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COVER: *Marine Science Tech (MST) 1 Monica Vidal and MST3 Blake Wallace perform a U.S. Coast Guard inspection at the Port of Baltimore. Photography by Kathy Bergren Smith.*

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Taking Steps to Keep Cruise Business Climbing

Earlier this spring, the Port of Baltimore began using a new, state-of-the-art passenger boarding bridge at its cruise terminal. The new boarding bridge is an enclosed walkway between the cruise terminal and a cruise ship. It is equipped with heating and air conditioning, can withstand high winds, and is mobile and flexible enough to accommodate different-sized cruise vessels.

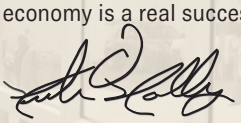
Our goal as a cruise port is to provide our passengers with a top-notch cruise experience from departure to return. The boarding bridge is another element that will add to that overall experience and put us on par with any other boarding bridge in the United States.

The future for Maryland's cruise business is bright. This year we expect another record-breaking year for cruising from the Port of Baltimore with 112 cruises scheduled to the Bahamas, Bermuda and Caribbean. Last year, a record 210,549 people sailed on 90 cruises from Baltimore. This year we are expecting between 230,000 and 240,000 people.

Those numbers are a far cry from just a few years ago when only 25 to 30 seasonal cruises sailed from Baltimore. Our success in cruise is due to a number of factors. One is the unique location of the cruise terminal positioned right off Interstate 95, the main street of the U.S. East Coast. More than 120,000 vehicles drive right past the cruise terminal every day. It is also not uncommon to see cars from New York, New Jersey, Pennsylvania, Ohio and the Carolinas parked at our cruise terminal.

Another key reason for the success of cruise is our location in the fourth largest consumer market in the nation. Baltimore is located within a four-hour drive of eight of the 10 wealthiest counties in the United States, and we are within a six-hour drive for 40 million people. Baltimore is also the closest East Coast port to Pittsburgh, Cleveland, Indianapolis and Chicago, and the New York metro area is within a three-hour drive. Surveys tell us that more cruise passengers today would rather drive several hours to reach their cruise ship than pay airfare to fly a family of four to a more distant cruise port.

Baltimore is now ranked sixth on the East Coast (behind only four Florida ports and New York) for cruise passengers and 14th nationally. Why is the success of our cruise business so important? It helps contribute to the health of the economic engine that is the Port of Baltimore, generates $90 million in economic impact for Maryland and supports about 500 jobs. Without a doubt, Baltimore's cruise business and the positive impact it has on Maryland's economy is a real success story.



Martin O'Malley, *Governor*

Cargo Statistics Show Port is Gaining More Momentum

Governor O'Malley recently announced that business at the Port of Baltimore saw a strong rebound in 2010 after a down 2009 year caused by the economic downturn. This recovery is very good news not only for the Port, but for the thousands of family-supporting jobs that depend on the health and vitality of the Port of Baltimore.

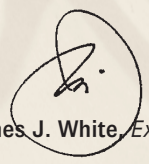
The economic recession had a very negative effect on all ports, and Baltimore was no different. We had cargo tonnage decreases in all of our major commodities. However, throughout one of the worst economic periods in the history of our country, the Port of Baltimore was still able to maintain our market share. Baltimore today is still ranked first out of about 360 U.S. ports for Roll-On/Roll-Off cargo, imported forest products, imported sugar and imported gypsum. We are ranked second for exported cars and imported iron ore. Baltimore is third nationally for imported cars, imported aluminum and exported coal. Overall we are ranked 12th for dollar value of cargo and 15th for cargo tonnage.

Last year we began what will be a slow climb back to pre-recession levels. The amount of foreign commerce that made its way to Baltimore's public and private terminals was 33 million tons, a 47 percent jump from the year before, which was the largest increase among northeast ports. The overall dollar value of the cargo that transited our piers was $41.5 billion, 37 percent higher than in 2009.

Bulk cargos, like sugar, salt, coal and gypsum, which are handled by our private terminals, were up a remarkable 61 percent. Imports were up 26 percent and exports jumped 72 percent.

General cargo at the public terminals reached 8.1 million tons, an increase from 7.3 million tons in 2009. The number of autos handled was up 44 percent; containers were up 17 percent; pulp and rolled paper were each up 11 percent; and Roll-On/Roll-Off was up four percent.

While these are all good signs, a complete recovery for our business portfolio is still a work in progress. Nevertheless, as we move forward, we are very excited about our future. Progressive business partnerships, like our agreement with Ports America Chesapeake for Seagirt Marine Terminal, in addition to wise infrastructure investments and long-term contracts with several key port customers, mean that, with a recovering economy, the Port of Baltimore is clearly in an enviable position for the years ahead.



James J. White, *Executive Director*

SOUNDINGS

The happenings in and around the Port

PHOTOGRAPHY BY KATHY BERGREN SMITH

Annual Dinner participants included, top left, Helen Delich Bentley, Anne Ferro and Traffic Club President Michael Albi (Seabridge International). Top right, Ferro also posed with former Motor Vehicle Administration colleagues.

EVENTS

Ferro Piped In as Traffic Club's Person of the Year

The Traffic Club of Baltimore recently held its 98th Annual Dinner, a gala event rich in tradition. Included in the activities was the "piping in" of the Traffic Club's Person of the Year by a pair of bagpipers. This year's honoree was Anne Ferro, the head of the Federal Motor Carrier Safety Administration.

Ferro was introduced by Helen Delich Bentley, a long-time friend and mentor. Assistant Secretary of Transportation John Porcari, a former Maryland Secretary of Transportation, also spoke of Ferro's leadership in the field of trucking safety in Washington, D.C., where she recently concluded a delicate set of negotiations with the Mexican government.

A longtime friend of the Traffic Club community, Ferro served as both the administrator of the Motor Vehicle Administration and the CEO of the Maryland Motor Truck Association.

The evening continued with dancing and a "Las Vegas Night" of games benefiting the Traffic Club's charitable fund.

AUTOS

Mitsubishi Fuso Rolls In to Port

The Port of Baltimore is now receiving the Fuso cabover, a Class 3-5 truck cab and chassis manufactured by Mitsubishi Fuso Truck and Bus Corporation (Japan). The Fuso is described as a versatile workhorse that can be customized for a variety of uses.

"Every month we'll have vehicles coming in from April going forward," said Mike Rumsey, Vice President of Sales Operations for Mitsubishi Fuso Truck of America, Inc. Rumsey expects to bring more than 2,500 units through the Port this year. The company uses AMPORTS, Inc. as its processor.

"We've been doing business with the Port for a long, long time, more than 25 years now," Rumsey added. "It's centrally located, it's a great distribution center and the folks at AMPORTS are second to none."

As Larry Johnson, Trade Development, Maryland Port Administration, noted, "Mitsubishi Fuso has been here quite awhile. They're a steady, good customer."

BILL MCALLEN

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NEWSMAKERS

Schaefer Award Goes to CSX CEO

The Baltimore Museum of Industry has announced that the 2011 William Donald Schaefer Industrialist of the Year Award is being presented to Michael J. Ward, Chairman and CEO of CSX Corporation, at the 8th Annual Industrialist of the Year Award Luncheon on June 9.

The Industrialist of the Year Award was established in 2004 to recognize and celebrate visionary business leaders who play a vital role in Maryland's industrial and economic life. Each year, more than 350 people attend the award luncheon, a major gathering of Maryland's industrial, business and economic leaders.

PHOTOGRAPHY BY BILL MCALLEN

SHIPPING

Maritime Administration Sees Exports in Action

Officials from the U.S. Maritime Administration in Washington, D.C., visited the Port of Baltimore in March to see firsthand that exports are much more than a line on a balance sheet. US Ocean, LLC — a U.S.-flag ocean carrier managed by Intermarine, LLC — hosted an event onboard the *Ocean Atlas*, which called on the Port to load Grove cranes manufactured in Pennsylvania. The event, called "Exports in Action," also gave officials a chance to tour the ship and Port facilities.

Attending the "Exports in Action" event were, from left, Robert Kiefer of American Marine Officers; Andre Grikitis of Intermarine, LLC; George Tricker of Seafarers International Union; former U.S. Rep. Helen Delich Bentley; Leo Bonser of Intermarine, LLC; David Matsuda of the U.S. Maritime Administration; and Ocean Atlas *Capt. Scott Lund.*

KATHY BERGREN SMITH

CARGO

Windmill Tower Sections Arrive From Indonesia

The Port of Baltimore recently received a wind-turbine windmill shipment that included 28 towers, each in five sections, delivered to Rukert Terminals. The tower sections weighed between 50 and 70 metric tons each and arrived in three shipments from Indonesia.

Rukert unloaded the sections onto specialized Schnabel trailers, and then used the terminal's 275-ton and 210-ton cranes working in tandem to move the sections onto flat railcars. The paint on the tower sections needs to last 30 years, so it is imperative that the pieces are handled with great care.

The towers then headed for Ohio on CSX trains.

Maryland Port Administration Trade Development Manager Cynthia Burman said the Port is ideally suited to handle wind energy components. "Our location, our terminal facilities and our truck and rail capabilities make us a natural port for these cargoes," said Burman, "Rukert Terminals did an excellent job handling this shipment."

NEWSMAKERS

Historical Society Honors Bentley

Former U.S. Rep Helen Delich Bentley was honored at the National Maritime Historical Society Annual Awards Dinner in April at the National Press Club in Washington, D.C.

Gary Jobson — yachtsman, author, commentator and President of U.S. Sailing — served as the Master of Ceremonies. Admiral Robert J. Papp, Commandant of the U.S. Coast Guard, presented the award to Bentley for her lifelong advocacy of the U.S. Merchant Marine while a member of the House Committee on the Merchant Marine and Fisheries, chairman of the Federal Maritime Commission and an award-winning newspaper and TV journalist.

Admiral John C. Harvey, Jr., USN, Commander, U.S. Fleet Forces Command, was also honored for initiating the Commemorations Office as part of the Naval History and Heritage Command to commemorate the Bicentennial of the War of 1812 and the Star-Spangled Banner. Commander Everett Alvarez, Jr., USN (Ret), who was the first Naval aviator shot down over North Vietnam and a POW for eight years, was honored on behalf of all POWs of that conflict.

BILL MCALLEN

NEWSMAKERS

Carroll Knighted by Finnish Consul

Don Carroll, formerly Chairman of the Board for T. Parker Host, was recently knighted by the Hon. Ritva Jolkkonen, Consul of Finland in New York. Carroll, a Baltimore native, was made a Knight First Class of the Order of the Lion of Finland.

For a decade, Carroll served as Honorary Consul of Finland for Maryland and Delaware. "It was an honor to represent the interests of Finland," he said.

Among other honors he has received for work completed in and around Baltimore, Carroll was named the Baltimore Junior Association of Commerce's Port Leader of the Year in 2003. He retired from his role as consul in 2010 and was succeeded by T. Parker Host's David R. Chenowith.

PHOTOGRAPHY BY BILL MCALLEN

Among those welcoming the arrival of the handcrafted Pride of Baltimore II *model to the Baltimore Visitor Center was Mayor Stephanie Rawlings-Blake, top left.*

HISTORY

Pride of Baltimore II Unveiled as 7-Foot Model

A handcrafted, 7-foot-scale model replica of the *Pride of Baltimore II* is now on permanent display in the Baltimore Visitor Center, coinciding with Baltimore's commemoration of the bicentennial of the War of 1812.

Following the unveiling of the model in March, visitors to the Inner Harbor-based center can now view the intricate characteristics of an icon of Baltimore's rich maritime history, while the original *Pride II* travels the world as an ambassador ship. James Wheeler and his apprentice, Spruce Whited, needed more than 1,100 hours to construct the replica.

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ProjectFinance and InfrastructureFinance

TERMINALS

Seagirt Partnership Named 'Logistics Deal of the Year'

Project Finance Magazine awarded its "North American Logistics Deal of the Year" for 2010 to the Maryland Port Administration for its 50-year agreement with Ports America Chesapeake.

The landmark agreement, signed in January 2010, let Ports America lease the 200-acre Seagirt Marine Terminal in return for building a 50-foot container berth for the Port of Baltimore. This partnership is expected to produce 5,700 new jobs, and total investment and revenue to the state could reach $1.8 billion over the life of the agreement, while generating $16 million a year in new taxes for Maryland.

This is the second time the agreement has received an award; *Infrastructure Investor Magazine* awarded it the "North American Infrastructure Deal of the Year."

NEWSMAKERS

Freight Forwarding Company Taps Lowy as New President

Dartrans, an international freight forwarder with partnership agreements worldwide, appointed Bridget Lowy as President and Chief Operating Officer (COO). Lowy, who has been with Dartrans for 20 years, most recently served as the company's Vice President and General Manager.

"As our clients already know, there are very few people in the international freight forwarding business with the combination of experience, expertise, perspective and dedication to quality service possessed by Bridget Lowy," said Dartrans Founder David A. Rice, who will continue as Chairman and Chief Executive Officer.

In her new role, Lowy will handle daily management and oversight of all Dartrans personnel and business operations. Rice will shift his focus to client relations and strategic planning.

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PHOTOGRAPHY COURTESY OF MARITIME ENVIRONMENTAL RESOURCE CENTER

Ballast Water Cleaning Systems Tested in Baltimore

Thanks to an innovative partnership between Maryland officials, industry representatives and university-affiliated researchers, the Chesapeake Bay is an international testing center for treatment systems that remove organisms from ballast water.

The Maritime Environmental Resource Center (MERC, www.maritime-enviro.org), which is funded in part by the Maryland Port Administration (MPA) and the U.S. Maritime Administration, has been testing ballast water treatment systems and other Green Ship innovations for the past three years. At the end of June, a new mobile test platform, built on a barge, is expected to open. The $2.7 million research and testing facility has the primary goal of preventing the spread of invasive aquatic species into the Bay and waters around the world. Currently, more than 150 invasive species have been found in the Bay, most of which are thought to have been introduced by ballast water.

"We've grown quite a bit, with significant funding from a variety of sources committed to addressing critical maritime environmental issues," said Dr. Mario N. Tamburri, Director of MERC and a professor at the University of Maryland Center for Environmental Science.

MERC is one of three ballast water treatment testing facilities in the United States and one of only a handful worldwide. By placing its facility on a barge, MERC allows researchers to move to different areas of the Bay, where salinity and biological communities differ. The Bay region also offers four distinct seasons with corresponding changes in water temperature, and diverse and abundant aquatic life to challenge treatment systems.

John Vasina, Project Manager with the MPA, explained that MERC has been testing treatments aboard MARAD's M/V *Cape Washington*, a working cargo ship. But the *Cape Washington* must be deployed whenever the military needs her, and then researchers have to dismantle their equipment.

"MERC wanted to establish a more permanent center," Vasina said, adding that the barge will be able to accommodate a few different manufacturers to test their systems within the testing season. Treatment manufacturers are eager to begin developing and testing systems.

> MERC is one of three ballast water treatment testing facilities in the United States and one of only a handful worldwide.

The new facility will meet all the criteria for testing, while providing vendors with an unbiased way to test systems.

"The criteria for testing is very stringent and based on EPA protocols, while the U.S. Coast Guard sets the criteria for what you can discharge," Vasina said.

According to Tamburri, "We look forward to providing technology developers/vendors with facilities and expertise to test new innovations, while providing regulatory agencies and vessel owners with the information needed to better protect our environment."

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EMS Identifies Significant Environmental Impacts

When digging takes place around the Port of Baltimore — whether it's for construction, repair work or some other purpose — Barbara McMahon wants to know what happens with the pile of dirt next to the hole.

McMahon, MPA Manager for Safety, Environment & Risk Management, is concerned that the dirt could wash into the harbor, turning into sediment pollution. To prevent such occurrences, she uses a powerful tool: the Environmental Management System (EMS).

The EMS is much more than just paperwork that sits in a file; it's actively used to identify aspects — meaning the products, services or activities associated with Port operations — that are most likely to significantly impact the environment.

Every 18 months, aspects are identified or reevaluated. Particular attention is paid to new activities undertaken by the MPA, whether it's simple maintenance, a new process or the addition of a piece of equipment. McMahon reviews work orders and gathers input from various departments to create a significant aspects list.

"People from various departments meet quarterly; we talk about MPA maintenance activities and categorize them by their impact," McMahon said. "We ask, 'Is there a legal mandate to manage them?' We catalog them and address the most critical first." Using the EMS, a core team of MPA employees — both management and labor — can demand additional review from managers and supervisors.

Non-hazardous soil management recently made the significant aspects list, as did trash and litter prevention, fueling, and oil and water separator operations and maintenance. Some of the fixes are easy, such as installing trash cans on cranes at the Dundalk Marine Terminal. The core team also evaluates more expensive or complicated solutions: Would a vacuum truck be effective for cleaning storm drains?

Some of the core team's work is extremely detailed, such as when it comes to evaluating all fueling operations at the MPA and developing and implementing procedures that encompass everything from standard operating procedures to work orders.

The significant aspects list is just one piece of the overall coordinated strategy created by the EMS to improve operations from an environmental standpoint.

"It's the backbone of what we do on the terminals for the environment — everything emanates from the EMS," McMahon said.

EPA Honors MPA with Regional Award

The U.S. Environmental Protection Agency (EPA) Mid-Atlantic Region recently honored the MPA with a 2010 Environmental Achievement Award. The award recognized the MPA's role in several environmental programs, including Dredged Material Management, Clean Diesel and Schoolyard Greening.

COURTESY OF U.S. EPA

At the Environmental Achievement Award presentation were, from left, EPA Regional Administrator Shawn M. Garvin, MPA Deputy Executive Director M. Kathleen Broadwater and MPA Deputy Director of Harbor Development Frank Hamons.

"The MPA is very honored to receive this national recognition for our environmental programs," said MPA Deputy Executive Director M. Kathleen Broadwater, who was joined by MPA Deputy Director of Harbor Development Frank Hamons when accepting the award during a reception in Philadelphia. "From rebuilding islands and wetlands in Maryland waters using dredged material, to helping to reduce emissions in and around the Port of Baltimore, the MPA, under the leadership of Gov. Martin O'Malley, will continue looking for additional ways to minimize our carbon footprint, improve air and water quality, and protect the health of our Port workers, neighboring communities and Chesapeake Bay."

When announcing the award, EPA Regional Administrator Shawn M. Garvin noted, "Over the past several years, while managing millions of cubic yards of dredged material taken from the bottom of the Baltimore Harbor and Chesapeake Bay, the Maryland Port Administration has improved water quality, reduced air emissions, created wildlife habitat and become the largest creator of wetlands in Maryland. The Port Administration's contribution is improving the environment in the mid-Atlantic region."

WWL Earns Green Shipping Award

Wallenius Wilhelmsen Logistics (WWL) received a prestigious Green Shipping Award in February. Christopher Connor, President of WWL Americas and Deputy CEO of WWL AS, accepted the award during the Panama Maritime X Conference & Exhibition in Panama City.

Presented by the Panama Maritime Authority, the award recognizes companies that are outstanding performers based on several criteria: the development of environmental security and protection plans on an international, regional and/or national level; implementation of technology to reduce maritime and atmospheric contamination; and establishment of emergency strategies.

WWL's environmental initiatives in North America are spearheaded by Michael S. Derby, General Manager, North Atlantic Operations, Ocean, Terminal and Environmental Affairs, Region Americas. Derby's office is based at the Port of Baltimore. "That's a big feather in the Port's cap," said Richard L. Sheckells, Jr., Chief of Environmental Initiatives for the MPA. "Mike is a very humble guy who does hard work; he's very influential in terms of environmental leadership."

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Floating Wetlands

Late last summer, the Waterfront Partnership of Baltimore installed a floating wetland on the harbor side of the World Trade Center in the Inner Harbor as part of an ambitious goal to clean the harbor enough to make it safe for swimming and fishing.

The harbor once was surrounded by wetlands, which acted as filters. But the development of bulkhead and piers destroyed that natural filtering system; the floating wetland serves as a biofilter.

Stormwater Management Discussed

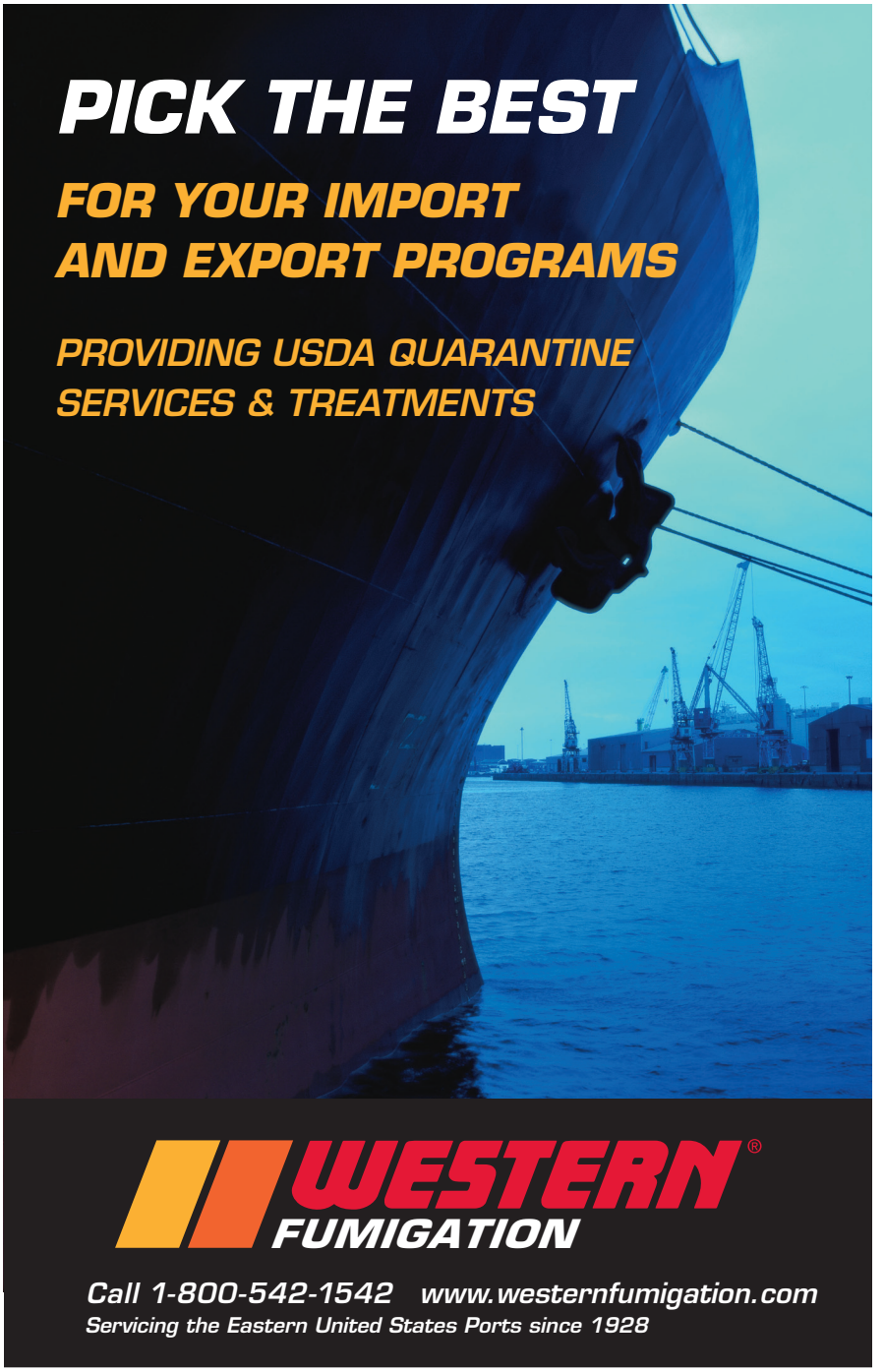
Three workshops on Maryland stormwater management regulations for redevelopment projects were sponsored in March by the Patapsco Back River Tributary Team, along with the Upper Western Shore Tributary Team.

The workshops, which included hands-on training to identify the most effective stormwater management techniques, were designed for both local government staff involved in the review and permitting of stormwater management and the developers and consultants who submit the plans. Funding was provided by a grant from the U.S. Environmental Protection Agency.

COURTESY OF MPA

Volunteers Conduct Spring Cleaning

The clean-up of a Baltimore-area park was sponsored in early April by the MPA, Brooklyn and Curtis Bay Coalition, Living Classrooms Foundation, Maryland Environmental Service and National Aquarium. Volunteers filled 150 trash bags while removing litter, debris and invasive plants from around a stream and trail at the Farring Baybrook Park, which is located between Brooklyn and Curtis Bay. The final clean-up count also included 25 tires, three bicycles, two car doors and a variety of household items.



KATHY BERGREN SMITH

COURTESY OF U.S. COAST GUARD

"The common and vital thread is a productive, collaborative relationship with key Port partners to develop an operational culture that keeps the Port of Baltimore safe and secure while remaining economically competitive."

Safety on Solid Ground

Port has Effective Partnership with Coast Guard

The job of the U.S. Coast Guard can be one filled with excitement. But when it comes to securing the large, bustling Port of Baltimore, the operation's success doesn't necessarily depend on Guardsmen rappelling out of helicopters or cutters slicing through the waves. Instead, security often comes down to carefully designed plans, adherence to federal regulations and, most importantly, a cooperative effort with the Port.

Not so exciting perhaps, but very necessary.

Thanks in large part to a spirit of cooperation fostered between the Maryland Port Administration (MPA) and Capt. Mark O'Malley, who is in charge of U.S. Coast Guard Sector Baltimore, the Port has received excellent evaluations for security.

"The common and vital thread is a productive, collaborative relationship with key Port partners to develop an operational culture that keeps the Port of Baltimore safe and secure while remaining economically competitive," O'Malley said. "The Coast Guard enjoys tremendous support from the MPA and all the Port

BY NANCY MENEFEE JACKSON

partners both public and private to keep the Port of Baltimore as a leader in this regard."

A goal of Maryland Gov. Martin O'Malley since taking office has been to make the Port among the top U.S. ports for security. According to MPA Executive Director James J. White, "We are extremely fortunate at the Port of Baltimore to have excellent cooperation and effort from Coast Guard Sector Baltimore. Capt. O'Malley is an outstanding leader and his team is a key reason why our Port has made such significant progress in the area of port security in the last few years."

Commander Kelly Post, Chief of the Prevention Department at Sector Baltimore, notes that a key to Port security is "developing a culture among the Port that security is important."

"We can't be out there all the time," she added. "The helicopters and cutters are good visibility for us, but more of the action in Port safety and security takes place behind the scenes."

KATHY BERGREN SMITH

Keeping the Port of Baltimore safe and secure involves meetings to discuss the findings of inspections such as those conducted by, photo at right, Marine Science Tech 3 (MST3) Angela Ford and MST1 Tyler Krulla.

Following the terrorist attack on 9/11, the International Maritime Organization, an agency of the United Nations with 169 member states, amended its code to include security measures. The U.S. Congress passed the Maritime Transportation Security Act, detailing security regulations for ports. The Coast Guard enforces compliance with specifics set forth in both measures. "But it's the facilities and the vessels and the people who use the Port who secure it," Post noted.

The Coast Guard provides spot checks for safety and security, requires facilities to undergo an annual inspection and helps set up security exercises that involve responding to a breach of security or safety. Additionally, at least twice a year at the Port the Coast Guard participates in Multi-Agency Strike Force Operations (MASFO). In conjunction with a dozen other federal agencies, the Coast Guard arrives unannounced at a facility and checks everything

(Continued on page 22)

Safety Goes Hand in Hand with Security

The Maryland Port Administration (MPA) has developed a rigorous fire safety inspection program with the assistance of the Maryland State Office of the Fire Marshal and the U.S. Coast Guard.

"The goals of our program are two-fold — prevent fires from starting, and if one does start, lessen its impact on employees and buildings," said Frank Fennell, Fire/Life Safety Inspector for the MPA. "Even a small, smoky fire can be devastating in terms of damaged or ruined lost cargo."

Education and training is provided to MPA staff and offered to terminal tenants and their employees. "Most of the areas within the terminals are leased, and we work cooperatively with these tenants to educate them on fire/life safety issues to protect employees and property," said Barbara McMahon, MPA Manager of Safety, Environment and Risk Management. "We're not the inspection police, but part of an effort or a team to

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KATHY BERGREN SMITH

Coast Guard Efforts Have Wide Scope

COURTESY OF U.S. COAST GUARD

Coast Guard's ultimate team leader.

CAPT. MARK O'MALLEY, who commands U.S. Coast Guard Sector Baltimore, understands that true security is achieved by helping those vested in the Port of Baltimore buy into security efforts and maintain daily vigilance.

O'Malley, who took over Sector Baltimore in 2009, is active in several forums concerned with Port security, including the Area Maritime Security Committee, Anti-Terrorism Advisory Council, Federal Agency Quality Working Group, Harbor Safety and Coordination Committee, and Joint Federal Committee. He also participates with the Baltimore Port Alliance, Regional Response Team and Delmarva Water Transport Committee.

For President Barack Obama's State of the Union address in 2010, Sector Baltimore provided 80 personnel, boats and even two aircraft to help secure that event. For a recent nuclear security summit, 110 personnel and 15 boats from Sector Baltimore provided security.

ensure that our facilities are well maintained and in compliance with all codes."

In the course of their daily routines, MPA employees and tenants are encouraged to look for and correct potential fire hazards, such as a blocked exit door, accumulated trash or improperly stored materials. "In the rush to unload a ship, there are a lot of people, with a lot of equipment, doing a lot of things — all at the same time," said Fennell, a 31-year fire service veteran. "Sometimes things don't get put exactly where they're supposed to go."

Renovation projects and new construction plans are also examined to ensure that proper fire suppression and life-safety measures are incorporated. In addition, annual facility inspections conducted by the U.S. Coast Guard have a safety component. "The MPA and tenants accompany the Coast Guard on these very thorough walk-throughs," McMahon said. "We feel that these annual facility inspections have allowed us to improve our inspection and correction processes."

In a recent letter from Coast Guard Capt. Mark O'Malley to MPA Executive Director James J. White, he noted that the results of the 2010 inspection were "excellent, with only minor discrepancies identified. These discrepancies were promptly noted for action or corrected on the spot." O'Malley said the exam's successful outcome "was due in large measure to the continued professionalism, commitment and dedication exhibited by the Operations and Port Security Departments and the Maryland Transportation Authority Police. I appreciate and commend them all for their efforts and a job well done."

White was pleased with the results and praised those in his organization and the Port community. "As part of the MPA's mission, we are committed to providing a safe workplace and protecting our infrastructure," White said. "MPA operations, maintenance and engineering departments integrate fire/life safety into all projects and activities."

COURTESY OF U.S. COAST GUARD

(Continued from page 20)

from cargo and operations to the workers themselves. The focus is not only interagency cooperation, but also ensuring compliance with federal and state intermodal container, truck, air, rail and hazardous material regulations.

"We'll open containers, we'll check manifests, we'll inspect TWIC cards," said Post, adding that other federal agencies have their own agendas for the MASFOs. "The Federal Motor Carrier Safety Administration might inspect a truck's chassis to make sure it's safe. It's a huge joint law enforcement operation."

At a MASFO in 2010, 620 TWIC credentials were verified and 445 containers were inspected. Four containers were held because of undeclared hazardous materials, but the Coast Guard uncovered only two minor security violations: a worker with an expired TWIC card and an illegal substance found in a vehicle.

Throughout the year, Coast Guard teams conducted 306 Maritime Transportation Security Act facility inspections.

Over the years, infractions have been minor — an unescorted person, or an expired TWIC card.

"We've had no major violations," Post said, "and the credit really goes to the facilities and the Port."

The MPA sees a clear link between security and the Port's success as a whole. "Having a safe and secure Port has a direct effect on economic viability," noted White, who had additional praise for the Coast Guard's work. "Without the daily, steadfast efforts of Sector Baltimore, our Port would not be able to maintain thousands of family-supporting jobs and be the economic engine for Maryland that it is today."

COURTESY OF U.S. COAST GUARD

Pilot Assists Coast Guard with Rescue

A Maryland pilot received a U.S. Coast Guard Certificate of Merit this past winter for assisting with a water-bound rescue near Smith Island at the mouth of the Chesapeake Bay.

On an icy January night, two people on board a disabled sailboat, the *Lion's Pride*, sent out a distress call. The Coast Guard unit Station Crisfield dispatched a 41-foot boat, but, due to weather conditions, could not get in touch with the sailboat. Capt. Randall Bourgeois, who was piloting the *Giant Ace* in the rough seas, established communication with the sailboat and relayed critical information about its condition and that of the people on board to the Coast Guard.

The Coast Guard boat initially couldn't find the sailboat, and Bourgeois, assisted by Apprentice Adam Lucas, used the *Giant Ace's* radar to locate the stricken boat some four miles away. Station Crisfield then towed the boat to safety, assisted by Station St. Inigoes. The people on the sailboat did not require medical attention.

The seas were so intense that the Coast Guard boat suffered icing problems due to sea spray.

In presenting Bourgeois with a Certificate of Merit, the Coast Guard said that the pilot's help saved the Coast Guard crew from wasting critical hours searching the wrong area.

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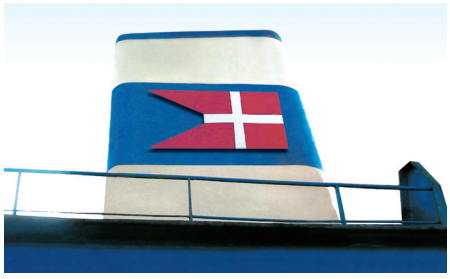

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A Bridge to the Future

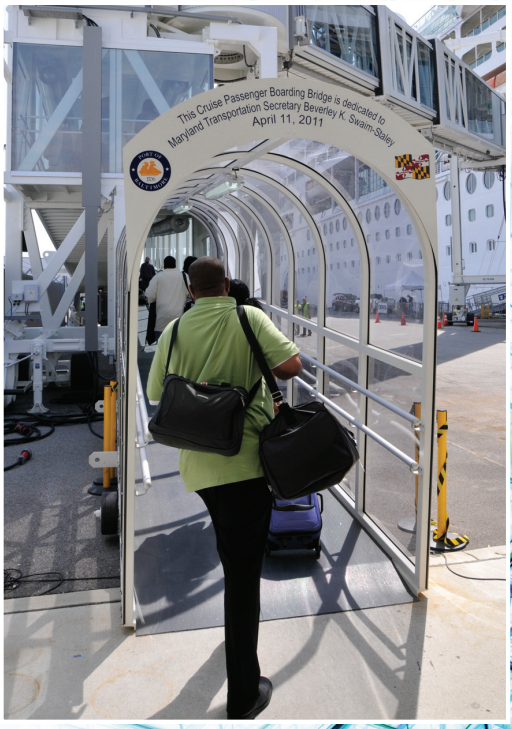
NEW PASSENGER BOARDING BRIDGE, NAMED AFTER MARYLAND'S FIRST FEMALE TRANSPORTATION SECRETARY, IS LATEST STEP IN EVOLUTION OF BALTIMORE'S SUCCESSFUL CRUISE BUSINESS

BY BLAISE WILLIG
Photography By Bill McAllen

During the recent unveiling of a state-of-the-art passenger boarding bridge at the Port of Baltimore's cruise terminal, Maryland Transportation Secretary Beverley K. Swaim-Staley was invited to be among the first in line to climb the new ramp. It would be only fitting, since she had just been surprised with having the $2.9 million walkway named in her honor.

Instead, Swaim-Staley stepped aside to let a steady stream of eager vacationers amble by on their way to a five-day Bermuda cruise on Royal Caribbean's *Enchantment of the Seas*. After all, it was for these passengers – as well as more than 200,000 others cruising out of the Port of Baltimore this year – that the State of Maryland authorized TEAM of Barcelona, Spain, to custom-build the mobile boarding bridge.

As Swaim-Staley noted, a cruise from Baltimore is "the trip of a lifetime" for many passengers. "Our goal is to provide customers with a first-class cruise experience from departure to return," she added. "By investing in our cruise facilities, we are delivering on that commitment."



The official debut of a passenger boarding bridge occurred in April as Royal Caribbean's Enchantment of the Seas *prepared for a five-day Bermuda sailing. In attendance were, right photo from left to right, Maryland Port Commissioner Peta Richkus, MPA Deputy Executive Director M. Kathleen Broadwater, Maryland Transportation Secretary Beverley K. Swaim-Staley, MPA Executive Director James J. White and former U.S. Rep. Helen Delich Bentley. Swaim-Staley was surprised by White's announcement that the bridge had been named in her honor.*

SERVICE AWARD

Presented to Intercruises

Intercruises, which provides ground handling and port agency services to the cruise industry, won an award from Royal Caribbean in March for services it provided in Baltimore to Celebrity Cruises.

Intercruises won the 2010 Ascending Star Award for Celebrity Cruises Most Improved. This is the second time it has won an award in Baltimore; it previously won the award for Best First Turn Operation. The Royal Caribbean Ground Handler Awards, which are based on the competition between all Celebrity and Royal Caribbean ground handlers worldwide, were held aboard Royal Caribbean's *Majesty of the Seas*.

The Port has gone from 27 calls in 2006 to a year-round schedule of 112 calls in 2011, with nearly every trip sold at 100 percent capacity.

The new walkway — one of the latest improvements to a Cruise Maryland terminal that welcomed a record number of passengers last year — comes complete with an integrated rotunda and glass-mounted telescopic tunnels. In addition to being fully enclosed, it is heated, air-conditioned, able to withstand high winds and adjustable to accommodate different-sized cruise ships.

By contrast, passengers previously had to brave the elements as they crossed a 40-year-old, open-air gangway to board a waiting cruise ship.

"I have personally used the [new] passenger bridge, and it is light years away from the old gangway," said Scott Babus of Going Places Travel, a full-service travel agency in Baltimore. Babus likened the previous structure to "something from the 'Pirates of the Caribbean.'"

Maryland Port Administration (MPA) Executive Director James J. White explained during the April 11 unveiling that upgrades at the South Locust Point cruise terminal are in line with recent increases in the Port's cruise business. The Port has gone from 27 calls in 2006 to a year-round schedule of 112 calls in 2011, with nearly every trip sold at 100 percent capacity.

"It's very satisfying to see the cruise business growing in Baltimore," White said. "We knew we had the population here to support it; now, it only makes sense to continue to invest in the terminal and our cruise capabilities."

According to White, later this year a temporary canopy that helps protect passengers as they move from the terminal building to the boarding bridge should be replaced with a "whole new section of glass panels." And for the long term, the MPA is investigating the viability of a second cruise terminal — perhaps located at the Port's North Locust Point Terminal to complement Cruise Maryland's current facility at South Locust Point. Both sites would be conveniently accessible via Interstate 95.

A public-private partnership agreement, similar to the one signed by the MPA and Ports America last year for the operation of the Seagirt container terminal, could be an option. "We're looking into whether it's possible to follow that model," White said.

Meanwhile, the region is enjoying economic benefits to the tune of $90 million per year thanks to the cruise industry. "The sky's the limit in terms of what we can continue to do here," Swaim-Staley said. "There was a time not so very long ago when you thought about this Port as only a cargo port. … Baltimore has become an extremely popular port for cruising."

As Babus noted regarding Baltimore's share of the cruise market, "We started from humble beginnings, and look at us now — one of the most highly rated and respected Ports in the country. … The passenger bridge represents a bridge to the future — one filled with possibilities."

Admiring the new boarding bridge are, from left, Maryland Transportation Secretary Beverley K. Swaim-Staley, MPA Executive Director James J. White and Robert Rose of Royal Caribbean.

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Photo: K.B. Smith

12th Annual Event Addresses Challenges & Success Stories

MARITIME WOMEN Forge Lasting Ties

BY KATHY BERGREN SMITH

"Forging Ahead," the 12th Annual Women in Maritime History Event, drew a record crowd to the Sparrows Point Country Club on March 31. The breakfast event provided a chance for women to celebrate and share the successes of their colleagues across the maritime industries.

This year's program began with a keynote address from Mark Reutter, author of *Making Steel: Sparrows Point and the Rise and Ruin of American Industrial Might*. He related stories of the women who worked in mills inspecting paper-thin sheets of tinned steel bound for the production of tin cans.

Augustine Moore of the U.S. Customs and Border Patrol was honored as this year's "Woman of the Year," and was joined by panelists Marie Burns, Chief of Operations Division for the U.S. Army Corps of Engineers, Baltimore District; Sharon Duboin, Resident Vice President for State Government and Community Affairs at CSX Transportation; and Marge Troy, Owner and President of ProCargo, Inc., a licensed international freight forwarder.

A large crowd was on hand to hear from Women in Maritime History panelists as well as author Mark Reutter, lower left, and "Woman of the Year" Augustine Moore, lower right.

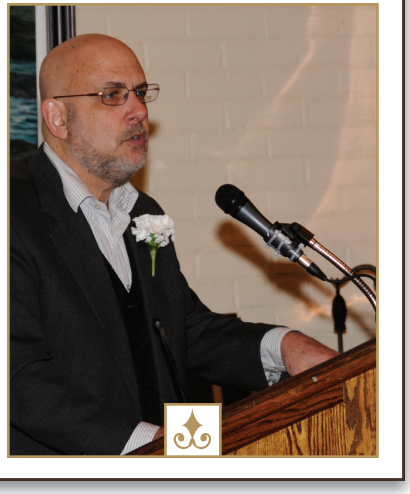
The women shared their stories under the moderation of former honoree Cecelia Donovan, Chief of the Environmental Dredging and Restoration Division of the Maryland Environmental Service (MES). They responded to questions from the audience and spoke candidly of their challenges as women in the workplace.

The program ended with a moving tribute to Lou LoBianco, one of the first men to serve on the Women's History Committee at the Maryland Port Administration. LoBianco, a champion of the event, died last year. A candle burned throughout the event in his honor.

CBP's Moore is Natural Choice as 'Woman of the Year'

They are few, but they're out there — natural leaders who inspire others with a desire to do their best. Augustine Moore, this year's "Woman of the Year" honoree at the recent Women in Maritime History breakfast, has emerged as a leader by combining confidence, competence and honesty with her innate curiosity and an eagerness to learn.

Moore is Assistant Port Director for Trade Operations, U.S. Customs and Border Protection (CBP), at the Port of Baltimore. In this job, she is part of the effort to protect



PHOTOGRAPHY BY BILL MCALLEN

" I have the best job. Along with 58,000 colleagues, we are charged with protecting you and you don't even know it!" ~ Augustine Moore

Panelist Marie Burns, Chief of Operations Division for the U.S. Army Corps of Engineers, Baltimore District

Panelist Sharon Duboin, Resident Vice President for State Government and Community Affairs, CSX Transportation

Panelist Marge Troy, Owner and President, ProCargo, Inc.

PHOTOGRAPHY BY KATHY BERGREN SMITH

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American agriculture from dangerous pests and diseases that might be lurking in imported cargo. Moore's division is also in charge of protecting Americans from unsafe imports of food, as well as seizing counterfeit goods and collecting tariffs. As she puts it, "I have the best job. Along with 58,000 colleagues, we are charged with protecting you and you don't even know it!"

While speaking at the Women in Maritime History event, Maryland Port Administration Deputy Executive Director M. Kathleen Broadwater called Moore a "woman of action," and praised her for actively engaging the Port community.

Moore leads a team of technical specialists at the Port who inspect cargo for threats that sometimes are only visible under a microscope. Her team has had a remarkable record of discovering new pests that might have made their way into the country.

"I am so impressed with my team, we work very well together," Moore said. "They know that I will make the tough decisions and I respect their technical expertise."

Looking back at her childhood, Moore's current work is consistent with how she was raised. Growing up in Milwaukee, Wis., Moore and her three siblings had a single mom who regularly took them on long drives in the country in order to broaden their horizons. "My mother was a really incredible woman," Moore said. "She exposed us to so much and made me want to achieve."

When her mother became debilitated by arthritis, Moore took on the role of running the household. "I just made a decision to do what I could to ease her pain," she recalled. Consequently, rather than spending her teenage years playing sports and going to dances, Moore was a full-time caregiver. It was during this time that she honed both her altruism and her ambition.

Today, those qualities combine to make her a hard-working leader.

"She does not hesitate to add more to her own plate if she knows that you are already swamped," said David Ng, CBP Supervisory Agricultural Specialist. "While having no fear in pointing out things that could be done better, she also takes the time to recognize operations that run well and individual accomplishments. The support and leadership she provides is respected and welcomed."

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MSC Sees Customer Service as Key to Continued Growth

The second-largest steamship company in the world has an image problem. "People think of MSC [Mediterranean Shipping Company] as a niche company," said Mauro Dal Bo, who manages MSC's Baltimore office. Dal Bo wants the world to know that the company is no longer the little shipper that only sails through the Bahamas. "I think people have a different perception of MSC because we grew so fast."

BY NANCY MENEFEE JACKSON | Photography By Kathy Bergren Smith

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AT A GLANCE

- A privately owned company, MSC operates 432 ships and owns 208.
- The world's second-largest container company, it's the leading exporter of containers from the U.S.
- MSC has 30,000 employees worldwide in 420 offices.
- Its ships call on 335 ports in 145 countries on six continents.

Pictured at left: MSC's Mauro Dal Bo wants to make sure his office provides "the personal touch" when dealing with customers.

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The company started in 1970 when Gianluigi Aponte bought a used ship and began a shipping line between the Mediterranean and Somalia. Other used vessels followed, but that era ended in 1996, when MSC commissioned the MSC *Rafaela*, a brand-new container ship with a capacity of 3,301 TEUs.

The size of the ships grew along with the business: In 2005, MSC brought the 8,300-TEU *Rachele* into being, and in 2011, the brand-new *Irene* was launched with a capacity of 13,800 TEUs.

Today, the Geneva-based company owns 208 ships and operates a total of 432 vessels worldwide along 200 trade routes. The company is ranked No. 1 for U.S. exports in containers and No. 2 for U.S. imports in containers.

But in recent years, MSC has shifted its focus from growth to something that can't be measured in TEUs: customer satisfaction. "Today, our goal is to finally dedicate more time to understanding the customer's needs," Dal Bo said. "We are a company continuing to evolve and working to satisfy what the market wants. I would be proud if a client says, 'We use you not only because you have a lot of ships and services, but because you are No. 1 in customer service.' "

Dal Bo, a Verona, Italy, native who has been with MSC for 11 years, has a degree in business and economics, and explains he wasn't initially interested in shipping. "I was working in Italy and they asked if I wanted to work in New York," he said. "New York was the magic word for me." But he quickly found himself fascinated by the shipping business, and he moved to Norfolk. "Accidentally, I was sucked into it, and now it's part of my life," he said.

MSC made headlines in 2009 when it signed a six-year extension of its contract with the Port of Baltimore, agreeing to move a minimum of 100,000 containers through the Port annually, preserving 628 jobs.

Some 260 MSC vessels call on Baltimore each year, with five weekly services. And as for moving a minimum of 100,000 containers per year — in 2010, MSC nearly doubled that goal, shepherding 181,000 containers in and out.

The Port of Baltimore is well known for its proximity to Midwest and Mid-Atlantic markets, but Dal Bo said that it's also a strategic port for direct service to Europe and even the Far East. "Our ace in the hole is the Far East service," which started a year ago and uses the Suez Canal. It accounts for about 1,300 containers per call, or 1,700 TEUs. "That has been a success," he said.

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He praised both the Maryland Port Administration (MPA) and Ports America for their strong support. With a laugh, he compared the relationship to a marriage. "Sometimes we fight, but we continue to want what is best for each other, and in the end we all try to work together to serve as best we can the client's needs."

To achieve the best possible service, MSC maintains offices in multiple ports rather than in a few centralized locations. In Baltimore, an office staffed by 28 people of varying nationalities is located in the Point Breeze office complex, close to the Seagirt Marine Terminal, which MSC uses.

Without local offices, Dal Bo said, "You lose the personal touch and the understanding of your customers' needs."

For many years, that personal touch was deftly handled at the Port of Baltimore by Dal Bo's predecessor, Capt. Lorenzo DiCasagrande, whose death in 2010 was felt throughout the maritime community.

"Mauro Dal Bo is following the footsteps of his mentor, Capt. DiCasagrande," said Joseph Greco, MPA Deputy Director of Marketing. "He is quickly becoming a leader in the Baltimore maritime industry. He is empowering his employees with additional industry knowledge and responsibilities, and they succeed by following his example of hard work and attention to detail."

Like many in the industry, MSC has turned its attention to how to become more environmentally responsible. It participates in Project Clean Cargo, which identifies the environmental and social footprint of goods transported globally. "We are careful of the way we use our engines and use our fuel," Dal Bo said. "We make sure we protect the earth. We try to make sure we are as environmentally friendly as possible."

One thing that frustrates Dal Bo, though, is how little the average person understands about transportation and the necessity of the shipping industry.

"You realize the importance of transportation when you go to the store in the snowstorm and there's no toilet paper," he said. "We in the supply chain are too good. Each day the logistics chain is improving, so the customer doesn't have to think about it. People think only about the choices in front of them in the store."

With MSC leading the way, the ability to transport goods to and from far-flung ports will only improve. "We unlock opportunity for customers," he said. "We ask, 'Where do you want to go?' You have a carrier who will take you there."

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PHOTOGRAPHY COURTESY OF D.M. BOWMAN, INC.

A Moving Experience with the Maryland 9/11 Memorial

Bowman Logistics Donates Time and Talent to Bring World Trade Center Artifacts to Baltimore

BY BLAISE WILLIG

For many Americans, artifacts recovered from the Sept. 11, 2001 terrorist attacks in New York and Washington, D.C., are something akin to sacred relics. As symbols of sacrifice and courage — and reminders of a tragic turning point in United States history — they are to be treated respectfully and handled with care.

That's why Bowman Logistics, a division of D.M. Bowman, Inc., was so proud to donate its expertise in order to transport New York World Trade Center artifacts to Baltimore for the eventual construction of a Maryland 9/11 Memorial.

"The opportunity to participate in a small way … was a privilege and honor," said David J. Ebner, Chief Logistics Officer with Bowman Logistics.

At the heart of the memorial will rest a twisted mass of three steel beams and a smaller steel shard taken directly from the North Tower of the New York World Trade Center. The beams, measuring more than 20 feet in length and weighing a combined total of about 5,000 pounds, were trucked to the Port of Baltimore in November 2010 for safekeeping in a secured warehouse at the Dundalk Marine Terminal. The completed memorial is to be unveiled on Sept. 11, 2011 — the 10th anniversary of the attacks.

Bowman, a warehousing, transportation and logistics provider (3PL) with more than 50 years of experience, picked up the artifacts from a hangar at John F. Kennedy International Airport and carefully carried them 270 miles to Bowman's Hagerstown headquarters. (Bowman has more than one million square feet of warehouse space within Foreign Trade Zone #255.)

"Despite the tremendous stresses placed on the World Trade Center beams on 9/11 itself, we did not want to cause any further damage," Ebner said, "so we secured the pieces with wooden blocking and nylon straps, rather than chains and binders, for safe transport."

A couple of days later, on Nov. 23, a procession of Maryland State police officers, firefighters and four Patriot Guard motorcyclists escorted a Bowman flatbed truck across 90 miles of roadway to Broening Highway, where an Artifact Receiving and Remembrance Ceremony took place with Maryland Gov. Martin O'Malley, Baltimore Mayor Stephanie Rawlings-Blake and other dignitaries.

"The entire day was very reflective," said Ebner, who joined the Hagerstown-to-Dundalk leg of the journey. "Prior to leaving, we had numerous police and firefighters from the area stop by to personally see and touch the beams. The process was quiet and reserved for all involved."

Ebner, driver Ted Swart and the escort personnel were greeted in Dundalk with a large American flag hung from Baltimore City Fire Department hook-and-ladder trucks. A Maryland National Guard Honor Guard was also on hand.

"You just knew this was a special moment in time," Ebner recalled. "When the bugler played taps, it got pretty emotional."

Bowman became involved in the project at the request of the Maryland Port Administration (MPA), which had already been called on to contribute logistical assistance.

"I was looking for a Maryland-based logistics company that could provide dependable and highly efficient service," said Sam Azzarello, MPA General Manager,

David J. Ebner of Bowman Logistics stands beside the twisted steel beams brought to Baltimore from the New York World Trade Center.

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Logistics. "Bowman Logistics did not hesitate to get involved."

The MPA, working with the Maryland State Arts Council and other state agencies, not only arranged for the transport and storage of the artifacts, but is lending a hand with the planning and placement of the memorial outside Baltimore's World Trade Center — all in all, "a very rewarding experience," Azzarello said.

Ebner, who began his career working at Dundalk Marine Terminal in 1974, is happy to still have ties to the area. "Bowman is a strong proponent of the Port of Baltimore and integrates the Port's services and capabilities alongside Bowman's services to its domestic as well as international customers."

With this particular project, it's almost as if the customer is all of America. The memorial will, in Gov. Martin O'Malley's words, "serve as a place of inspiration, comfort and peace for generations to come."

And as Sept. 11, 2011 draws near, Bowman stands ready to be of assistance to the project's organizers as needed. As Ebner noted, "We are thankful for the opportunity and look forward to the unveiling."

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Bowman's motto is "WE CARRY THROUGH!" and this attitude carries over to the company's outreach efforts.

Prior to working on the Maryland 9/11 Memorial project, "we were able to assist from a transportation perspective with Katrina relief efforts," said David J. Ebner, Bowman Logistics' Chief Logistics Officer, "and the American Cancer Society's Relay For Life is a cause the company has strongly supported for the last 15 years."

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**When John Leichling first came to work at the Port, there were other Locals. "There was a grain local," he said, "but there are no grain elevators around here any more." There was also a carpenter's local, but remaining members have been absorbed by 953.*

JOHN LEICHLING
ILA Local 1429 is Like Family for New President

John Leichling's family has been "on the waterfront" for years. Following in the path of his granddad, dad and brother, Leichling started working at the Port of Baltimore at the age of 19.

"I've done everything but drive a crane," said Leichling, now 36 and President of International Longshoremen's Association (ILA) Local 1429. "I've worked in every Local at every status." Even Leichling's wife, Tina, is a member of Local 1429, where she does welding and other jobs. She is the only female member.

Leichling was formerly Vice President of Local 1429, but became President after Paul Kursch retired in February.

"My brother Greg [now Vice President of the Local] is the one who got me down here [at 1429]," Leichling said. "My dad was in 333."

Leichling started out as a container repairman, but, after a dozen years, "I wanted to use my seniority out of the hall in general labor, where I was dispatched day to day," he said.

In his current position as President of Local 1429, he does the collective bargaining for the union; he negotiates contracts with each employer at the Port of Baltimore, such as Ports America, Mid-Atlantic, Ceres, BalTerm and "every deep-sea employer here"; and he also deals with any problems that crop up.

According to Michael Angelos, President of the

BY MERRILL WITTY | **Photography By Kathy Bergren Smith**

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Leichling "is a man with integrity and represents his people well. He has a credible working relationship with the employers, and is respected among them."

Steamship Trade Association, Leichling "is a man with integrity and represents his people well. He has a credible working relationship with the employers, and is respected among them."

At the dispatch hall — on Portal Street in Dundalk — Leichling is contacted daily with work orders from all the employers, and then gives out the assignments to available crew, who work on a day-to-day basis.

The members all have Port ID cards listing their seniority and qualifications, so there's no dispute about who gets to do what. If there are still people in the hall who haven't been given a job on a particular day, Leichling calls around to see if he can rustle up additional work.

Leichling's day begins when he rises at 4 a.m. at his Denton, Md., home and prepares for his long commute to Baltimore. Leichling moved to the Eastern Shore of Maryland with his parents at age 10, and says he wouldn't live anywhere else. "I love the slow pace over here," he explained. Baltimore's frenetic activity is fine for the work day, he says, but he always looks forward to returning home. Even the hour-and-a-half commute each way doesn't deter him. "I listen to Sirius Radio!" he noted.

At home, he enjoys spending quality time with his wife and three children. Of course, there are the occasional work-related phone calls he receives, but they are "all part of the job."

And it's a job that Leichling never takes for granted. ILA Local 1429 "has been very good to me," he said. "You're with these guys more than you are with your own family. My job is to protect their jobs. I love them all."

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World's Biggest RO/RO Ship Comes to Baltimore

The largest Roll-On/Roll-Off (RO/RO) vessel in the world arrived in early May to unload and load cargo at the Port of Baltimore's Dundalk and Fairfield marine terminals. Operated by Wallenius Wilhelmsen Logistics (WWL), the M/V *Tønsberg* measures 265 meters long by 32.26 meters wide and has a cargo capacity of 138,000 cubic meters over six fixed and three hoistable decks.

With a width of 12 meters and safe working load of 505 tons, the vessel's stern ramp offers the possibility to ship larger units than ever before. The clear height of the main deck is 7.1 meters, but cargo can also be loaded on the weather deck, which has a ramp from the deck below. The *Tønsberg* uses up to 20 percent less fuel per transported unit than its predecessors, thanks to its optimized hull form and energy-saving features such as a streamlined rudder design and duck tail. Advanced technology in the engine room helps to cut emissions significantly.

Built by Mitsubishi Heavy Industries, the *Tønsberg* flies the flag of Malta and operates around the world.

Agent: Wallenius Wilhelmsen Logistics

Stevedore: Marine Terminals Corp. (MTC)

Towing: McAllister Towing of Maryland

Celebrating the arrival of the largest RO/RO ship in the world were, from left, Chief Officer Cornielius Weichert, Tønsberg *Capt. P.W. Christiansen, MPA's Cynthia Burman and WWL's Michael Derby.*

Participating in the Victory Leader *wheel ceremony were, from left, NYK Line's Scott Senko, Capt. Hristov Rosen Nikolov, MPA's Cynthia Burman, Inchcape's Matt Lyneis and Bill Wade of Ceres.*

Successful Stop for *Victory Leader*

Victory Leader, a pure car/truck carrier with NYK Line (North America), recently called for the first time at the Port of Baltimore. Flying the flag of the Bahamas, the vessel loaded nearly 5,000 cars at the Dundalk Marine Terminal. *Victory Leader* measures 189.3 meters long by 32.26 meters wide.

Agent: Inchcape Shipping Services

Stevedore: Ceres Marine Terminal

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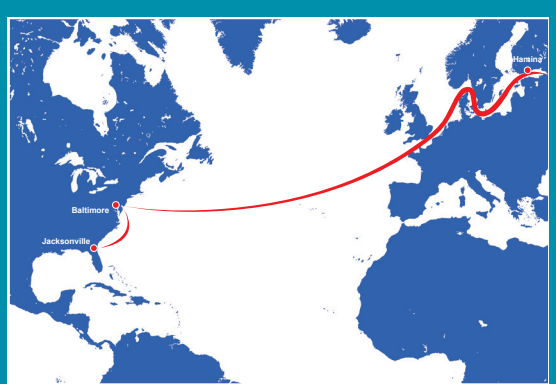

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STORY BY KATHY BERGREN SMITH

The Maryland Steel Company, located at Sparrows Point, delivered its first ship in 1891. In 1917, Bethlehem Steel purchased the yard and thus began the history of one of the greatest American shipbuilders. The yard was busy between the World Wars building passenger vessels, tankers and destroyers. The company town of Sparrows Point developed, and by the start of World War II, the yard had produced hull number 327.

During its heyday, between 1939 and 1946, the yard employed 20,000 workers and built 116 ships. After the war, the yard continued building ships, tankers and barges. Business slowed in the 1970s as the large U.S. yards struggled to compete with their Asian counterparts, where technology and cheaper labor drove prices.

While it was a shadow of its former self, Bethlehem Steel Sparrows Point continued building ships and barges until 1992, when hull number 4671, a container barge, was delivered to Hale Transportation, which is still in the trade. When this photo was taken in 1982, the yard had just commissioned one of four jack-up rigs for Griffin-Alexander. Here it is being towed out of the graving dock.

Today, the yard is under new ownership, purchased at auction.

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