger; and a radio talk show on WPWA in Philadelphia.

Development of the “information highway” led to an analysis and evaluation of the potential benefits to Amver of economies and efficiencies presented by global e-mail, the Internet, and customized communications/ship-management software packages. In conjunction with the National Oceanic and Atmospheric Administration (NOAA) and COMSAT (the U.S. signatory to Inmarsat) Amver has assisted in the development of “compressed message” software to move report data at high speed and low cost to encourage more frequent, user-friendly reporting and thus increase plot accuracy at a time when many shipping companies are removing full-time radio officers from GMDSS-compliant ships.

Today, some 12,000 ships from over 140 nations participate in Amver. An average of over 2,800 ships are on the Amver plot each day. The Amver Center computer now tracks over 100,000 voyages annually. Over 2,000 lives have been saved by Amver-participating ships just since 1990. The success of Amver is

directly related to the extraordinary cooperation of ships, companies, SAR authorities, communication service providers and governments in supporting this international humanitarian program to protect life and property at sea.

In the coming years, Amver officials will turn their attention to negotiating with the world’s major protection and indemnity insurance

(P&I) clubs to consider an insurance premium reduction for Amver-participating ships as a stimulus to recruitment. Likewise, discussions will continue with other nations and major national ship registries to solicit their endorsement and active encouragement of ships under their purview to enroll in the Amver system, thus keeping it vibrant, vital and successful. ■

OVERBOARD

A True Bluewater Odyssey of Disaster and Survival

The latest nerve-wracking maritime disaster tale from Michael Tougias, the masterful author of *Fatal Forecast* and *The Finest Hours*.

Michael Tougias has left countless readers breathless with his suspense-packed, nail-biting disaster-at sea narratives. And now one of the survivors of a perilous tale has sought Tougias out to tell his terrifying story, for the first time described in *Overboard!*

In early May of 2005 Captain Tom Tighe and first mate Loch Reidy of the sailboat *Almeisan* welcomed three new crewmembers for a five-day voyage from Connecticut to Bermuda. While Tighe and Reidy had made the journey countless times, the rest of the crew were paying passengers learning about offshore sailing—looking for adventure. Four days into their voyage, they got one - but nothing that they had expected or had training to handle. A massive storm struck, sweeping Tighe and Reidy from the boat. The remaining crew members somehow managed to stay aboard the vessel as it was torn apart by wind and water. *Overboard!* follows the simultaneous desperate struggles of boat passengers and the captain and first mate fighting for their lives in the sea.

Praise for Michael Tougias:

“Arguably the best story of peril at sea since Sebastian Junger’s *The Perfect Storm*.”
— *Booklist* (starred review), on *Ten Hours until Dawn*

“Deserves a place as a classic of survival at sea.”
— *The Boston Globe*, on *The Finest Hours*

Michael J. Tougias is author of *Fatal Forecast*, *Ten Hours until Dawn: The True Story of Heroism and Tragedy Aboard the Can Do*, and a much sought after lecturer. He Lives in Franklin, Massachusetts.

A Message From the Navy League National President August 2010: Remember the Merchant Marine

By Daniel B. Branch, Jr.



Daniel B. Branch, Jr.

The Merchant Marine Act of 1936 deemed it “necessary for the national defense and development of its foreign and domestic commerce” that the United States have a Merchant Marine to provide the skilled seafarers and U.S.-flagged ships “essential for maintaining the flow of such domestic and foreign waterborne commerce at all times, capable of serving as a naval and military auxiliary in time of war or national emergency.”

Today, manned by more than 8,000 U.S. citizen mariners, U.S.-flagged commercial vessels continue to play an indispensable role in this nation’s economic and national security, providing strategic sealift support for military operations in Afghanistan and Iraq as well as humanitarian missions around the world.

The U.S. commercial fleet includes 60 ships in the Maritime Security Program and 133 ships provided by the Voluntary Intermodal Sealift Agreement. The persistent global presence and intermodal capabilities of these ships is crucial to providing strategic and sustainment sealift.

As a maritime nation, the United States depends not only on a strong Navy, Marine Corps and Coast Guard to protect our interests worldwide, it also requires a strong commercial maritime industry. We rely on the commercial shipping industry to provide safe, reliable and environmentally friendly domestic

waterborne transportation, maintain a U.S. presence in international shipping and help sustain the ship construction and repair, marine supplier, and vessel operating and management industrial base.

Often called “the forgotten branch,” it is imperative that we - members of the Navy League of the United States - remind others of the importance of a viable, actively sailing U.S.-flagged Merchant Marine fleet manned with sufficient numbers of skilled licensed and unlicensed mariners to meet this nation’s needs in times of war and peace. That is why the Navy League has entered into a strategic partnership with the International Propeller Club, a nonprofit organization dedicated to the enhancement and well-being of all interests of the maritime community, both in the United States and internationally. Together, our organizations can advocate for a strong maritime industry and encourage collaboration among our councils and branches worldwide.

My June 30 visit to the Seafarers International Union’s Paul Hall Center for Maritime Training and Education at Piney Point, Md., taught me a great deal about what it takes to become a skilled mariner, some of which I’d like to share with you. With Al Herberger, chairman of the Merchant Marine Committee, I toured the Paul Hall Center, which offers the most U.S. Coast Guard-approved courses - more than 70 - of any maritime school

in the nation. The center is a hub of the International Convention

on Standards of Training and Watchkeeping for Seafarers training.

The modern facilities include bridge, engine and cargo-handling simulators; the Joseph Sacco Fire Fighting and Safety School, with state-of-the-art mockups and damage-control trainers; and a culinary laboratory.

The Paul Hall Center offers everything from entry unlicensed training to license preparation and high school and college academic support. Students receive college credit recommendations for certain sanctioned courses.

Since the center opened in 1967, more than 22,000 apprentices have completed the entry program, while more than 115,000 mariners have upgraded their skills. An estimated 1,200 discharged military veterans have secured maritime jobs through the center’s programs.

Let’s not forget the U.S. Merchant Marine. With its pool of skilled U.S. mariners diminishing in the face of an increasing need for reliable, efficient and safe marine transportation in domestic and international trade, Navy Leaguers must help educate the public about the opportunities for our young people in this profession and its importance to the future prosperity of this nation. ■

Executive Vice President's Message

The maritime industry and the American Merchant Marine lost a great friend and strong supporter when former Senator Ted Stevens was killed in a plane crash on October 9th in Alaska. Also killed in the crash were the well known industry lobbyist Bill Phillips and Dana Tindall, a senior executive with the telecommunications company CGI, her 16 year old daughter and the pilot, Theron Smith. Our thoughts and prayers are offered to the victims' families.

We visited Portland Maine for a productive Executive Committee meeting on June 16th which was very well attended, with 28 members present. Captains Sandy Dunbar and Bill Van Voorhis took great care of us, and Sandy hosted a cocktail party Friday evening in his condominium overlooking Portland Harbor.

In a few short months we will gather in Tampa for our 84th Annual Conference and Convention. The Tampa "Team" has put together a variety of social activities and an informative and timely series of panel sessions and guest speakers. Tad Humphreys will be our Convention Chairman and Congresswoman Kathy Castor will serve as Conference Chair. The Convention Theme is "Maritime Industry Challenges: Sustainability - Trends and Opportunities." And, we look forward to Wade Wetherington

being installed in his home town as our President.

Our by-laws provide that each of our Ports be represented at our Convention by least one member. Our Executive Committee will meet during the Convention, with the meeting beginning on October 6th and reconvening on October 8th. The meetings are open and members are encouraged to attend. And please make an effort to be represented at the Convention. Registration is available at the Port of Tampa's club website: <http://www.propellerclubtampa.com>.

As 2010 winds down, I would like to thank all our sponsor member

companies for providing us with much needed financial assistance. And I would also like to thank all of our Ports who have remitted their 2010 dues, which for the most part were sent in a very timely manner. We know that you are sending us your members' money, and make every effort to use it wisely. And last, but not least, I would like to thank Rolf, whose steady hand has guided us over the past two years. And, while serving as our International President entails a two year term, it actually constitutes a four year commitment, with two as First Vice President and two as International President. ■

Administrative Corner

Hello Everyone,

I just wanted to jot down a quick reminder that we have a full stock of membership, President and Past President pins available for purchase. We also have membership cards and membership certificates that are available through special order. The pin price ranges from \$10.00-\$40.00 and the membership cards/certificate is a minimum quantity of 50 and is approximately \$1.00 per piece.

I also wanted to remind all the clubs that the Quarterly mailing list comes directly from the Propeller Club headquarters website (www.propellerclubhq.com) so please keep that list updated and as accurate as possible. If you have any questions or need directions on how to update the membership roster on the website let me know. In addition you can now register for the 2010 Propeller Club convention in Tampa FL. on Tampa's website (www.propellerclubtampa.com)

Hope you are having a relaxing and safe summer.

Best regards,
Shannon
Executive Assistant
Propeller Club International Headquarters

Port of Greater Baton Rouge Announces Plans For Wood Pellet Manufacturing Facility

Point Bio Energy's facility to add jobs and increase shipping while providing much-needed aid to Louisiana's forestry industry.

Baton Rouge, LA- At a recent press conference attended by Louisiana Governor Bobby Jindal and other state and area officials and representatives from business and industry, the Port of Greater Baton Rouge announced that Point Bio Energy, LLC plans to locate a new manufacturing facility on port property to manufacture wood pellets for generating electricity. The new facility will create up to 100 new direct jobs with an annual payroll over \$6 million, add 273 new indirect jobs, and will represent more than \$100 million in capital investment.

The plant is scheduled to begin construction this summer according to Point Bio Energy, LLC CEO Bill New and will begin delivering product in the fourth quarter of 2011. The majority of the wood pellets will be exported to Europe, which will result in increased shipping activity at the port. The estimated 450,000 metric tons of wood pellets produced annually from the plant will also be an economic boon to Louisiana's forestry industry, which has been hit hard recently due to the national decline in new housing construction

and in the pulp and paper industry. Louisiana Economic Development officials estimate that the project will also generate \$12.9 million in new state tax revenue and \$9.6 million

Unlike fossil fuels, wood pellets are considered carbon-neutral because wood releases the same amount of carbon whether it's burned or decays on its own. Demand for wood pellets



Over 130 guests attended the announcement of Point Bio Energy's plans to operate a wood pellet manufacturing plant at the Port. Louisiana Governor Bobby Jindal was the keynote speaker. Other guests included state and local legislative officials; area Chamber officials; loggers; timber owners; longshoremen; port tenants and representatives from the maritime and business communities.

in new local tax revenue over the next 10 years. Many different types of workers, such as loggers, truck drivers, stevedores, tug boat crews, steamship agents, and others within the maritime community will benefit from this project, said Point Bio Energy officials.

The wood pellet industry has experienced significant growth recently due to a push by European countries to reduce greenhouse gas emissions. According to Point Bio Energy, the lumber-based fuel is a more environmentally friendly alternative to coal and has both industrial and residential applications.

has increased from 6.9 million tons to 8.9 million tons and is expected to grow by 25-30 percent in the near future. The Point Bio Energy plant will purchase timber from south Louisiana, grind it into sawdust at the port, and press it into small pellets with the same type of machinery used to make dry dog food, said company officials.

Governor Jindal said, "After conducting a national search, Point Bio Energy selected Louisiana as the site for their new manufacturing facility, which will continue our state's strong economic momentum

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Baton Rouge Wood Pellet Manufacturing Facility *continued from previous page*

and, more importantly, create job opportunities for our people so they can pursue their dreams right here at home.” Louisiana Economic Development (LED) worked with its state and local partners to help secure the project, the Governor said. Point Bio Energy expects to make use of Louisiana’s Quality Jobs and Industrial Tax Exemption programs.

According to Point Bio Energy officials, the deep water Port of Greater Baton Rouge was selected due to a number of strategic advantages, including being located within a sustainable forest management area with an ample amount of suitable timber acreage. This distinction provides Point Bio Energy an opportunity to transport significant wood supplies to its facility at a

much lower price point than its competitors. Another key element of the project was deep-water access to accommodate Panamax size vessels capable of handling quantities of 40,000 metric tons for export per shipment. PBE expects to export up to ten vessels per year or 400,000 metric tons of wood pellets during 2012 and each year thereafter to satisfy contracts currently negotiated by their firm. The project will require approximately 18.8 acres of land at the port. One area will be used for staging and chipping timber. In a second area, the pellets will be manufactured and then moved via conveyors to a transit shed on the port’s general cargo docks. Transit Shed No. 1, consisting of 155,000 square feet, will serve as

the marshalling or storage facility to accommodate shipload quantities of pellets for export, traveling down the Mississippi River and then on to European markets.

Jay Hardman, Executive Director of the Port of Greater Baton Rouge, stated that, “This is one of the biggest projects for the port in recent years, and the first green industry to locate within our facilities. We like the fact that it is an industry using sustainable renewable resources.” ■

For more information on the Port of Greater Baton Rouge, visit www.portgbr.com

For more information on Point Bio Energy, LLC visit www.pbioen.com



Members of The Women's Propeller Club get together at the Seattle Convention.

Future Conventions

The Folks in Tampa have put together a most impressive Conference Program and a great mix of social events for our 84th annual Conference and Convention. To see the complete schedule of events please go to: Propellerclubtampa.com. The Convention Hotel will be the Tampa Marriott Waterside - the same hotel we used in 2000.

Our 2011 Convention will take place in LeHavre, France, and our 2012 Convention will be in New Orleans. We do not have a venue for our 2013 Convention.

If your Port is interested In hosting our 2013 Convention, you can submit a bid in Tampa, accompanied by a \$1,000 check.

The International Propeller Club of the United States

84th Annual International Convention and Conference

MARITIME INDUSTRY CHALLENGES: "SUSTAINABILITY - TRENDS & OPPORTUNITIES"

October 5-8, 2010 ■ Marriot Tampa Waterside ■ Tampa, Florida

DAY 1 Tuesday, October 5

- Golf Tournament Eagles / Busch Gardens & Tampa Hot Spots Trip
- Registration
- Early Bird Reception Tampa Marriott Waterside

DAY 2 Wednesday, October 6

- CENTCOM Tour / Flats Fishing Trip
- Executive Committee Meeting
- Business Meeting
- Sea Bulk's "Sea Fest" @Davis Island Yacht Club
- Hospitality Suite Tampa Marriott Waterside

DAY 3 Thursday, October 7

- Continental Breakfast Tampa Marriott Waterside
- Opening Ceremonies Tampa Marriott Waterside
- Maritime Panels Tampa Marriott Waterside (AM)
- Women's Propeller Club Annual Meeting (AM)
- Cocktail Luncheon Tampa Marriott Waterside
- Afternoon at Hard Rock Cafe Wagering and Slots (Spouse Tour)
- Maritime Panels Tampa Marriott Waterside (PM)
- President's Welcome Reception @Children's Museum
- Hospitality Suite Tampa Marriott Waterside

DAY 4 Friday, October 8

- Continental Breakfast Tampa Marriott Waterside
- Bay Yacht Cruise of Tampa Bay on Private Yacht (Spouse Tour)
- Maritime Panels Tampa Marriott Waterside
- Taste of Tampa Luncheon @Cruise Ship Terminal #3
- Final Business Meeting Tampa Marriott Waterside
- Cocktail Reception and Gala Dance Tampa Marriott Waterside

** Please visit www.PropellerClubTampa.com for more information regarding the Convention and to register. **

84th Annual International Propeller Club Convention



Hosted by *The International Propeller Club of the United States*, Port of Tampa

**MARITIME INDUSTRY CHALLENGES:
"SUSTAINABILITY - TRENDS & OPPORTUNITIES"**

**TAMPA, FLORIDA
October 6-8, 2010
Marriott Tampa Waterside**

Visit www.PropellerClubTampa.com for Registration and Sponsorship Information