

The Propeller Club QUARTERLY

The Official Magazine for Propeller Club Members

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**THE INTERNATIONAL PROPELLER CLUB
OF THE UNITED STATES HEADQUARTERS**

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The Propeller Club

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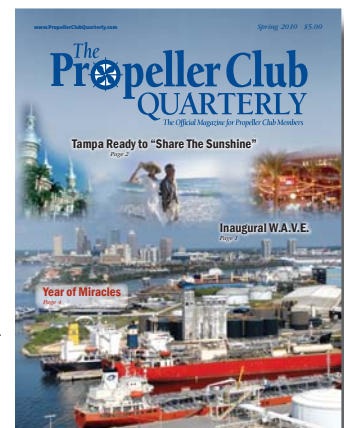
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ON THE COVER:
Port of Tampa

*Photo Courtesy of
The Port of Tampa*



Inaugural W.A.V.E. Event

On Tuesday evening, December 1, close to 100 women students, faculty and staff enjoyed a festive early-winter evening reception that was the official kick-off for a new Maritime College organization known as WAVE - Women Achieving Valor and Excellence. It was a celebration of women in the maritime industry. Held in the Maritime Special Events room, there were “mocktails,” appetizers and desserts as well as two fascinating talks presented by women who are enjoying successful and fulfilling careers in the maritime industry.

Mate Elspeth Hanaford, the first speaker is a lecturer and Watch Officer at SUNY Maritime College. A 2004 graduate of Massachusetts Maritime ACADEMY, she holds a Bachelor of Science in Marine Transportation and an Unlimited 3/M License. Mate Hanaford spent several years at sea working on Maersk Line ships before joining Maritime. In addition to her teaching duties, she is also a graduate student at Maritime in the Global Business and Transportation Department, working toward a Master of Science in International Transportation Management, and a LT in the Merchant Marine Reserves (US NAVAL RESERVES). In her talk to the group, Mate Hanaford urged the students to gain as much practical experience as possible during their undergraduate days and to join professional maritime organizations. “Gain as much hands on experience as possible during your time here at Maritime,” she said. “There are many opportunities here in the New York area, ranging from dinner cruise lines

to sight-seeing boats to commercial transport carriers. Having real life work experience will really help you

to reach your goals.” Mate Hanaford also spoke about the Naval and Marine Reserves and the many opportunities that she has gained over the years.

Carleen Lyden-Kluss, founder and President of Morgan Marketing & Communications www.morganmarketingcomm.com, as well as NAMEPA - North American Marine Environment Protection Association www.namepa.net, discussed her very successful career and told the students that “passion for what you do and believe in” is one of the most important factors in achieving success in your career and personal life. Over the course of her 30 year career, she has spent the last 16 years in the maritime industry and told the young women in the audience that there are tremendous opportunities that await them in the field. A graduate of Wellesley College with a BA in Political Science and History (minor in Economics), Ms. Lyden-Kluss studied Accounting at Cornell School of Business Administration. She is a member of the Connecticut Maritime Association, INTERTANKO, INTERCARGO, Women’s International Shipping and Trading Association (WISTA, USA) and The Marine Society, and is a trained facilitator and media trainer. She specializes in identifying, developing and implementing strategic marketing and communications



Mate Hanaford and Carleen Lyden-Kluss (center) and the WAVE committee

programs that increase her clients’ revenues.

WAVE student president Dana Rauch served as the Mistress of Ceremonies for the event. She read a letter from Maritime College president Admiral John W. Craine, Jr., USN (Ret.) who is attending a conference in London. Admiral Craine congratulated WAVE on this inaugural event. In his letter, he noted that the first woman graduated from Maritime in 1974. She was the only female in her class. Today, he wrote, there are 152 undergraduate women and 31 graduate students who are studying for Masters degrees here at Maritime.

The evening was made possible by tremendous support from the College as well as from women students and staff who have given of their time and talents to make this evening a success. WAVE also extends a special thanks to Chartwell’s, Maritime’s food service provider, www.eatlearnlive.com, Maritime Executive Magazine, www.maritime-executive.com, Kirby Inland Marine, kirbycorp.com, and the New York Maritime College Parent’s Association for their generosity and assistance.

“This will be the first of many WAVE events at Maritime College,” said WAVE president Dana Rauch. ■

Tampa Ready to “Share The Sunshine” in 2010

The Propeller Club, Port of Tampa, proudly hosts the 84th Annual International Convention in Tampa this year. The event will be held at the beautiful Marriott Tampa Waterside Hotel, located on the picturesque Hillsborough River, within the Tampa harbor, October 6-8, 2010.

The theme this year will be Maritime Industry Challenges: “Sustainability — Trends & Opportunities.” Industry panelists will provide you with the most up-to-date information in a relaxed discussion forum. There will be topics of interest, to both United States and International community attendees, including shipping trends, piracy and the state of maritime insurance.

Downtown Tampa and nearby historic Ybor City (pronounced EE-BOR) are dynamic and exciting, with a colorful history of Spanish explorers, Cuban cigar factories and unique festivals. Today’s revitalized waterfront provides the perfect venue for this year’s annual convention. Tampa’s port is bustling and vibrant and nestled right in the middle of it all is the Marriott Tampa Waterside Hotel—a beautiful high rise in the heart of downtown Tampa, skirting the Hillsborough River and offering views of the Port of Tampa, the beautiful Sunshine Skyway Bridge, the Tampa skyline, and Ybor City. The Marriott will serve as the anchor point for all convention activities, many within walking distance or accessible by a short streetcar ride.

While in Tampa, you will enjoy traditional Cuban cuisine, sip sangria while watching flamenco dancers or

maybe puff on a hand-rolled cigar in Ybor City. You will also enjoy an outdoor Seafood Festival overlooking the bay, on the tip of beautiful Davis Island, and dine in a private club setting atop one of the city’s premier high rise buildings while taking in a breathtaking panoramic view.

Rest assured, there will be no shortage of activities. There will be fishing excursions on Old Tampa Bay, in professionally guided boats that meander through the mangroves; trying your luck at Tampa’s Seminole Hard Rock Casino; or a golf retreat at The Eagles Golf Resort, one of the region’s best-known golf courses.. And, don’t forget The Gala event on Friday evening, as we are planning something really special.

Other opportunities to enjoy during your stay in Tampa will include a behind-the-scenes tour of Busch Gardens, featuring close-up interaction with an array of animals. You might just forget you’re not actually traversing the Serengeti plain! There is also the opportunity to see first-hand, the Military’s Central Command, the hub of all military operations abroad and located at nearby MacDill Air Force Base.

And if beads, boas, flamenco dancers, nightlife, Florida sunshine and the pleasures of the Tampa Bay waters aren’t enough, consider extending your stay. Just a short drive away, you will find Busch Gardens, Disney World, Sea World, Universal Studios, Cape Canaveral and the Kennedy Space Center. Also nearby are the beautiful white sand beaches of St. Petersburg and Clearwater, consistently ranked among the world’s top beaches.

This is *your* convention, and the host convention committee is working diligently to ensure that your experience will be enjoyable and that you will want to return to Tampa Bay. Hotel rates have been negotiated to some of the lowest in years, and the cost of attending has been kept to a reasonable amount to make sure that you will be satisfied with the value and service you are receiving.

Registration and information regarding this event is easy to find; simply use our website at www.propellerclubtampa.com as the portal to an online information and registration program that will handle your registration, lodging, excursions and transportation. We are conveniently located less than 15 minutes from Tampa International Airport, recognized as the third best airport in the *world* by Condé Nast Traveler Magazine, and 15 minutes from the Amtrak Train Station. Early registration will allow you to take advantage of significant discounts, so don’t miss out. Make your reservations early.

We are sure you will take with you the fabulous memories that you will make while attending the 2010 International Propeller Club Convention! The convention committee promises to make this a most memorable event, but we need your help. We hope that we can count on your Club’s support to make this event outstanding. Sponsorships and display space are available for our corporate partners in the maritime industry.

We look forward to seeing you in October! ■

International President's Message

Coming off an exciting Convention in Seattle (again our thanks to Chairs Eric King and Stan Barer and all those who chipped in help), and, for those of us



Rolf Marshall

in some parts of the country, having survived a record Winter, we are looking forward to a running start for 2010. The year kicked off with two big events from the Club's perspective: (i) after a long dormancy, the New York Club opened 2010 with an organizational meeting in January and is now up and running again thanks to Carleen Lyden-Kluss and her team; and (ii) on the other coast,

through our arrangement with Journal of Commerce Conferences that we entered into last year, the Los Angeles/Long Beach Club had the opportunity to include Club materials in the conference bags of the over 1,200 persons attending the March 1-2 TransPacific Maritime Conference in Long Beach, and the International Club got a full-page color ad in the March 1, 2010 edition of their magazine distributed at the conference and worldwide (at page 71).

The advent of Spring brings with it the Southeast Regional Conference in Savannah, GA, April 7-9 (coupled with a meeting there of the National Executive Committee) and the Salute to Congress in Washington, DC on April 27, 2010.

This year's honoree at the Salute will be Senator David Vitter of Louisiana, who accepted the following invitation:

*The Honorable David Vitter
United States Senate
Washington, DC 20510*

Dear Senator Vitter:

It is my pleasure to extend to you the invitation of the International Propeller Club of the United States to receive the Salute to Congress Award presented annually

to a Member of Congress or Senator with an outstanding record of ongoing support for the maritime industry in the United States. Previous Senate honorees have included Senators Warner of Virginia, Inouye of Hawaii, Hollings of South Carolina, Stevens of Alaska, Lott and Cochran of Mississippi, and Breaux and Long from your own State of Louisiana. An illustrious group to which I welcome you as the newest member.

The International Propeller Club of the United States is an international grassroots organization of more than 8,000 individual members organized in over 100 local Ports in the United States and worldwide, all sharing a common belief in the importance of the maritime industry in the United States and internationally. As a result, Club membership reflects the many and diverse segments of the industry in the United States, from fast, modern containerships, roll-on/roll-off vessels, and bulk vessels operating in international trades, to the Jones Act trade from the Great Lakes and the inland rivers to Puerto Rico, Hawaii, and Alaska, passenger vessels large and small, and the thousands of vessel which make the Marine Transportation System a reality. Underlying all are the thousands of United States citizen seafarers and shore side workers without whom the system could not run.

Our membership includes many from the State of Louisiana, as the Port in New Orleans was one of the first three established in the United States in February, 1927, and will host the Club's International Convention and Conference in October, 2012.

The Award Dinner will be held on April 27, 2010 at the Congressional Country Club in Bethesda, MD. Our Headquarters Staff will work with you staff on the details of the event.

Once again, please accept our thanks for your support of the maritime industry in the United States and we look forward to seeing you in April.

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 Savannah and Washington, DC. ■

Year of Miracles

By Leland Johnson

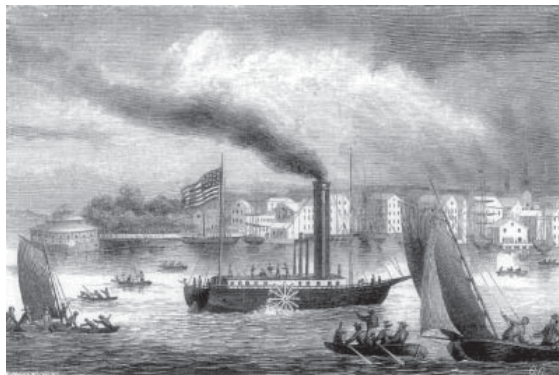
Why mark the bicentennial of 1811? Remembered as the “annus mirabilis” or year of miracles, it was a wondrous year indeed. Among its natural wonders, 1811 saw skies over America streaked by a great twin-tailed comet, one that would not be seen again for two thousand years. At the same time in 1811, America was shaken by its greatest earthquake of record, epicentered at New Madrid on the Mississippi River with shocks felt as far away as the Atlantic coast. That same fateful year saw animals acting strangely—mass migrations of thousands of squirrels swimming across the Ohio River headed south. Americans observing the comet overhead, watching swarms of squirrels swim rivers, or feeling sharp earthquake shocks may have feared their world was doomed.

Human events were equally portentous. Native Americans led by the great warrior Tecumseh organized a confederacy to oppose the advancing settlers; and in 1811 General William Henry Harrison’s army marched to suppress tribes in Indiana at Tippecanoe, a battle often considered first of the war of 1812 with the British. Slaves in the deep South united in their greatest revolt in United States history, marching on New Orleans before troops dispersed them. Amidst this turmoil, the *New Orleans* sailed from Pittsburgh down the Ohio and Mississippi rivers, the first steamboat to make such a voyage triumphantly.

Robert Fulton had designed the first commercially successful steamboat in American in 1807 on the Hudson River, and in hope of expanding his steamboat business to the inland rivers he joined with part-

ners Robert Livingston and Nicholas Roosevelt to build a steamboat at Pittsburgh, the head of the Ohio River. To plan this business, Roosevelt scouted the Ohio and Mississippi rivers in 1809, opening coal mines to fuel steamengines, then went to Pittsburgh to build the steamboat. Finishing the steamboat in October 1811, he embarked, bound to the city for which the boat was named *New Orleans*. Aboard were his pregnant wife Lydia and little daughter Rosetta as passengers, a pilot, an engineer, six crewmen, two maids, and one pet dog. Built like a ship, the *New Orleans* sported sailing masts, portholes, bowsprit, and was painted skyblue. When cruising downriver at ten miles an hour, its engine roared and banged so that riverside communities became alarmed, fearing the great comet overhead had fallen into the river, or perhaps the British and tribes were coming to attack. As the *New Orleans* sailed south, the great comet was at its brightest in October 1811, and on November 7 General Harrison and the American legion confronted Tecumseh’s confederation at Tippecanoe.

To allay alarms on the Upper Ohio, Roosevelt stopped at several ports for public inspections of the first steamboat they had seen. When he reached Louisville, Kentucky, at the end of October, he and his wife celebrated the shipboard birth of their first son, Henry, and rested, awaiting highwater to submerge the Falls of the Ohio. While tarrying for the rise, Roosevelt ran excursions upriver as far as Cincinnati, demonstrating his



New Orleans

boat’s power to stem river currents and building markets for this novel transportation mode.

When the river rose in December, Roosevelt hired a pilot to steer the steamboat down whitewater rapids called the Falls of the Ohio, passing over jagged rocks with inches to spare, and then steamed down the Lower Ohio, where thousands of migrating squirrels were strangely on the move. Near the modern site of Tell City, Indiana, Roosevelt stopped to load his boat with coal from a mine he had purchased earlier, thereby launching a commercial coal industry along the lower river. He paused again at Henderson, Kentucky, hoping to meet his friend John James Audubon who had opened a store there. Passing the mouth of Tennessee River at the modern site of Paducah, Kentucky, the *New Orleans* entered Indian territory—the Chickasaw tribe then possessed Western Kentucky and Tennessee—and when the steamboat landed to collect firewood its crew met tribesmen who labeled the boat the “fire canoe.” Indeed warriors tested their paddling skills in a race with the steamboat, although Roosevelt took the race as a possible threat until the steamengine showed greater endurance than human power.

continued on page 9

111th Congress, Second Session

By Yvette Wissmann, Darrell Conner, and Rolf Marshall

Congress spent the better part of 2009 debating job creation, economic recovery and health care legislation, which consumed the majority of floor debate and votes. Consequently, maritime-specific legislation, like the Coast Guard Authorization bill, was placed on the back burner. In December 2009, Congress wrapped up its work for the first session of the 111th Congress, completing its work on Fiscal Year 2010 (FY2010) spending bills, which included funding for several maritime-related provisions.

A “minibus” appropriations bill (P.L. 111-117), which was signed into law on December 16, 2009, included funding for the Department of Transportation, provided:

- \$174 million for the Maritime Security Program (MSP). MSP funding supports the operation of 60 commercially viable, militarily useful, privately-owned U.S.-flag vessels in the foreign commerce of the United States. Participating operators are required to make their ships and commercial transportation resources available to the Department of Defense during times of war or national emergency.
- \$5 million for Title XI shipbuilding loan guarantees. Title XI funds are used by U.S. ship owners to replace and expand their fleets of ships to meet the Nation’s energy transportation needs, domestic commerce requirements, and to serve as a military auxiliary in times of emergency.

- \$15 million for the Small Shipyard Assistance Program. This program makes funds available for grants for capital and related improvements for qualified shipyard facilities that will help foster efficiency, competitive operations, and quality ship construction, repair and reconfiguration.

The FY2010 Defense appropriations bill (P.L. 111-118), signed into law on December 19, 2009, also contained \$30 million in Title XI funding.

On October 30, 2009, President Obama signed the FY10 Interior appropriations bill (P.L. 111-088) into law. The bill included a provision that exempts 13 Great Lakes steamships from an Environmental Protection Agency (EPA) rule requirements that they use cleaner fuel. The bill also calls on EPA to consider granting waivers for a separate category of Great Lakes ships that run on diesel fuel.

In an effort to stimulate job growth and investment in America’s marine highways, a House-passed jobs bill, the Jobs for Main Street Act (H.R. 2847), provides \$100 million for the

Title XI program. The bill passed the House on December 16, 2009, but has not been considered by the Senate. The Senate passed its version of H.R. 2847, which does not include Title XI funding. The House and Senate will now work to reconcile the differences in the two version of the bill.

Looking ahead to 2010, the President released his FY11 budget proposal on February 1st. The budget includes \$174 million for MSP, but does not fund the Title XI or small shipyard grant programs. Additionally, the budget proposes a cut for the Coast Guard, reducing funds for current assets and missions to increase funds for its top budget priority – long-term recapitalization of vessels and aircraft. The House is beginning its work on the FY2011 spending bills, which will fund these programs.

Due to the November 2010 mid-term elections, Congress will likely face a compressed schedule this year. Combined with a continued focus on job creation, economic recovery and health care, it is unclear if Congress will have time to address maritime-specific legislation. ■



Rolf Marshall



Darrell Conner



Yvette Wissman

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.

NAMEPA Overview

The North American Marine Environment Protection Association was officially launched in 2007. In keeping with the mission of MEPAs worldwide, its aim is to increase environmental awareness and motivation of the human element within shipping and land-based industries that have a vested interest in preservation of the marine environment. Specifically, NAMEPA has the goal of educating the wider public and school communities about the critical importance of the world's oceans to mankind and the maritime industry's role and actions to preserve it.

Through its strategic alliances with port chaplains, industry, and marine interests, NAMEPA reaches seafarers and port communities in most ports in North America. Additionally, NAMEPA will connect with over 3 million children with the message of protecting the marine environment through an on-line education program.

In the past two years, NAMEPA has achieved the following:

- Attracted a membership of 60+, including major publicly and privately held companies, plus significant individuals and foundations; developed strategic alliances with over 20 organizations
- Recruited an outstanding Board of Directors, and adopted a strong governance structure as a 501(c)(3).
- Convened a USCG port response simulation and an environmental crimes panel in New York, plus a Harbor of Safe Refuge Exercise in Houston along with HOGANSAC and the USCG.
- In 2008, produced a National Maritime Day seminar on The Environmental Imperative on Capitol Hill in Washington DC, and hosted a World Maritime Day Observance in New York.
- In 2009, produced a National Maritime Day seminar on "Safety and the Seafarer" at the National Press Club in Washington, DC. NAMEPA is also working in collaboration with the USCG to produce the 2009 World Maritime Day Parallel Event in New York City.
- Represented NAMEPA at 34 industry events.
- Developed a video and upgraded the website.
- Working with Sea Research Foundation, crafted a children's distance learning proposal for educating nearly 5 million children on marine environment protection and the maritime industry. We now need

to get this proposal funded. Children are our future.

- Working through the North American Maritime Ministry Association (NAMMA), we have distributed 12,000 copies of the American Club's poster on environmental crimes to port chaplains for their use to educate seafarers during ship visits.
- Engaged American children in an international drawing contest
- Developed marine debris poster for North American distribution
- Beach clean-up in local areas on September 19th
- Plastic bag campaign
- Collaboration on Wreck Oil Removal Project
- World Ocean Council representative

2009 World Maritime Day Parallel Event

- October 16th in New York City
- United States Coast Guard host to national and international guests
- 2009 Theme Climate Change—Responding to a Changing Environment
- Conference, exposition, science fair, reception

NAMEPA is an industry led initiative to "Save the Seas", and welcomes members who share this mission. ■



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Propeller Club of Houston Donates \$55,000 to Students and Charities

The Propeller Club of the United States of Houston has donated to its designated charities / scholarships. The Propeller Club of Houston has a tradition of service and support to local charities and organizations who have benefited from the Club's many fundraising activities over the years. The Club Membership and Board of Governors along with others within the community work tirelessly in support of these charitable activities and in the interest of Houston's Port and the local Maritime community.

The Houston Propeller Club has donated \$22,500 to The International Seafarers Center of Houston.

The International Seafarers Center provides services, facilities, and transportation to seafarers from aboard the ships docked at the various terminals within the Ports of Houston. Along with support from various organizations, The Houston Propeller Club has donated \$2,000 to Texas A&M University at Galveston.

The Propeller Club of Houston has donated \$17,500 to the Boys & Girls Harbor. The mission of Boys & Girls Harbor is to provide healthy,



CELEBRATING MORE THAN 60 YEARS OF CARING FOR KIDS

comprehensive care for children and families in crisis. For children who are experiencing family hardship, neglect, abandonment or abuse, the Harbor provides a family environment in a home setting. Through its programs, the Harbor strives to help children learn to overcome self-destructive patterns, break cycles of abuse, develop social skills, learn responsibility, and work towards becoming healthy, happy and productive members of society.

Just like many of our accountable charitable organizations, Boy Scout Packs and other Youth organizations frequently visit the Houston Maritime Museum for lectures and tours to enhance their growing knowledge of Maritime History and World Geography. \$5,000.00 was donated to the Houston Maritime Museum by the Houston Propeller Club.

The Houston Propeller Club continues to grow each year. A sponsored spring and fall golf tournament, two shrimp Boils, clay shooting, numerous luncheons, dinners, and cocktail parties throughout the year are presented



and the use of the proceeds are used to support its donations wherein four scholarships are presented yearly to outstanding persons of recognizable talent equaling \$8,000 per year.

For additional information, please contact Dennis Sullivan by e-mail: dsullivan@ss-pc.com or directly at 713-336-7210. ■

Executive Vice President's Message

Congratulations and thanks to the Seattle Propeller Club for putting on a first class Convention, and "kudos" to the Tacoma Propeller Club for all you did to help make our 83rd Annual Convention and Merchant Marine Conference a success! Convention Chairman Captain Eric King and Conference Chairman Stan Barer and Andrew Bennett, Immediate Past Host Port President, played the role of gracious hosts, and "kept the trains" running on time. We also appreciate the efforts of the many members of the Host Port Committee. And, we certainly pleased with the excellent service provided by the Staff at the Marriott, and the high quality meals they served. It was also great to see the way the Tacoma and Seattle Club worked together to assure the Convention's success. Finally, whoever arranged for the weather we had, you are a miracle worker. Thanks!

Congratulations are also in order for those who received our Annual Awards - Arthur Bayer, Jr. from Evansville, Indiana received our Maritime Person of the Year Award. Sadly, we just learned that Mr. Bayer passed away on March 3rd, 2010. Art was instrumental in developing The Evansville and Owensboro Clubs, was a charter member of both, and served on the Board of the Paducah Club. Our condolences go out to his wonderful family.

Ron Kobosky from Tampa, the Southeast Region Member of the Year, was chosen as Propeller Club Member of the Year. The Baltimore Club received our Award for Port of the Year.

We were pleased to have 27 domestic clubs and 7 international

clubs at the Convention. We certainly appreciate the efforts our friends from abroad to travel so far to attend and spend time with us.

The Propeller Club also lost a good friend and strong supporter



Rolf Marshall and John Angus presented a "Certificate of Appreciation", on behalf of the Propeller Club Port of Key West, to MARAD'S Assistant Administrator Jim Caponetti and Shawn R. Ireland, Program Analyst. They played a significant role in MARAD's donating the SS Vandenberg for sinking in the Florida Keys, and providing the \$1.8 million to prepare the ship to become an artificial reef.

when Bob Magee, who headed the American Shipping Group, passed away on November 30th at his home in Tacoma, Washington after a long battle with cancer. He served as a mariner and began working for Totem Ocean Trailer Express in 1986 as Vice President marine operations and went on to become Chairman and CEO of the American Shipping Group. Bob was also very active in civic affairs serving as Chair of the Tacoma-Pierce County Chamber of Commerce and United Way of Pierce County. He was awarded the Admiral the Ocean Sea award in 2004 and was the Propellers Club's Maritime Person of the Year in 2002. James L. Henry, President and Chairman of the Transportation Institute, said Magee was "a true leader in our industry and in civic affairs. He was a visionary and he certainly will be missed."

We are in the midst of preparation for the Salute to Congress dinner, and are pleased to be honoring Senator David Vitter (R-LA). He serves on several Committees of importance to our members, and has been a consistently strong supporter of our merchant marine and maritime industry. The event will take place on Tuesday April 27th at the Congressional Country Club in Bethesda, Maryland. We expect somewhere around 350 guests to be in attendance.

We are also currently soliciting for our annual sponsorship drive. Participation is available at from \$500 to \$5,000 and come with certain benefits depending upon your participation level. Finally, many thanks to our many clubs who have paid their dues for 2010, as we are still "ironing-out" our cash flow which resulted from our transition to an annual fiscal year.

At our Executive Committee in December, we received a thorough briefing from Tad Humphreys who is serving as the Tampa Convention Chairman. Tad is a well respected business owner and well know in the Tampa community. The Committee is well along in their progress and I am quite sure they will continue our string of successful events. There will be a full slate of social events as well as an informative Conference. Tampa hosted a great Convention in 2000, and we will be using the Marriott Tampa Waterside, which also was our Hotel in 2000. We will be calling on our Clubs to do whatever they can help Tampa secure sponsorships. The Convention runs from October 6 - 8, 2010, and, we look forward to seeing many of you there this fall. ■

Year of Miracles *continued from page 4*

Leaving the warriors behind, the steamboat reached the confluence of the Ohio with the Mississippi River at the modern site of Cairo, Illinois. By then the earthquakes of 1811, the greatest in United States history, had begun, shaking the boat and frightening its passengers. Thousands of times stronger than tremors felt in recent times along the New Madrid fault, the quakes destroyed villages, tumbled bluffs into the river, and so changed the river course that the pilot could not find the channel. Roosevelt found the villages of New Madrid and Little Prairie, Missouri, destroyed by the quakes, their settlers taking refuge in rude lean-to shelters. Once, the crew tied their steamboat to an island and during the night that island sank, forcing them to cut the cables to continue their voyage. Fortunately the boat passed out of the quake region before the earthquakes reversed the flow of the river, spilling over its banks to form the modern Reelfoot Lake in western Tennessee.

When the steamboat reached Natchez, Mississippi, at Christmas, the Roosevelts celebrated, not only the holiday but also a shipboard romance. The steam engineer had become so captivated by one of Mrs. Roosevelt's maids that he married her and celebrated their honeymoon in New Orleans when the boat arrived there in early January 1812, welcomed by Louisiana's governor. When the Roosevelts returned to New York, steam engineer Nicholas Baker became captain of the steamboat transporting passengers and freight between New Orleans and Natchez. This trade proved so profitable that the Fulton and Livingston company built more steamboats at

Pittsburgh and put them into service along the inland rivers. Soon, other investors built steamboats competing with the Fulton boats; and Pittsburgh became a steamboat construction and steamengine manufacturing center, followed later by Cincinnati, Louisville, Evansville, and other Ohio and inland river ports.

The steamboat *New Orleans* was the first powered ship on the inland waterways, a major achievement ranking with our modern space shuttles; and it was the pioneer of thousands of steamboats that followed it down the ways throughout the 19th and into the 20th centuries, plying inland rivers from Olean, New York, on the Allegheny River at the east, along the Mississippi south to New Orleans and north to St. Paul, and west to Fort Benton, Montana, on the muddy Missouri. Steamboats revolutionized commercial transportation, gradually replacing unpowered boats and sailing ships. Soon, steamengines powered locomotives on railroads that eventually spiderwebbed the United States. The builders of steamboat engines also marketed them for manufacturing power, gradually replacing waterpower mills and permitting the location of factories anywhere investors preferred. This launched the 19th century industrial revolution in the Ohio and Mississippi valleys and throughout America. The constant need of steamengines for fuel, moreover, stimulated development of our coal mining industry.

Steamboats brought sugar, cotton, and oysters north, Yankee pork, notions, and guns south, and knitted together a national economy and cuisine. Steamboats brought former

slaves, along with banjos, blues, and jazz, north to Memphis, Nashville, and Owensboro, and carried south music from the pens of Stephen Collins Foster and Will S. Hays. Cadences of steamboat roustabouts found eager applications in gospel and popular music. Steamboat culture permeated states bordering the inland rivers and percolated west to the Pacific.

In the 20th century the advent of internal combustion engines and electric motors gradually ended the use of steamengines for motive and manufacturing power. Diesel towboats replaced steamboats for commercial transport on inland rivers, launching the modern barging industry that delivers much of our coal and commodities along the inland rivers. Yet, steamengines remained vital to our technological culture because our appliances and lighting, our computers and search engines, garner most of their electric power from coal or nuclear plants heating steam boilers and spraying high-pressure steam to spin turbines instead of paddlewheels.

Yes, the annus mirabilis of 1811 was indeed a year of wonders, altering our society irrevocably. The pioneer voyage of the *New Orleans* launched transportation, industrial, and cultural revolutions along America's great inland rivers flowing constantly to the sea. This is a reason the Rivers Institute of Hanover College is working with the Steamboat Bicentennial Committee and leaders of many communities along the inland waterways to commemorate the epic voyage of the *New Orleans* and other miracles of 1811. ■

Seattle Convention

Unseasonably warm weather prevailed as over 150 Members, Spouses, Speakers and Guests assembled at the Seattle Marriott Waterfront Hotel from October 7th through 9th for the 83rd Annual Convention and Merchant Marine Conference of The International Propeller Club of The United States. The Convention was, in all respects, well run, informative and entertaining. 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 Captain Eric King, Convention Chairman, Stan Barer, Honorary Conference Chairman and the entire Convention Committee for a job very well done. And, a special thanks is in order to the many sponsors, whose generous contributions helped underwrite the Convention’s events, and in particular to Mr. Barer, Chairman of Saltchuk, which was a major contributor to the event.

Registration commenced on Tuesday, October 6th. And, as has been the custom, the first “Convention” event was a golf tournament at the Harbour Pointe Golf Club and two tours, one at the Boeing Plant and Future of Flight Museum and another for afternoon tea at the Queen Mary Tea Room.

The work of the Convention began in earnest at 8:30 am on Wednesday 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 large crowd, the Club’s officers outlined matters which would be acted upon at the Friday business

session, the election of officers, including the International President 1st Vice President, and Regional Vice Presidents, and the Vice President for Student Ports, the adoption of Positions and Resolutions, a By-laws amendment, 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, and by the Regional Vice Presidents.

At the conclusion of the business session, folks assembled on board the Royal Argosy for a luncheon and an informative and interesting “Port of Seattle 101” Harbor tour, with Port of Seattle officials, including Bill Bryant, the Port of Seattle Commission President, Charlie Sheldon, the Port of Seattle Seaport Director and the John Lockwood. The Marketing Director for Todd Pacific Shipyards serving as our tour guides. We observed ships being loaded and off-loaded, being escorted into the harbor, dry docks and ship repair facilities, bulk facilities and the world-famous “dancing” boat show.

At 3:00 pm, we reassembled at the Marriott for the commencement of the Merchant Marine Conference. The first panel session, “Developing New Trade Opportunities: Customer Perspectives and Expectations,” was moderated by Richard Gluck of the Garvey, Schubert, Barer law firm, and included Phil Lutes, Deputy Managing Director of the Port of Seattle Seaport Division, Steve Lovre, of the Boeing Company and J. Patrick St. Laurent, Global Director of Network Solutions, Expeditors International of Washington. The message: stay close to your customers, and new technologies should be deployed to encourage cost savings in a very competitive global market.

That evening, the President’s Reception was hosted at the Port of Headquarters, on the waterfront at Pier 69. An interesting feature of the facility was a long cut out marble waterway set into the floor – about sixteen inches wide and five inches deep. Yes, several folks got their shoes wet! A beautiful and extra large replica of the Propeller Club of the United States’ Logo graced one of the many food tables stacked with Pacific Northwest delicacies. Entertainment was provided by a musical quartet.



Conference Chairman Stan Barer

The Honorary Conference Chairman, Stan Barer, served as Emcee for the “official greetings” and we were addressed by Tay Yoshitani, CEO of the Port of Seattle, Tim Ceis, the Deputy Mayor of Seattle, and Rocky Smith, Senior VP and General Manager of USWC/Alaska for Crowley Maritime who all warmly welcomed us to the Emerald City.

Thursday began with a continental breakfast, and the Woman’s Propeller Club held their first business meeting from 9:00 to 11:30 am. The Conference resumed at 9:00 am with a panel session on “The Greening of the Industry.” Participants included Carleen Lyden-Klauss, the Executive Director of the North American Marine Environmental Protection Association, Mike Gaffney, Executive Vice

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President, Engineering, Aleris Companies, Inc. and Susan Hayman, Vice President of Foss Maritime Health, Quality, Safety and Environment and was moderated by Tay Yoshitani, CEO of The Port of Seattle. Tay explained that the Port's customers were much more concerned today than in past years with "all things green" and noted that the Ports of Seattle and Tacoma had the smallest carbon foot-print for trade with Asia due to having a shorter sailing distance between those ports compared with other routes.

There was a general consensus that the industry has made considerable progress over the last several years in adopting practices, policies and procedures to mitigate environmental damage, and recognized that we must continue as an industry to continue along that course. It was also agreed that it is important that all the players in the maritime industry need to continue to educate the public and government officials as to the advances the industry has made. It was further noted that there have been many new regulations promulgated by federal State and Local officials, and this will continue.

The third panel session convened at 10:45 to discuss "New Trade and Market Opportunities: Global Possibilities." Moderated by Greg Shelton, Managing Director, Global Trade, Transportation and Logistics, University of Washington, The panel consisted of Captain Simon Douwes of Holland America Line and Greg Dronkert, VP of West Coast Operations, Hornblower Marine Services, Susan Becklund Director Operational Services, Port of Tacoma and Past Port President of the Tacoma Propeller Club, Tong Zhu, Director of Commercial Strategy, Port of Tacoma and Capt.

Michale Moore, VP, Pacific Maritime Association. There was a consensus that the current recession has had a significant impact on trade and shipping. But there was also an agreement that there will be significant opportunities as the economy rebounds. Captain Dowes and Greg Dronkert both addressed the growth in the business of moving "people" rather than cargo, and expressed optimism over future growth.

The Host Port Luncheon began at 12:30 at the Marriott. The Keynote Speaker was Admiral Gary T. Blore, Commander, 13th United States Coast Guard District. We presented the first of our three annual awards, naming Arthur Bayer of Evansville, Indiana as our Maritime Person of the Year. Following the luncheon, Womens Propeller Club Members and attendee spouses participated in a tour "Taste Pike Place Market" from 2:00 to 4:30 pm.

Thursday afternoon was devoted to three "break-out" sessions from 2:00 to 5:00 pm. The first session focused on Student Ports. This year's convention attracted a sizeable number of students, with members from Texas A&M, Galveston, Cal Maritime, Kings Point and others, and this session, as in past years, focused on "how do I get a job when I graduate?" A good number of our officers and members attended and offered helpful advice, and a number of business cards were exchanged.

The second session was for Regional Vice Presidents. The attendees exchanged thoughts on how they can strengthen clubs in their regions, and how they can be more effective in their relationships with their clubs. It was also conceded that the Southeast Region serves as a model for how a Regional structure, including an annual

Regional Conference, can strengthen its member clubs.

The last session, for Port Presidents, was well attended. A number of common issues were discussed, ranging from dues levels to member recruitment and retention. There was a discussion of just what Clubs can do with respect to influencing legislators in state and Federal bodies. There was a general consensus that it is permissible and appropriate for Club officers and members to meet with and discuss their concerns with their elected representatives, but it was also noted that there is a Federal Law that defines and regulates "lobbying" and many states have similar provisions. It was also acknowledged that there is a Constitutional right to petition government, but also acknowledged that such activities must be consistent with federal and state law, which in many cases are confusing and arcane. Membership recruitment, fund-raising and other topics of mutual concern were discussed.

The Port of Tacoma Chow Down commenced at 6:30 pm at the Maritime Event Center at Bell Harbor Conference Center. Several of our members were transported from the Marriott to the Bell Center by bicycle propelled pedacar t for two. The Welcome and Key Note Address were delivered by Timothy J. Farrell, the Port of Tacoma's Executive Director. There was an abundance of wonderfully prepared Pacific Northwest seafood and other delicacies, with hors-d'oeuvres and cocktails on the first floor, and more substantial food served on the second floor. A trio provided great musical entertainment.

Friday commenced with a continental breakfast followed by two

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Seattle Convention

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panel sessions convening at 9:00 am. The First session “East/West Terminal Development, moderated by Charlie Sheldon, Seattle Seaport Director included Gary LaGrange, President and CEO of the Port of New Orleans, Mark Knudsen, VP of Business Development, SSA, and Deron Adams, Director Intermodal Hub and Facility, BNSF

The final panel, “The Future of Maritime Trade” began ran from 10:15 to 11:15 am and was moderated by Sean Connaughton, Corporate Vice President of Government Affairs, American Bureau of Shipping.

Panelists included Timothy Brown, President, Masters, Mates and Pilots and Keith Lesnick, Associate Administrator for Intermodal System Development, MARAD and Mead Treadwell, Chairman and CEO, Venture Ad Astra (Chair, US Arctic Research Commission), who looks to a “Northwest Passage” becoming a reality.

Women’s Propeller Club members and spouses were taken on a Gray Line Bus Tour from 2:00 to 5:30 pm – “Seattle City Sights.” The trip took participants to Commodore Park to view the ship canal locks, the canal promenade, and the fish ladder where salmon swim upstream to their birth place.

Regional meetings took place from 2:00 to 3:00 pm, followed by the continuation of our annual business meeting at 3:00 pm. The delegates approved an amendment to our By-laws making the terms of our elected International Officers two years, adopted our Positions and Resolutions, and re-elected our Officers. Finally, bids were accepted

from LeHavre for our 2011 Convention and New Orleans for 2012. 2010 will be in Tampa.

The final, and much anticipated Convention event was the Gala Dinner Dance at the Marriott.

During the dinner, the Women’s Propeller Club conducted their 50/50 raffle, with Laneesha Droher from Texas A&M Galveston taking home \$1,310. Entertainment was provided by a great band, Shelly and the Curves, and was fronted by three lady singers who sported shocking pink, fluffy, feather boas over their black sequin leotards with black stockings. Rumor has it that the boas “made their way” to some of the Gala Participants!

The Merchant Marine & Maritime Industry Luncheon began at 11:30 am and featured David T. Matsuda, Deputy Maritime Administrator and Acting MARAD Administrator.

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. These, like all of the meetings associated with the Convention, were open to all members. 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 communica-

tion, hosting of regional conferences, coordination with Headquarters, increasing membership and other topics of mutual concern.

The second session focused on Port Presidents. The conversations focused on the duties and responsibilities of Port Presidents, 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. Regular 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 “mariner’s” school. ■



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