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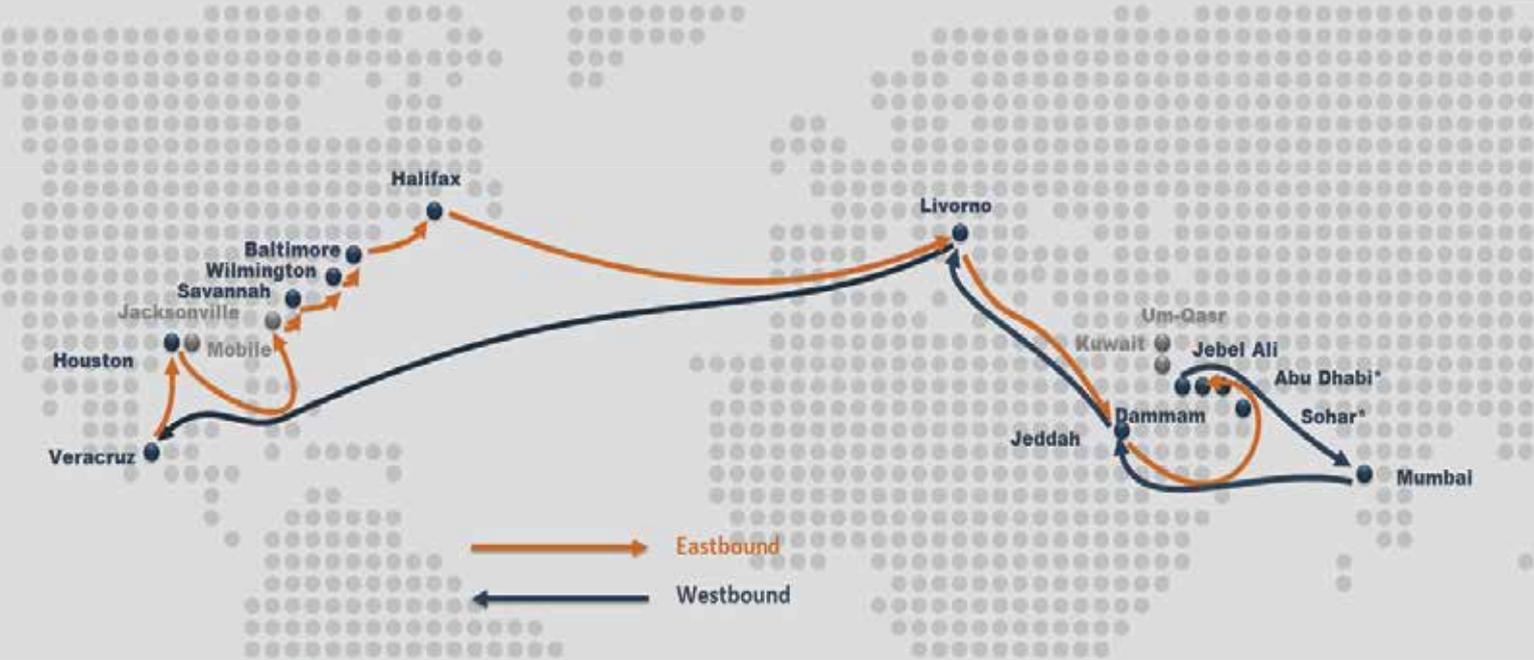
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**COVER:** The Port of Baltimore was named the most productive port in the U.S. for the third straight time by the Journal of Commerce. Photography by Bill McAllen.



The latest news about the Port of Baltimore can be found on Twitter. Users should go online to [twitter.com/portofbalt](https://twitter.com/portofbalt).



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# SOUNDINGS

The Happenings In and Around The Port — Send us your news for a possible item in the Soundings section in the *Port of Baltimore* Magazine. Email [todd.karpovich@todaymediacustom.com](mailto:todd.karpovich@todaymediacustom.com).

## NEWSMAKERS

### MPA 'Woman of the Year' Moves to Customs and Border Protection Post in D.C.

By Kathy Bergren Smith

After two tours in Baltimore, Augustine Moore, former Director of Field Operations (DFO) at U.S Customs and Border Protection (CBP), has moved to a new post at CBP's headquarters in Washington.

Her leadership was recognized earlier this year with a special sendoff from the Maryland Port Administration (MPA), where she was presented with a souvenir ship's wheel.

"Even though she had responsibilities for more than 800 employees across a five-state region, there were always resources and time allocated to advancing the Port of Baltimore's needs," said MPA Deputy Executive Director Dave Thomas. "We wish her fair winds and following seas during the next chapter of her career."

Moore was named "Woman of the Year" by the MPA in 2011 for her work with the Federal Agency Quality Workgroup (FAQWG). The Workgroup is a Port-wide initiative that brings together members of government agencies connected to Port operations.

She first came to Baltimore in 2007 as the Assistant Port Director for Trade Operations and returned in 2014 as the DFO. Even with more responsibilities, she continued her active engagement with the Port community.

Port of Baltimore magazine

caught up with Moore recently as she reflected on her time with CBP and the bonds she forged in Baltimore.

**Q: How long have you served with the CBP? Did you have other interesting work experiences before you found your way to CBP?**

**Moore:** I worked at McDonald's as a teenager, and prior to joining the government, I worked for United Parcel Service and served in the United States Naval Reserves [now the United States Navy Reserve]. For those who know me, my career path provides some insight on my passion for work and exploring new opportunities. My entire professional career has allowed me to challenge myself to be better and do better. I have always been fascinated with exploring new approaches to make things, or processes, more efficient and effective. So CBP has truly been a good fit, but it started with McDonald's with watching those VHS tapes on my 10-minute breaks on how everything fits perfectly, from how to fold a paper bag to keep food warm up to 10 minutes to UPS and mapping out my service route in order to make 20 customer visits in eight hours.

**Q: In what ways do you see the work at CBP connecting to our everyday lives?**

**Moore:** When I go grocery shopping and I see the mounds of fruits and vegetables on display, when I'm at the airport and made it from point A to point B. I love the work we do to protect the homeland and, best



↑ Augustine Moore.

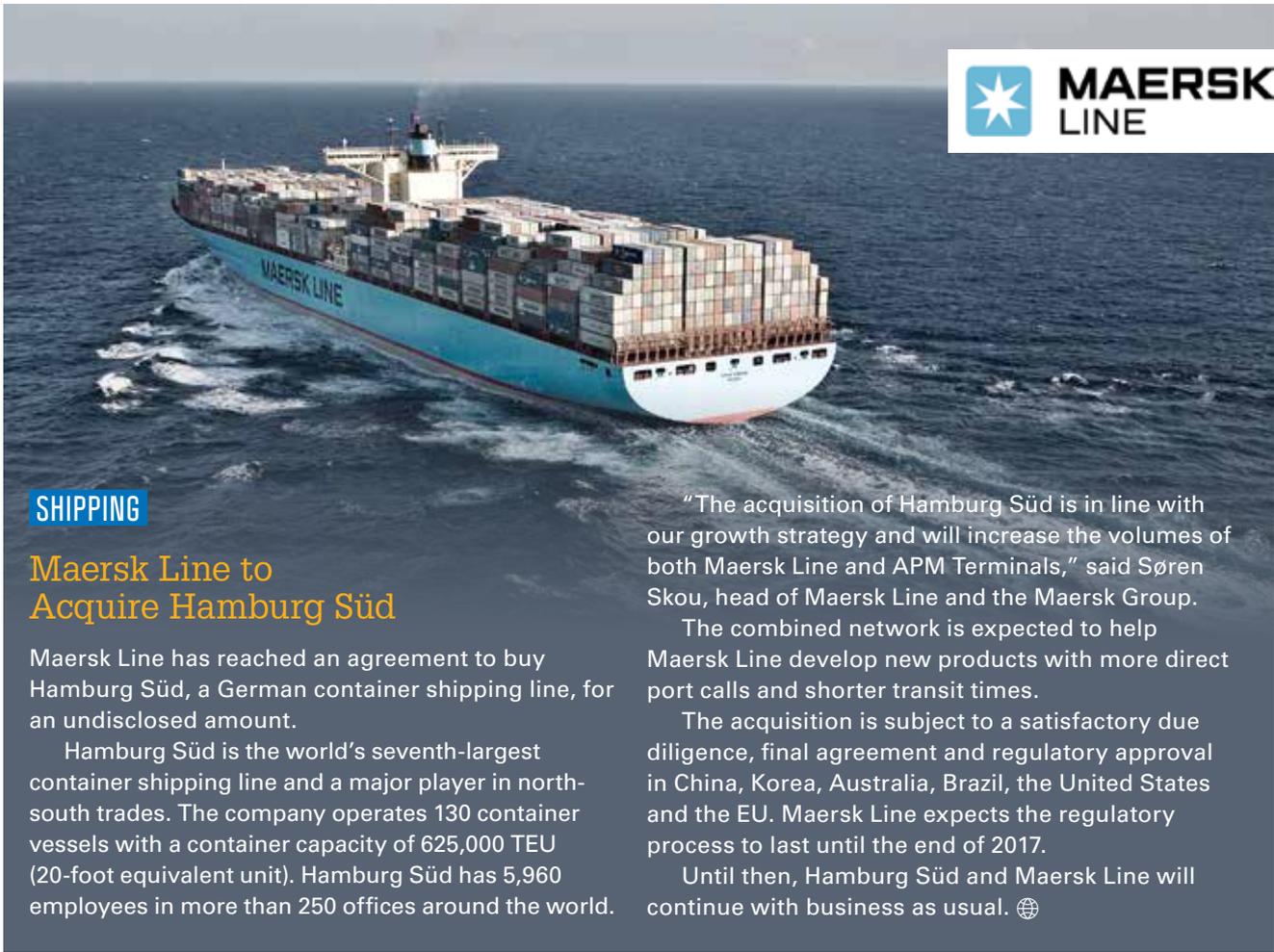
of all, the partnerships we have with the community. FAQWG has been an incredible anchor on how to conduct business and connect with the community. It also takes a good team. My colleagues and team from Washington Dulles, to Baltimore, to Philadelphia, believe in teamwork. If you don't connect with your team, you will surely stumble.

**Q: What is your new job and what are the responsibilities?**

**Moore:** I'm currently detailed to the Office of International Affairs in Washington, D.C. It's giving me an opportunity to serve the agency in a different capacity.

**Q: What will you miss about the Port of Baltimore?**

**Moore:** Baltimore was my second home. I will miss the unique connection I had with my CBP family, the camaraderie, the support, the unwavering team spirit. From Baltimore, Philadelphia to Washington Dulles, from airport to seaport, it all mattered. 🌐



**SHIPPING**

### Maersk Line to Acquire Hamburg Süd

Maersk Line has reached an agreement to buy Hamburg Süd, a German container shipping line, for an undisclosed amount.

Hamburg Süd is the world’s seventh-largest container shipping line and a major player in north-south trades. The company operates 130 container vessels with a container capacity of 625,000 TEU (20-foot equivalent unit). Hamburg Süd has 5,960 employees in more than 250 offices around the world.

“The acquisition of Hamburg Süd is in line with our growth strategy and will increase the volumes of both Maersk Line and APM Terminals,” said Søren Skou, head of Maersk Line and the Maersk Group.

The combined network is expected to help Maersk Line develop new products with more direct port calls and shorter transit times.

The acquisition is subject to a satisfactory due diligence, final agreement and regulatory approval in China, Korea, Australia, Brazil, the United States and the EU. Maersk Line expects the regulatory process to last until the end of 2017.

Until then, Hamburg Süd and Maersk Line will continue with business as usual. 🌐

**NEWSMAKERS**

### Baltimore’s U.S. Customs and Border Protection Office Gets New Director

By Kathy Bergren Smith

Casey Owen Durst, a 19-year veteran of public service, has taken over the helm as Director of Field Operations (DFO) at U.S. Customs and Border Protection (CBP) in Baltimore. She replaces Augustine Moore (see accompanying story).

“I look forward to continuing the strong working relationship we have with the Maryland Port Administration and the other members of the Port of Baltimore’s Federal Agency Quality

Workgroup,” Durst said.

She will be in charge of operations in five states, which encompass 23 ports of entry: southern New Jersey, Pennsylvania, Delaware, Maryland and northern Virginia. Her territory includes Washington Dulles International Airport, where she began her career as a U.S. Customs Service inspector.

The mission of CBP is to safeguard America’s borders, Durst said, adding that its work protects “the public from



↑ Casey Owen Durst, is the new Director of Field Operations (DFO) at U.S. Customs and Border Protection in Baltimore.

dangerous people and materials while enhancing the nation’s global economic competitiveness by enabling legitimate trade and travel.” 🌐



↑ *Andy Nixon and Capt. Mike Reagos.*

**AWARDS**

**Nixon Recognized for Years of Service at the Port**

**Andy Nixon, Vice President of Rukert Terminals Corp., was presented an award at the January meeting of the Baltimore Port Alliance (BPA) for his years of service to the group and the Port of Baltimore. Nixon is the co-chair of the BPA's Education Committee and has been instrumental in providing outreach at the Port.** 🌐

**NEWSMAKERS**

**Choptank Transport's Covey Named Caroline Chamber Board President**

Steve Covey, Executive Vice President of Choptank Transport, was appointed by the Caroline County's Chamber of Commerce as President of its Board of Directors.

Covey, a lifelong Caroline County resident, joined the Chamber in 2011 and the Board of Directors the following year. Covey's desire to connect with other businesses and share ideas for growth and opportunity in the county, where Choptank Transport has a growing presence, was a natural fit for the Chamber, according to Amy Kreiner, the Chamber's Interim Executive Director.

"I'm really looking forward to working with Steve," Kreiner said. "He brings a lot of energy to the Chamber and a passion for improving and vitalizing the county. I can't wait to help put some of these initiatives in motion."



Covey said that creating a forum for open and honest collaboration between business and government and business and education was a strong motivator when he first joined the board. He also saw value in getting Choptank's brand out to other Chamber members through its "Lunch & Learn" meetings and social media channels.

"My vision for the Chamber as president is to continue to attract new members while empowering current ones," said Covey. "We will focus on individual and group interests while listening to and acting on suggestions for improvements that will help businesses and the community." 🌐

**NEWSMAKERS**

**WWL Reaches Deal to Form New Ownership Structure**

Wallenius and Wilhelmsen have signed an agreement for a new ownership structure for their jointly owned investments in Wallenius Wilhelmsen Logistics, EUKOR Car Carriers and American Roll-on Roll-off Carrier.

Wallenius and Wilhelmsen announced their intent to merge into one entity on Sept. 5, 2016. The new unit will be named Wallenius Wilhelmsen Logistics ASA (WWL ASA) and listed on the Oslo Stock Exchange.

In addition, the firms have agreed to merge the ownership of the majority of their vessels and other affected assets and liabilities into this entity. The final closing of the merger is expected in early April, subject to relevant regulatory and shareholders' approvals.

"Signing the transaction agreement is an important milestone taking us one step closer to the merger and the



creation of the new Wallenius Wilhelmsen Logistics ASA group," said Craig Jasienski, CEO of WWL and EUKOR Car Carriers. "We are bringing together five companies with a rich heritage, proven capabilities and an unrivalled market presence to create an efficient and agile platform for future growth of both our ocean- and land-based logistics."

Jasienski is also the designated president and CEO of WWL ASA. 🌐

## NEWSMAKERS

### Baltimore Mayor Gets Behind Howard Street Tunnel Project

Baltimore Mayor Catherine E. Pugh formally asked President Donald Trump to support a plan that would boost the infrastructure of the Howard Street Tunnel.

The project is a main priority for Maryland Gov. Larry Hogan, who already submitted an application for a U.S. Department of Transportation (USDOT) FASTLANE grant to raise the height of the Howard Street tunnel and nine bridges by two feet so double-stacked containers can travel on this CSX rail corridor. Reconstructing the 121-year-old tunnel will help break up a rail bottleneck that impacts the East Coast.

Pugh's support was another positive step for the project. Maryland Department of Transportation Secretary Pete Rahn and CSX Chairman and CEO Michael J. Ward are also on board with the project.

In addition, the federal application to improve the tunnel has received more than 100 endorsements from companies along the East Coast. The Maryland Department

of Transportation has received support letters from a wide range of businesses, environmental groups and government representatives requesting the necessary federal funding to make infrastructure improvements to the tunnel.

"This is an essential project for the Port of Baltimore, Maryland and the entire East Coast," Hogan said. "Reconstructing the Howard Street Tunnel will create thousands of jobs, open up new trade lanes for the Port and improve overall freight rail service across our nation. I'd like to thank Chairman Ward, Maryland's congressional delegation and Baltimore Mayor Catherine Pugh for their support and partnership." 🌐

**"Reconstructing the Howard Street Tunnel will create thousands of jobs, open up new trade lanes for the Port and improve overall freight rail service across our nation."**

— Maryland Gov. Larry Hogan

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**CRUISE**

## Private Bahamian Destination Added to Carnival *Pride* Itinerary

Princess Cays, a private Bahamian destination, has been added to the itinerary of six different Carnival Cruise Line ships beginning in May 2017, including the Carnival *Pride* from Baltimore.

Located on the southern tip of the island of Eleuthera in the Bahamas and operated by Carnival’s sister company Princess Cruises, Princess Cays is a tropical oasis where vacationers can relax on miles of white-sand beaches and swim in crystal-clear waters teeming with tropical fish.

The cruise line is offering seven-day cruises to the destination aboard Carnival *Pride* from Baltimore.

“We’re always excited when our cruise partners add new and exciting destinations to their itineraries,” said Cynthia Burman, General Manager, Cruise Maryland. “They’re listening to their travel partners and consumers who are always looking for something new and different. Princess Cays sounds like a great stop when cruising from Baltimore.”

The island facility includes a 40-acre complex highlighted by an observation tower with panoramic views, along with bars, restaurants and retail shops with local crafts, souvenirs and artwork. A complimentary barbecue lunch service is offered.

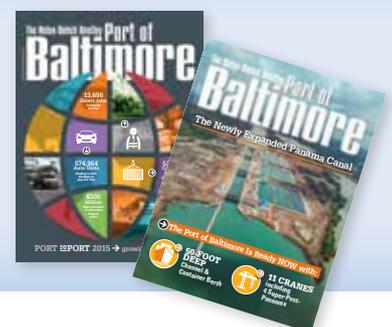
Princess Cays is connected by a series of paved paths that lead to palm-tree-dotted beaches, where clamshells (equipment providing shade on the beach) and private bungalows are available for rent. A variety of shore excursions — from dune-buggy adventures and glass-bottom boat tours to paddle boarding, windsurfing and kayaking — are also available.

Various operational enhancements, including the addition of larger, more efficient tenders to facilitate getting guests ashore quickly and comfortably, are currently underway.

“At Carnival, we’re always looking for new and exciting destinations for our guests, and Princess Cays is a beautiful island paradise with gorgeous beaches and an array of fun-in-the-sun activities that our guests will really enjoy experiencing on their vacation,” said Christine Duffy, president of Carnival Cruise Line. 🌐

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## SHIPPING

### Leadership Changes at Ellicott Dredge Enterprises

The Board of Directors of Ellicott Dredge Enterprises announced that Heiko Osterchrist has been promoted to president and Craig Murdock advanced to chief operating officer.

Osterchrist has more than 35 years of experience in international sales and business development. He was on Ellicott's Board of Directors from 2002 to 2009 and joined Ellicott full time as vice president in 2011. As Vice President, he spearheaded the acquisition of and managed EDE's three European-based ventures: Rohr GMBH, Rohr France Srl and IDRECO BV.

Murdock has more than 30 years of experience in quality control and operations. Hired as a QA manager in 2010, he was appointed the Director of Corporate Process Improvement for Ellicott Dredges of Baltimore and Ellicott Dredge Technologies of New Richmond, Wis., in 2013. He was promoted to GM in 2014 and is responsible for manufacturing, engineering, materials and process

improvements for both of EDE's U.S. locations.

Peter Bowe, former President and CEO, will remain as CEO and board member. He will focus on business development, strategic opportunities and key corporate relationships. Marty Barnes, former COO, will continue as SVP, focusing on IT and customer-service projects.

"After 31 years of leading Ellicott Dredges, it is very gratifying for me to announce a new leadership cohort, all developed internally. And we are pleased that Marty Barnes will continue to offer us and our clients his unparalleled experience after a career already spanning over 50 years long with Ellicott. I look forward to the next stage of Ellicott's success," Bowe said.

Ellicott also announced Bowe's appointment to the U.S. Commerce Department Trade Finance Advisory Council as an adviser to the secretary on private-sector trade financing for U.S. exporters, especially small- and medium-sized enterprises and their foreign-buyer clients. 🌐



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# GreenPort



Environmental Stewardship at the Port of Baltimore *BY NANCY MENEFFEE JACKSON*

## Tour Group Learns about the Port's Air-Quality Initiatives

The Baltimore Port Alliance hosted a Stakeholder Tour last November, giving community groups, nonprofit organizations and contributors a chance to see the Port of Baltimore and learn more about its initiatives to improve air quality.

The Port has been a leader in implementing programs to reduce air emissions. Its Mid-Atlantic Dray Truck Replacement Program, for example, has helped truckers replace aging, polluting trucks with newer clean-diesel models.

In October, the U.S. Environmental Protection Agency awarded a \$978,302 Diesel Emissions Reduction Act (DERA) grant to the Maryland Environmental Service to upgrade diesel cargo-handling equipment, which is used to move cargo at the Port. The project will reduce pollutants, which may impact communities near the Port, and improve fuel efficiency.

"The Port is not just against the waterside," said Rupert Denny, co-chair of the BPA's environmental committee. "It encompasses an enormous amount of land inside of the Beltway and is involved with trucking, warehousing and related industries."

The November tour spotlighted improvements in air quality. Participants enjoyed a chance to see the Seagirt, Dundalk and Rukert marine terminals.



BILL MCALLEN

When the debris was cleared and the land remediated, the Port created a waterfront park that allowed the community access to the water for the first time in years.



Organizations represented on the tour included the Environmental Defense Fund, Catholic Charities, the Johns Hopkins Bloomberg School of Public Health and the Abell Foundation.

"This is the second tour we've done for funders, nonprofits and communities who were interested in air quality throughout the region," Denny said. "We were very grateful by the interest they took in the Port

of Baltimore and what we are doing around the Port."

Those on the tour had the opportunity to see a working marine terminal up close. One of the challenges the Port faces, due to safety and security concerns, is that it's largely inaccessible to the public.

"I've been on a couple of these tours now, and I think the Port does a great job of giving both context and visuals on the work that the

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Port does and its contribution to the economy," said Lynn Heller, Vice President of the Abell Foundation. "The officials who have led these tours have explained the Port's air quality and greenhouse gas-reduction initiatives in an open, transparent way."

The Port developed its philosophy of open communication and transparency with the community when it began using dredged materials. The most recent result is Masonville Cove near Brooklyn Park, which proved to be a win-win for the Port and the neighborhoods in the southern portion of the city.

Working with the community, the Port gained much-needed space for material that had been dredged to keep the harbor channels at the proper depth. It undertook a massive cleanup of a degraded shoreline that had been an industrial dumping ground for decades. When the debris was cleared and the land remediated, the Port created a waterfront park that allowed the community access to the water for the first time in years.

"It resulted in Masonville Cove," Heller said. "That's the backdrop from which the Port is trying to open up dialogue on air quality and greenhouse gas emissions."

As the Port continues to explore ways to improve air quality, more tours are in the works.

"There are just a lot of good things going on," said Barbara McMahon, head of Safety, Environment and Risk Management for the Maryland Port Administration. "And we want to inform and engage with public interest and public-health advocates." 🌐

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← *The Maryland Port Administration (MPA) recently met with about 30 organizations throughout the city to discuss the latest news with the Port of Baltimore and to answer questions. Some of the participants were (left to right): Joyce Lewis, Early Head Start Lead Teacher; Talib Horne, Executive Director of Bon Secours Community Works; Barbara McMahon, Manager, Safety, Environment and Resource Management for the MPA; Kathy Broadwater, former Deputy Executive Director of the MPA who retired Feb. 1; and Latoshia Evans-Blatché, Family League Program Coordinator at Bon Secours Community Works.*

## The Port Reaches Out to Communities

Port of Baltimore representatives have developed strong ties and relationships with the communities that border the water through the dredged materials program. Masonville Cove near Brooklyn Park is an example of successful communication.

The Port also realized that the communities were interested in learning about air-quality and land-use issues as well, especially with the expansion of the Panama Canal.

That Canal project allows larger ships to call on the Port with its 50-foot channel and 50-foot berth, creating more growth and activity.

To address the communities' interest, Barbara McMahon, head of Safety, Environment and Risk Management at the Maryland Port Administration,

visited almost 30 organizations throughout the city. She also met with faith-based youth and health groups, advocacy organizations and fundraisers.

"Being a good neighbor is not only the right thing to do, it is good business," McMahon said. "It has been immensely rewarding to go out into the neighborhoods and meet so many wonderful people who have dedicated themselves to improving their neighborhoods and the quality of life for those living in their neighborhoods."

The meetings were mostly listening sessions to allow Port officials to learn what the goals were and what mattered to the organizations. They also functioned as "Port 101," giving attendees basic information about the Port and a

chance to tour the facilities.

"We really appreciate Barb McMahon's efforts to learn about the services we provide for our community and her sincere efforts to look for ways we can partner with the Port to leverage our resources and help each other better serve Baltimore's neighborhoods," said Talib Horne, Executive Director of Bon Secours Community Works.

The outreach sessions also gave the communities an opportunity to learn about the Port's impact on the area.

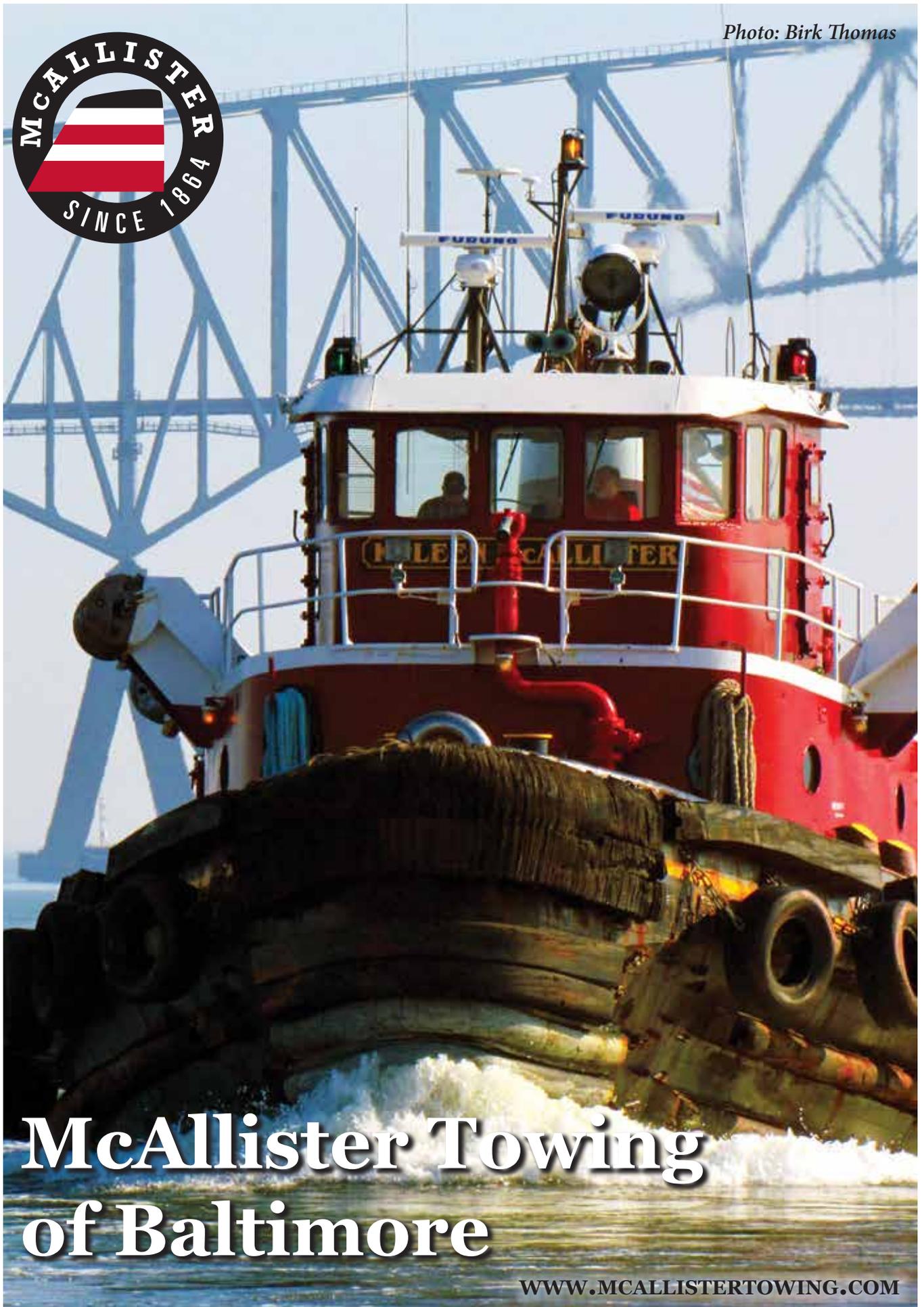
"Through these efforts, we now have a much greater understanding of how important the Port is to the City's economic health and of the Port's efforts to improve the quality of our air and water," Horne said. 🌍

## MPA Wins Environmental Improvement Award

The Maryland Port Administration earned an award from the American Association of Port Authorities (AAPA) for the "Baltimore Inner Harbor Water Wheel." The initiative was recognized under the "Mitigation" category. The innovative Water Wheel, located at the mouth of the Jones Falls and powered by its currents, collects trash, preventing it from entering the Inner Harbor. In just under two years, the Water Wheel has gathered more than 480 tons of trash, which is taken to a nearby waste-to-energy plant. 🌍



*Photo: Birk Thomas*



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*This is one of an ongoing series looking at the valuable working partnerships between the Maryland Port Administration and area Economic Development officials.*

# Baltimore County

THE PROUD HOME TO THE PORT OF BALTIMORE.

**STORY BY TODD KARPOVICH**

**T**his long-standing relationship has been a critical driver for jobs, trade and overall economic development throughout the region. Baltimore County is central to the Port of Baltimore's infrastructure, workforce and business resource ecosystem.

In short, it's a partnership that continues to grow each year.

The Port and maritime trade have been a critical part of the County's economy since the 19th century. As the Port continues to play an important role in the state's economy, Baltimore County is contributing to the Port's growth by developing and maintaining integrated multimodal transportation networks, interstate highways, CSX and Norfolk Southern rail connections, waterfront property with deepwater channels and a world-class international airport.

## Dredging and Stewardship

Even as the Port and Baltimore County continue to grow business, the two entities remain sensitive to the needs of the environment. This balance is underscored by the development of Hart-Miller Island, a 1,100-acre island located in the Chesapeake Bay near the mouth of Middle River. The island was built on dredge and is now a wildlife refuge and a place people flock to for outdoor activities. Hart-Miller Island has become a model of preservation in the international maritime industry.

"We work closely with the Port

as stewards of the water itself," said Baltimore County Executive Kevin Kamenetz. "We work with the State on dredging issues, making sure the channels are maintained to the depths needed for modern trade and post-Panamax ships, while dealing responsibly with issues of dredge disposal."

## Infrastructure to Support Maritime Trade

With the recent expansion of the Panama Canal, the Port expects to see business grow even more during the coming years. This means that larger vessels carrying more cargo will be entering the region. The State and Baltimore County are working to secure federal funding to replace the 121-year-old Howard Street railroad tunnel so double-stacked container trains can more efficiently reach destinations throughout the U.S.

"We are working with the Port and with the State to be sure we are improving our infrastructure in a way that meets the needs of the maritime community," said Will Anderson, Director of the Baltimore County Department of Economic and Workforce Development. "We are active partners in a team that's studying freight movement and truck traffic, which is sure to increase as the cargo increases."

## Training and the Workforce Pipeline

Another important aspect of the Port's success is its access to the County's well-trained and educated workforce. Baltimore County works closely with its

community college and public schools to provide training for port-related jobs. Specific training, such as welding and truck driving, is available for a wide array of port-related jobs.

## New Global Logistics Center

The redevelopment of the former Bethlehem Steel mill in Sparrows Point is expected to be a huge boost to the County and the businesses around the Port. The new, 3,100-acre private development, called Tradepoint Atlantic, will be home to several of the world's leading companies, including Under Armour, FedEx Ground, Atlantic Forest Products, Pasha Automotive and Harley-Davidson.

At five square miles, Tradepoint Atlantic is the largest privately owned industrial and terminal site on the East Coast, with deepwater berths, direct access to interstate highways, and internal rail connections to both the CSX and Norfolk Southern freight lines. Tradepoint Atlantic is a joint venture of Redwood Capital Investments and Chicago-based Hilco.

"This site, for generations, was where Bethlehem Steel built ships and made steel," said Kamenetz. "That critical work was directly integrated into Port activity. Today, the redevelopment at Tradepoint Atlantic offers a new generation of opportunities at a world-class logistics center."

A recent study by Sage Policy Group projects \$3 billion in new economic activity and 17,000 new jobs as the Sparrows Point property is transformed into a global logistics center. 🌐



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2016

# PORT REPORT

- GENERAL CARGO
- CONTAINERS
- RO/RO
- AUTOS
- FOREST PRODUCTS
- BREAKBULK
- CRUISE



## PORT PLAYS LEAD ROLE AS ECONOMIC ENGINE FOR MARYLAND

**I**t was a record year in 2016 for the Port of Baltimore's public marine terminals. Despite some challenges created by both worldwide economic conditions and unstable container freight rates, new records were established in Baltimore in both general cargo and containers. Additionally, this Port once again handled more autos than any other port in the nation.

Maryland Gov. Larry Hogan likes to say that Maryland is "Open for Business." The Port is a leading proponent of that wish as we are one of our state's leading economic engines.

General cargo surpassed the 10 million tons plateau for the first time in our history. It was a nearly 5 percent jump over 2015. One of the major reasons for that impressive mark was the performance of our containers. More than 538,000 containers crossed our public piers in 2016, more than any previous year. Last year, we also welcomed our first big container ship that traveled through the newly expanded Panama Canal. Baltimore is currently one of only four U.S. East Coast ports with the necessary infrastructure to handle some of the biggest ships in the world.

The ability to handle the big ships has not come at the expense of productivity. For the third consecutive time, the Port was recognized as being the most

efficient container port in the U.S., averaging 71 container moves per hour per berth.

Some of our other key commodities also had impressive years. Rolled paper was up more than 30 percent. That industry is undergoing some unique changes. Packaging materials, especially with the rise of online shopping, are giving that industry a boost. We were very happy to re-sign UPM, a longtime forest product customer, to a 10-year contract extension.

### General cargo surpassed the 10 million tons plateau for the first time in our history.

Our Port once again handled more autos than any other U.S. port. Our unique quality program and geographic advantage as the closest East Coast port to the Midwest continue to be key factors in our success. Baltimore's reputation for vehicle handling is also boosted by the presence of four on-dock vehicle processors.

Since beginning a year-round cruise schedule in 2009, the Port has proven to be a very popular destination. Last year, more than 212,000 people set sail on a cruise from our cruise terminal. Our location within one of the largest and most affluent U.S. consumer markets makes Baltimore an ideal cruise port. The cruise terminal itself is aided by a wonderful location immediately off Interstate

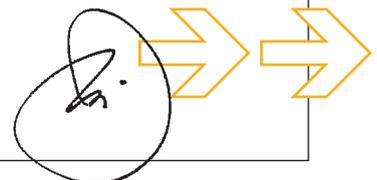
95 and an easy drive for both Maryland residents and those coming from neighboring states, such as Pennsylvania, Virginia, New Jersey and Delaware. Cruise passengers this year will see upgrades that we have made to the cruise terminal to make their experience even better.

While we are proud of our records and national rankings, it is our role as a leading economic engine for Maryland that is most satisfying. More than 13,600 direct

jobs are generated by the Port. Nearly 130,000 jobs throughout Maryland are linked to Port business. Without a healthy, vibrant and bustling Port, many of those jobs would be lost.

Our successes would not happen without our most important resource: people. Our labor is second to none and highly skilled to handle many different cargos. To continue our successes in 2017, we will need those skilled men and women as we look to grow our market share and remain a leader in Maryland for creating jobs.

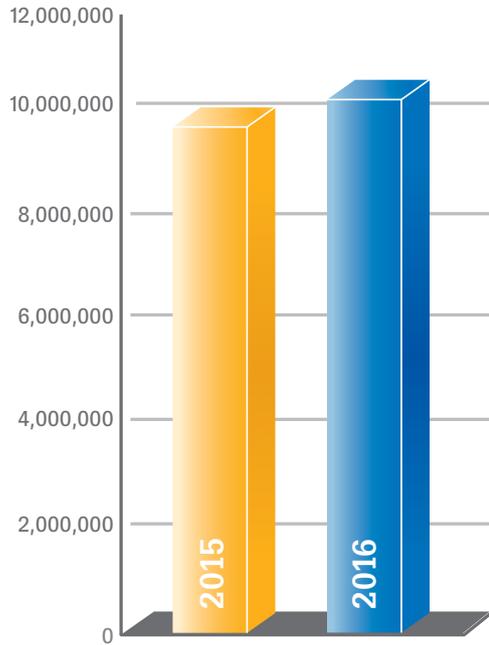
**James J. White**, *Executive Director*  
*Maryland Port Administration*



# General Cargo

**T**en million tons! The Port of Baltimore's public marine terminals sailed past its previous record for general cargo tonnage in 2016 by handling nearly 10.1 million tons. It marked the first time the 10 million ton plateau had been reached. General cargo includes autos, container, forest products and roll on/roll off (farm and construction machinery).

Containers led the way with their own record year. Having the necessary infrastructure, the Port of Baltimore can today handle some of the largest ships in the world. Autos had a solid year as Baltimore has led the nation in handling cars for the last several years. Finished rolled paper and wood pulp continued mixed results for forest products. Overall the Port was able to maintain its market share as a number one port in several key commodities and continue as one of Maryland's leading economic engines. →



## GENERAL CARGO

2016: **10,061,841 Tons** 2015: **9,629,863 Tons**

PERCENT CHANGE: **+4.49%**



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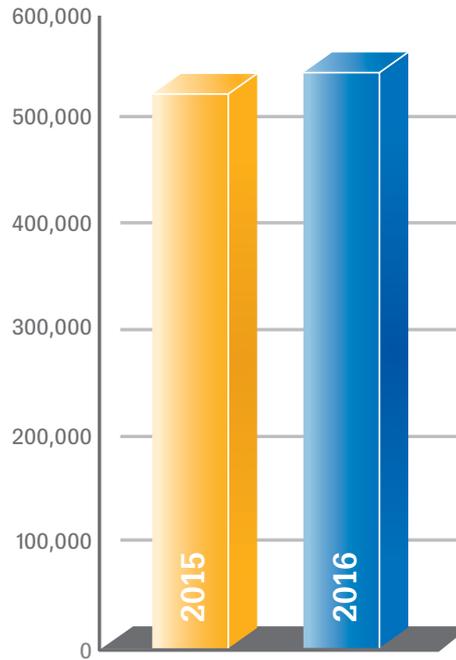


# Containers

**I**t was another record year for containers and another year where the Port of Baltimore was named the most efficient container port in the nation. More than 538,000 containers were handled over the public marine terminals, which was a 3 percent jump over the previous record set in 2015.

Last year, Baltimore welcomed its first big container ship that came through the newly expanded Panama Canal. The Port is one of only a few East Coast ports that has the necessary infrastructure today that can accommodate some of the largest ships in the world. The Evergreen *Ever Lambent* arrived in Maryland in July, and since then, Baltimore has welcomed other big ships as well. Since 2015, the Port's 2M service with Maersk and MSC has brought additional container business to Maryland utilizing Neo-Panamax-sized ships through the Suez Canal. Shippers have responded very favorably to these service options and are taking advantage of Baltimore's location in the third largest consumer market. This year, another restructuring of ocean carrier alliances will result in only three major options for shippers and two of them have already committed service to Baltimore.

For the third consecutive time, the Port was named the most efficient container port in the U.S. by the *Journal of Commerce*. Baltimore averaged 71 container moves per hour per berth. More shippers have taken advantage of terminal and gate efficiencies at the Seagirt Marine Terminal. That facility is operated



## CONTAINERS

**2016: 538,567 Units** 2015: **523,848 Units**

**PERCENT CHANGE: +2.81%**

by Ports America Chesapeake under a unique public-private agreement with the Maryland Port Administration (MPA).

Working together, the MPA and Ports America Chesapeake have also made improvements for truckers. There are now more inbound and outbound truck lanes at Seagirt. RFID tag technology is now being used and new chassis are available with LED lights and radials. An additional gate complex will open in the first quarter of 2017 to provide even more capacity for container movement through the terminal.

Many distribution centers are located within only a few hours of the Port. In addition, millions of square feet of new warehouse space are being planned or under development. These are all very positive contributors to the Port continuing to evolve as a leading container port on the East Coast.

With all of these improvements and developments, the Port is poised for continued success in the container trade. →





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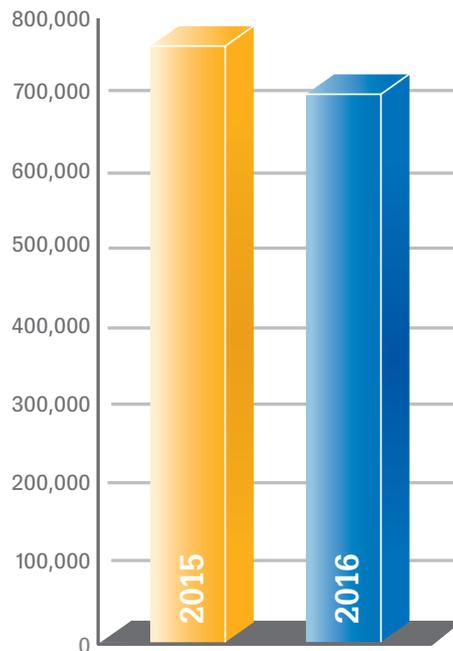
## Roll-on/Roll-off

**D**espite a challenging year for roll on/roll off (ro/ro) cargo tonnage in 2016, the Port of Baltimore continued as the nation's number one ro/ro port with 54 percent of the market share.

Baltimore has long been the leading ro/ro port in the U.S. Its success stems from many factors, including a geographic location as the closest East Coast port to the Midwest, a large and diverse group of competing carriers and a unique and unrivaled quality program that brings together all the key players in the ro/ro supply chain. The Port's strong reputation for efficiency, quality and labor are all main factors in encouraging shippers and carriers to use Baltimore for their ro/ro cargo.

Some import newcomers exceeded 2016 projections. Manufacturer imports from France have been steady since July 2016, and volume projections have those numbers doubling for 2017. Exports of agricultural machinery from Canada rallied in late 2016 with several shipments to Australia from Baltimore. Rail cars continue to perform well in 2016 with 56 units exporting from Canada to Baltimore with a final destination of the Far East. Phase two will include 42 rail cars for export in 2017.

Outside Baltimore, however, the story is not as good. The strong U.S. dollar continued to hit major American manufacturers of agricultural, construction and mining machineries hard in 2016, causing layoffs and plant closings. As we move into 2017, export forecasts of iron ore, uranium, alumina, bauxite and copper are expected to increase by 35 percent, which will positively affect export manufacturers. →



### ROLL-ON/ROLL-OFF

**2016: 700,718 Tons 2015: 760,182 Tons**

**PERCENT CHANGE: -7.82%**

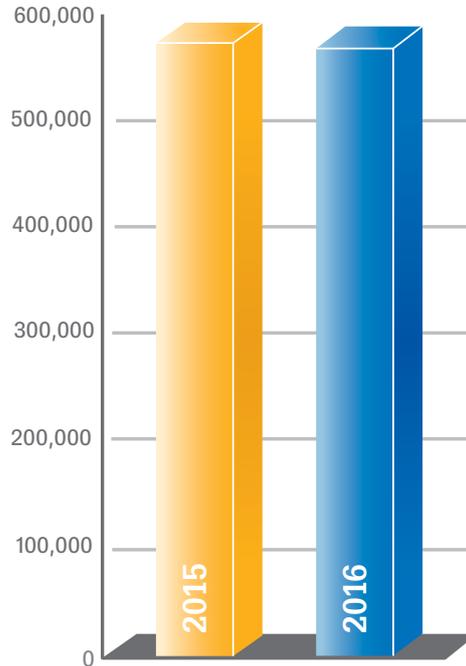
# Autos

**A**s the leading auto port in the U.S., 2016 was another record year for the Port of Baltimore. Baltimore saw 418,651 import autos cross its public docks last year, the highest amount ever. That is a big reason why Baltimore again finished the year on top in autos.

The Port of Baltimore saw increases with many of its auto customers. Land Rover, Mercedes-Benz and Subaru all set individual U.S. sales records in 2016, which corresponded to their totals at the Port of Baltimore. Light trucks and crossover vehicles continued to drive the market in the U.S. and accounted for 60 percent of all deliveries in 2016. A high percentage of those same vehicles crossed the docks in Baltimore.

Overall in 2016, auto sales had another banner year. U.S. light-vehicle sales, led by discounts and promotions from the automakers, strong light-truck demand and solid gains at General Motors, Nissan and Honda in December resulted in a record year. U.S. sales rose by more than 56,000 units over 2015. In total, more than 17.5 million cars and light trucks were sold in the U.S. last year.

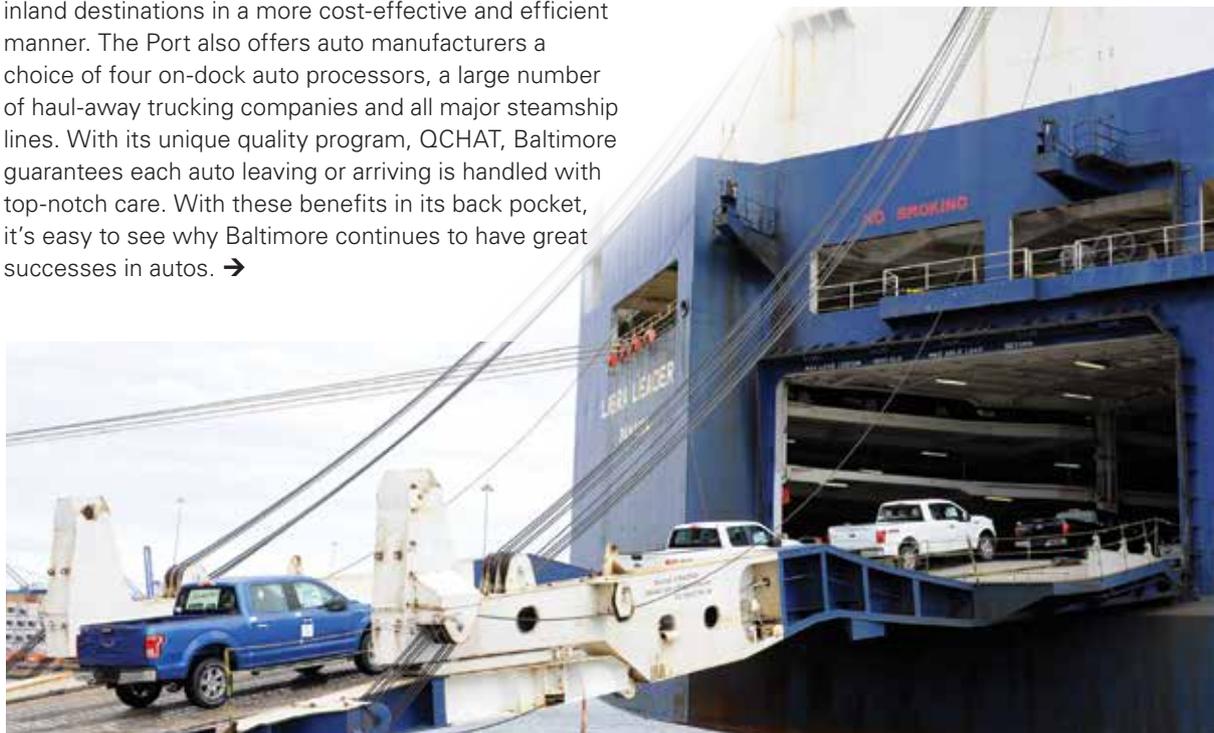
Baltimore's advantages as an auto port are many. Baltimore's geographic location as the closest East Coast port to the Midwest allows cars to be shipped to inland destinations in a more cost-effective and efficient manner. The Port also offers auto manufacturers a choice of four on-dock auto processors, a large number of haul-away trucking companies and all major steamship lines. With its unique quality program, QCHAT, Baltimore guarantees each auto leaving or arriving is handled with top-notch care. With these benefits in its back pocket, it's easy to see why Baltimore continues to have great successes in autos. →



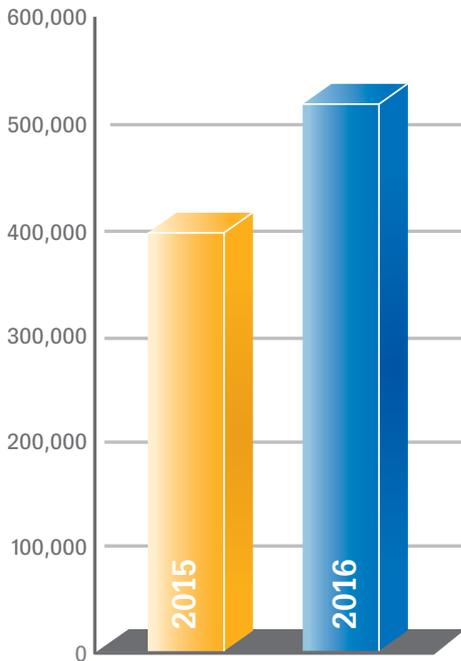
## AUTOS

**2016: 567,895 Units 2015: 574,964 Units**

**PERCENT CHANGE: -1.23%**



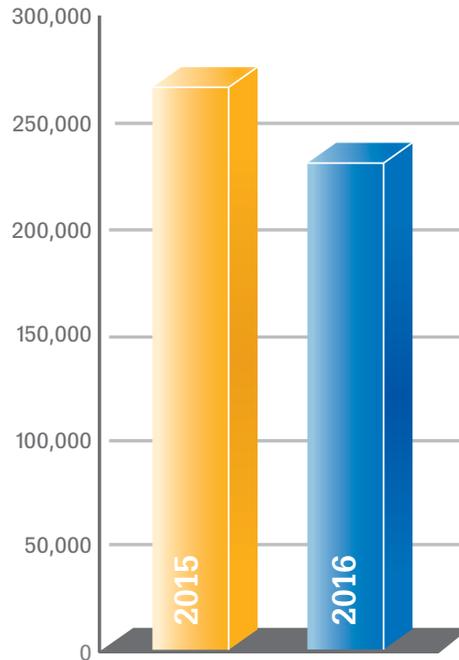
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### FOREST PRODUCTS – PAPER

2016: **519,744 Tons** 2015: **398,618 Tons**

PERCENT CHANGE: **+30.39%**



### FOREST PRODUCTS – PULP

2016: **229,545 Tons** 2015: **266,623 Tons**

PERCENT CHANGE: **-13.91%**

## Forest Products

**A**t the Port of Baltimore, forest products generally mean two things — finished rolled paper and wood pulp. In 2016, one saw an impressive increase while the other had a decline.

Due in large part to packaging material, finished rolled paper had a remarkable 30 percent gain over 2015. Imports were a major reason. Port customer Metsa Board of Finland opened a new paper mill in Sweden in 2016, which brought additional volume to Baltimore. With an increase in online shopping, there is a greater demand for packaging material. Metsa will also supply packaging for the food-service industry, which uses Metsa’s folding box board.

The Port’s other key forest product commodity, wood pulp, saw a decline in 2016. This occurred primarily because of the usage of different shipping methods. Some pulp volume was shipped in containers because of favorable container shipping rates.

In August 2016, one of the top international forest

product manufacturers, UPM of Finland, agreed to a 10-year contract extension to continue serving the Port of Baltimore. UPM has been a key reason for the success Baltimore has had in forest products.

As a longtime national leader in forest products, Baltimore offers its customers outstanding facilities, including state-of-the-art warehouses. If you add operational efficiencies, deep water, a proximity to large consumer groups and a reputation for damage-free handling, Baltimore continues to be a very strong player in this market. →



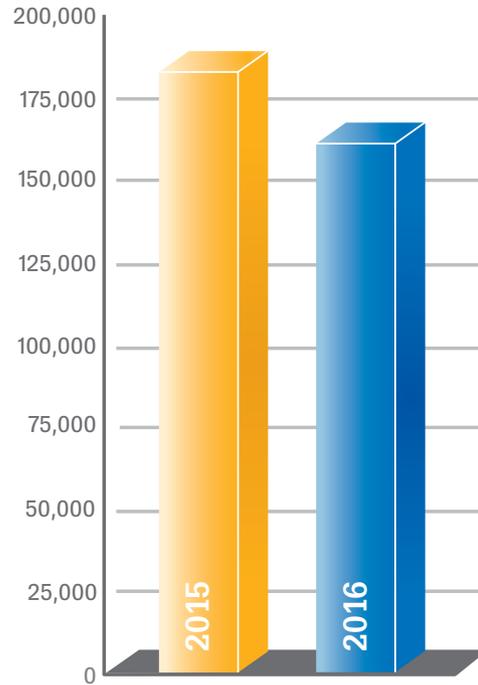
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# Breakbulk/Bulk

**A**fter a modest gain the year before, 2016 saw a slight decline for breakbulk cargo at the Port of Baltimore’s public marine terminals. Much of this was due to a reduction in the heat-recovery steam-generator market, which produces electricity from natural gas. As natural gas continues to gain traction as a main source of electricity, this market should increase in 2017.

The public terminals have made significant inroads in recent years with other breakbulk cargos, including wind turbines, transformers, locomotives, refinery and energy production. Two heavy lift cranes and enhanced on-dock rail capabilities allow direct discharge on and off a ship. Dundalk Marine Terminal upgraded another direct-to-rail berth in 2016 that includes upgraded weight to axle capabilities. Dundalk sports three heavy lift pads with a capacity of 32.5 tons per axle per pad.

Bulk commodities are also handled at the public terminals. Asphalt, molasses and road salt are all vital to the Port’s bulk portfolio. →



**BREAKBULK/BULK**  
**2016: 161,217 Tons 2015: 183,063 Tons**  
**PERCENT CHANGE: -11.93%**



BILL MCALLEN



KATHY BERGEN SMITH

# Cruise

**I**n 2016, the Port of Baltimore continued to be a very popular cruise port for people from up and down the East Coast and into the Midwest. In Carnival and Royal Caribbean, Baltimore offers two of the world’s best-known and most successful cruise lines sailing year-round to the Bahamas, Bermuda, Eastern, Western and Southern Caribbean and New England/Canada. Last year, Baltimore offered 94 homeport and 10 port calls.

In October 2016, the Port of Baltimore handled 16 cruise ship arrivals, including seven port calls. That was more cruise ship arrivals in one month than any other month ever. In addition to Carnival and Royal Caribbean, the Cruise Maryland Terminal also welcomed the *Crystal Serenity*, *Azamara Quest*, *Europa 2*, *Silver Explorer*, *Balmoral*, *AIDA Mar* and *AIDA Luna*.

With the Cruise Maryland Terminal optimally positioned immediately off Interstate 95, Baltimore regularly attracts cruisers who can drive from neighboring states to reach their ships. It is very common to see vehicles arriving from New Jersey, New York, Pennsylvania, Delaware, Virginia, West Virginia, Washington, DC, and even Ohio. In addition to being an excellent drive-to port, Baltimore also benefits from having three Class A airports bringing people in from all over the world.

Both Carnival and Royal Caribbean have recently

made significant upgrades to their Baltimore-based ships. The upgrades include renovated staterooms and new restaurants and entertainment options. The renovations give the ships an entirely different look and feel.

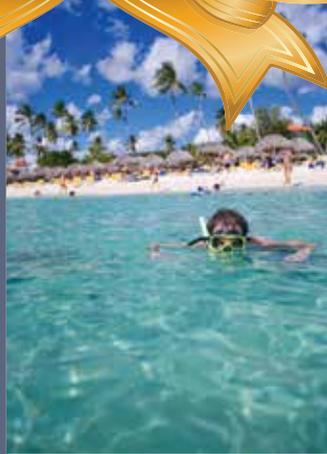
The Maryland Port Administration is making several improvements to the Cruise Maryland Terminal. Expanded bathroom facilities, new carpeting, a new VIP lounge, a new PA system with monitors and new ticket kiosks are all among the changes. Also, the breezeway leading from the terminal to the ship is now enclosed to better protect passengers from inclement weather. In 2017, a new waiting area for passengers will be completed.

With an ideal geographic placement within the third-largest U.S. consumer market and located in a state with the highest median household income, cruising from the Port of Baltimore continues to be a very viable option. 🌐



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HONOR FOR PORT

Port of Baltimore Named  
**Nation's  
Most  
Productive  
Port**

JOURNAL OF COMMERCE  
STUDY BESTOWS  
HONOR FOR 2015

*BY TODD KARPOVICH  
Photography by Bill McAllen*



**T**

he Helen Delich Bentley Port of Baltimore strives to be one of the most successful maritime destinations in the world.

This means continuous infrastructure improvements and reinvestment to keep its facilities up-to-date. The Port also has to maintain close relationships with current business partners and attract new companies to the region.

As a result of these enhancements, the Port has enjoyed unprecedented success and continues to be recognized within the industry. For the third straight time, the Port has been named the most productive port in the U.S., according to an independent analysis by the *Journal of Commerce*.

"This is a direct reflection on our outstanding labor force," said James J. White, Executive Director of the Maryland Port Administration (MPA). "We have very dedicated and professional men and women. Working together with our partner Ports America Chesapeake, we have made significant infrastructure investments that have placed the Port of Baltimore in a very competitive position to attract some of the largest container ships in the world. However, it is our labor that is the real key to our success."

Port productivity results are compiled by international shipping lines, not by individual ports or marine terminals. The JOC's port productivity rankings factor in a ship's arrival time at a berth, the number of container moves per hour at that berth and a ship's departure time from that berth. The Seagirt Marine Terminal, the Port's primary container facility, which operates under a public-private partnership with Ports America Chesapeake, includes 11 cranes. Four of those are Neo-Panamax, which are among the largest cranes in the world.

The Port averaged 71 container moves per hour per berth — a faster rate than all other major American ports. The Port is also one of only four U.S. East Coast ports currently capable of handling some of the largest ships in the world.

"Congratulations to all stakeholders at the Port of Baltimore, the Maryland Port Administration, the ILA, trucking community and Ports America Chesapeake on receiving the JOC's most efficient container port award for the third consecutive time," said Jim Pelliccio, President of Ports America's Atlantic Division. "The Maryland Port Administration and Ports America remain leaders in the industry, consistently investing in the growth and development of the Port of Baltimore. We look forward to continuing our successful partnerships with the MPA and all stakeholders."



“The Port continues to be one of Maryland’s leading economic generators and further proof that Maryland is open for business.”

— Maryland Gov. Larry Hogan



In addition to welcoming its first big container ship to pass through the new Panama Canal locks, other notable achievements for the Port in 2016 were:

- ▶ Signing its top forest-product customer Finland-based UPM to a 10-year contract extension.
- ▶ Extending the contracts with both of its cruise lines, Carnival Cruise Line and Royal Caribbean International.
- ▶ Receiving almost \$1 million in federal funds to continue the reduction of air pollutants by upgrading diesel equipment at the Port.

Combining both the public and private marine terminals, the Port had 31.8 million tons of international cargo, valued at approximately \$49.9 billion, cross its docks last year. Baltimore also ranked among all U.S. ports for handling autos and light trucks, farm and construction machinery and imported gypsum, sugar and aluminum.

“The Port of Baltimore is very deserving of this award,” said Bayard Hogans, General Manager, Ports America Chesapeake. “Ports America Chesapeake’s relationship with the Maryland Port Administration, the ILA and port partners together make Seagirt Marine Terminal the most productive terminal in

North America. This wouldn’t be possible without their cooperation, hard work and dedication. We look forward to expanding our Seagirt services and attracting new freight to the Baltimore region.”

Overall, Baltimore is ranked ninth for the total dollar value of cargo and 13th for cargo tonnage for all U.S. ports.

“This is a tremendous way to end what has been a great year for the Port of Baltimore,” said Maryland Gov. Larry Hogan. “From the Port welcoming its first big container ship through the newly expanded Panama Canal to signing key shipping customers to contract extensions, the Port continues to be one of Maryland’s leading economic generators and further proof that Maryland is open for business.”

## Future Improvements

The state is looking to boost business at the Port even more by making infrastructure improvements to the Howard Street Tunnel. To help achieve this goal, Gov. Hogan, the MPA and CSX Corp. officials are seeking federal funds to help improve the tunnel so double-stacked container trains — two shipping containers stacked on top of each other — can travel to and from the Port.

Height restrictions within CSX’s Howard Street Tunnel currently prevent the shipment of double-stacked intermodal containers by rail to and from the Port. This limitation puts Baltimore at a competitive disadvantage, since other major East Coast ports have double-stack rail capacity.

For many years, the cost to reconstruct the Howard Street tunnel to accommodate double-stack intermodal trains was estimated at \$1 billion to \$3 billion. There were also overriding concerns about disruption to the surrounding communities during construction.

More recently, CSX and the Maryland Department of Transportation (MDOT) have determined that new construction techniques would bring the price tag down to approximately \$425 million, with a minimal impact to the community. One of these new techniques involves lowering the tunnel floor and notching the crown of the tunnel.

CSX and the state have already committed a combined minimum of \$270 million toward this potential project, and Gov. Hogan is seeking

federal funds for the balance of the project cost.

"It's critically important, not only to the Port of Baltimore and the City of Baltimore, but for the entire state of Maryland," Gov. Hogan said about the need for improvements. "It can really be transformative to our economy and have a dramatic effect on the economic development of our state."

### A Balanced Environment

The Port is able to maintain its role as a driving economic engine for the region with that of environmental steward for the Chesapeake Bay and surrounding communities. The U.S Environmental Protection Agency (EPA) has recognized both that efficiency and how the Maryland Port Administration effectively uses federal funds for environmental improvements.

In October, the EPA reinforced its commitment to the Port with a \$978,302 Diesel Emissions Reduction Act (DERA) grant to Maryland Environmental Services, which

will use the funds to upgrade diesel equipment that is used to move cargo at the Port. This will improve overall fuel efficiency and ideally reduce harmful pollutants impacting nearby communities.

The grant will pay for exhaust system upgrades or replacing diesel engines on up to 26 pieces of cargo-handling equipment, such as forklifts and yard tractors. The project also will install five automatic stop-start anti-idling devices on locomotives used at a nearby rail yard to move rail cars that come through the Port. 🌐

**31.8**  
**MILLION TONS**

of international cargo handled by the Port in 2016, valued at about \$49.9 billion.

**71**

Average Container Moves per hour per berth, unloading and loading container ships by crane faster than any other port in the country.

**11**

Cranes at the Seagirt Marine Terminal operated by Ports America Chesapeake under a \$1.8 billion public-private partnership deal.



PHOTOGRAPH BY CAPTAIN WILLIAM BAND AMP

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# Fellowship

## with the Baltimore International Seafarers

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➤ *The Baltimore International Seafarers' Center offers an array of services, such as free Internet, magazines, Bibles and rosaries at the Locust Point facility. The Center also delivers boxes of goods every December and provides day and evening rides for errands or worship as needed by members of a crew.*



**BY THE REV. MARY DAVISSON, EXECUTIVE DIRECTOR/PORT CHAPLAIN**  
*Photography courtesy of Baltimore International Seafarers' Center*

**H**alo-halo, despite the spelling, has nothing to do with haloes. It's actually a Filipino dessert made from coconut, beans, evaporated milk and fruit. And an international group of port chaplains and lay ship visitors appreciated halo-halo as the perfect crowning touch to a weeklong course about Filipino seafarers. As executive director of the Baltimore International Seafarers' Center, I was privileged to participate in this training, offered by the International Christian Maritime Association (ICMA) in Manila this past fall.

For up to 13 hours a day, 60 "ICMA Ahoy" delegates from 23 countries attended panels and lectures led by Filipino seafarers, seafarers' families, clergy, welfare workers, scholars, union leaders and government officials. We boarded a bus at 6:30 one morning to march in Manila's National Seafarers' Day parade, and we enjoyed dinners at seafarers' centers. Many memories, like the karaoke offered at nearly every seafarers' gathering, are as sweet as the halo-halo served at our concluding dinner.

But much of what we learned was serious and sad. After 12 years of visiting the cargo ships that dock in Baltimore, I already knew that seafarers typically spend nine consecutive months on a vessel — for decades — to support the families that they love. But before traveling to the Philippines, I didn't appreciate how much of their off time

is also spent away from home. Most Filipino seafarers' families live outside Manila. Yet the seafarers themselves often spend much of their one or two months' vacation in the capital, training and looking for their next vessel, while living in spartan dormitories. They also face enormous pressure to share their earnings with their extended families and neighbors.

My experience in the Philippines has transformed the way that I listen to crews of every nationality, and I've shared it with my colleagues. Listening is at the heart of the Baltimore International Seafarers' Center's ship visits. Although I'm the only full-time staff member, volunteers and part-time chaplains from half-a-dozen faith backgrounds bring our total of crews served to 20-some each week. We board vessels in Sparrows Point,



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Dundalk, Canton, Locust Point, Fairfield and Curtis Bay to offer a friendly welcome. Crews from the Philippines, India, China, Russia, Eastern Europe, the U.S. and elsewhere may request a security escort and transportation for errands, Internet use, rosaries, Bibles, prayers and referrals to vendors or labor representatives or legal assistance. It is our privilege to serve those from all faith traditions or none. The free security escort we provide also facilitates family reunions for seafarers whose relatives have migrated to Maryland. What a joy to hear "Thank you! This was my first chance to see my son in nine years!"

And all this requires training. New volunteers practice ship visiting with veterans and learn seven sets of terminal-specific security rules. Volunteer Associate Chaplain Allene Taylor studied ship visiting for two weeks in Houston 20 years ago. Baptist Pastor Don Bryant and I completed an online Ship Welfare Visitor course accepted by international seafarers' welfare agencies. Lutheran Pastor Bob Schmitt meets regularly with his Seafarers International House colleagues, and we refresh our skills at annual North American Maritime Ministry Association conferences. Ten of us also completed a Center for Seafarers' Rights course in maritime environmental regulations.

But the Manila course has been my most ambitious training, so I'm grateful that my course work was supported by the Episcopal Diocese of Maryland and the Baltimore International Seafarers' Center (BISC) Board of Directors. In recent interviews, port leaders who serve on our board explained why and how they support BISC:

Board President George (Bud) Nixon, retired president of Rukert Terminals, notes that seafarers docking in the U.S. have had a much harder time going ashore since 9/11, because rules now mandate credentialed security escorts. BISC



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volunteers and chaplains log 60,000 miles a year assisting crews from Dundalk to Curtis Bay. Crew members greatly appreciate a few precious hours to do errands, to meet up with relatives living in the area, or occasionally just to enjoy Baltimore sights.

Michael Derby, general manager of East Coast and Environmental Affairs for Wallenius Wilhelmsen Logistics, believes that crew members on even the best of vessels need someone to speak with besides their colleagues. And while WWL provides Internet and other amenities to their crews, some companies do not. So using free Internet at BISC is an important option for seafarers.

Capt. Michael Reagoso, general manager and vice president of McAllister Towing of Baltimore, says, "Our office is just a block away from BISC, and we're happy to assist. Our tugs have transported Chaplain Mary on several visits to the *Newlead Granadino*, a tanker which has been anchored for weeks with engine problems, and we've also delivered many supplies, which BISC helped collect."

A ride back from the *Newlead Granadino* was provided by the Maryland Pilots, who are represented on our board by Capt. Michael Flanagan. Having worked at sea for eight years, Flanagan knows the value of a friendly visit and free reading matter for crews who can't go ashore — whether they're stuck at anchor, don't have time or don't have U.S. visas.

Landside assistance has been provided more than once by board member Mark Schmidt, Ports America Chesapeake's terminal manager, who has supplied our ship visitors with maps of Seagirt Terminal construction and connected us with helpful personnel when one of our vans broke down inside a terminal.

Finally, every company mentioned here supports BISC financially. And each board member echoes Gregory Waidlich, terminal manager for Atlantic Container Lines in Baltimore, who says, "I'd like to see more support from all the steamship lines calling the Port of Baltimore." Waidlich added that he is continually amazed by the commitment of BISC chaplains and volunteers. 🌐

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# Smith Shipyard Wears Many Hats at the Port of Baltimore

COMPANY HAS BEEN A CONSTANT PRESENCE SINCE 1905



SMITH SHIPYARD ARCHIVE

↑ *Smith Shipyard has a long-standing presence at the Port of Baltimore. In the 1940s, the company was able to convert its schooners to motor-power-generated vessels, such as this one in the foreground undergoing repairs.*

BY KATHY BERGREN SMITH

**W**ho will supply the floating stage for a rock concert at the Inner Harbor? Why, the 112-year-old Smith Shipyard, of course. Where can you find a rental crane with a 150-ton lift capacity for a bridge maintenance project? Call Smith Shipyard. How about an emergency repair job on a harbor tugboat or barge? Yes, again, it is Smith Shipyard that provides a diverse palette of services to the Port of Baltimore.

The team at Smith Shipyard is led by J. Gerard (Jerry) Smith, along with his son Kevin and nephew Michael.

Their skills complement one another to keep the yard running smoothly. The yard offers conversions and repairs, barge rentals, crane rentals, towing services, sandblasting, painting, etc. — a wide range of services that has evolved over more than a century, adapting to the changing needs of the Port. What began as a family boatyard in 1905 became a shipyard in 1923 when company founder Augustus Smith and his son, Willis, built one of the first electric marine railways in Baltimore. This allowed the company to offer repairs to the commercial sailing schooners in Baltimore.

The schooners that plied the Chesapeake Bay carried regional



cargos like fertilizer from the Port to the farms of the Eastern Shore, returning laden with the farms' produce. By the early 1940s, engine technology had developed and Smith began to convert the sailing ships to diesel. Before the days of trucks, these "freight boats" crowded the wharves in the Inner Harbor.

Today's facility is a far cry from



A.R. JORDAN

the boatyard of the early 1900s. The bulkhead and piers provide the infrastructure for staging construction projects and repair work.

In 1947, J. Willis Smith and his brother, Buck, (grandsons of Augustus) acquired the company's first floating derrick crane and expanded the operations dramatically to include salvage and cargo loading.



[smithshipyardmd.com](http://smithshipyardmd.com)



### AT A GLANCE SMITH SHIPYARD

**FOUNDED:** 1905

**LOCATION:** 6211 Pennington Ave, Baltimore

**EMPLOYEES:** 30

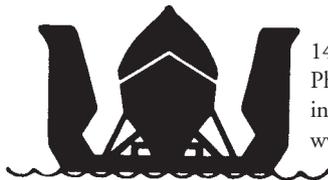
**BACKGROUND:** Shipyard, barge, crane and maritime supplier for the mid-Atlantic region.

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This was the beginning of a new chapter in the company's history.

"My father [J. Willis] knew that the shipyard would not survive on its own, and we needed to diversify," said Jerry Smith.

The floating derricks and cranes and a large fleet of rental barges (nearly 40 of them) are the foundation for today's fourth, fifth and sixth generations of Smiths — all active in the business.

As the barge rental fleet grew, customers needed towing service as well. The company responded by acquiring tugs, led today by the 1,300-horsepower flagship *Rising Sun*. Jerry Smith joined the company in 1971 after serving in the U.S. Army. His interest and skills in aviation translated well to the water, and he spent many years towing the barges used in the construction of restoration projects at Hart-Miller and Poplar islands. Today, Smith tows barges all over the Chesapeake and beyond, as well as assisting in dredging operations.

"This work is in our blood," said Smith. "Kevin, like my late brother Ross before him, has the managerial

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KATHY BERGREN SMITH

↑ *Smith Shipyard has been in the family for more than 100 years. Pictured (from left) are: Justin and his father Michael, along with Kevin and his father Jerry. "This work is in our blood," said Jerry Smith.*

and logistical know-how to respond to the very diverse requests we receive. Michael inherited the mechanical know-how that has always been our hallmark. It is quite remarkable, really, that each generation has provided a new skill set to meet the times."

The next generation is represented by Justin Smith, Michael's son, who is a trained diesel mechanic. However, the history of the company is kept by President Jerry Smith. His respect for the past informs the company's present and future. He even lent his knowledge of marine railways and sailing vessels to Living Classrooms, when the nonprofit reconstructed a historic railway at its Inner Harbor campus.

According to him, "My great-grandfather would be very proud of how we have adapted to changing times and continued the business into the sixth generation." 🌐

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# Marine Technologies Dives In at the Port of Baltimore

## FIRM READY TO CELEBRATE 25 YEARS OF SUPPORTING INFRASTRUCTURE



**STORY & PHOTOGRAPHY  
BY KATHY BERGREN SMITH**

**T**erry Clarke started his career in road construction, but it didn't last long. "I didn't want to spend my working life choking on dust," he said.

The southern Maryland native loved the water, so he decided to go to school in Houston to train as a commercial diver. Today, Clarke (pictured above) owns a fast-growing firm that has expanded from diving right back to heavy construction, without the dust, since most of the work is on the water.

Marine Technologies, Inc., known as MTI, is a commercial diving and

marine construction contractor based in Baltimore. The firm will celebrate 25 years of serving the Port of Baltimore and beyond this summer.

Currently, Clarke's team at MTI is working with the Maryland Port Administration (MPA) to maintain and enhance the Port's infrastructure. The company won a multiyear project to inspect and repair the subsea structural parts of the many MPA-owned piers and bulkheads. This project requires a crew to be on alert 24/7 in the event of an emergency. But, according to Clarke, that is nothing out of the ordinary at MTI. From nuclear to wastewater, MTI performs work around the globe and must be ready to respond to any emergency within 24 hours anywhere in the world.

Commercial diving, also known as "hardhat diving," is a difficult and dangerous profession. Divers work below the surface welding, pouring concrete and doing other construction tasks while tethered to the surface by a hose, called an umbilical, that delivers air and communication from the surface and sends video. Workers are often doing complex tasks in zero-visibility conditions. MTI even works in such unlikely places as gasoline storage tanks, where, and Clarke chuckles as he says, "There's nothing like doing the backstroke in three million gallons of gasoline." In these high-stakes situations, Clarke and his team seek to minimize risks with careful preparation and planning.

"We try to strategize and prepare for whatever challenges we may encounter," said Clarke. Divers will simulate conditions and practice working around hazards.

One of the company's most challenging projects was also high profile. "Back in 2002, the main water supply pipe below the Patapsco River at the Key Bridge corroded and blew apart," said Clarke. MTI took on the emergency repairs to the 6-foot-diameter pipe that is buried 20 feet below the bottom of the river and across the ship channel, where it is some 80

### MARINE TECHNOLOGIES AT A GLANCE

**HEADQUARTERS:**

6604 Fort Smallwood Rd, Baltimore

**PRESIDENT:** Terry Clarke

**EMPLOYEES:** 110

**SERVICES:** Ship Husbandry, Civil Engineering, Commercial Diving, Inspection Services, Maintenance and Repair, Marine Construction

[marinetechnologiesinc.com](http://marinetechnologiesinc.com)



feet under the surface. "As the divers worked, they were sometimes 3,000 feet from the point of entry, so we stationed a rescue diver every 400 feet in case of an emergency," Clarke said. The project took nearly a year to complete and when it was finished, then-mayor Martin O'Malley came to the job site and presented the crew with a citation.

Clarke saw an opportunity to broaden the company's services and began to recruit workers skilled in marine construction. His workforce has grown from 30 to 110. He has also built a fleet of equipment that includes tugs, barges, crane barges and heavy equipment, including their largest crane at 275 tons and a barge certified for ocean-going service.

"MTI is a marine contractor who works on many of the MPA's



capital projects," said Todd Lingoski, Manager of Construction for the MPA.

Currently, MTI is working on a deck replacement at Dundalk Marine Terminal by driving 24-inch diameter concrete pilings 110 feet down,

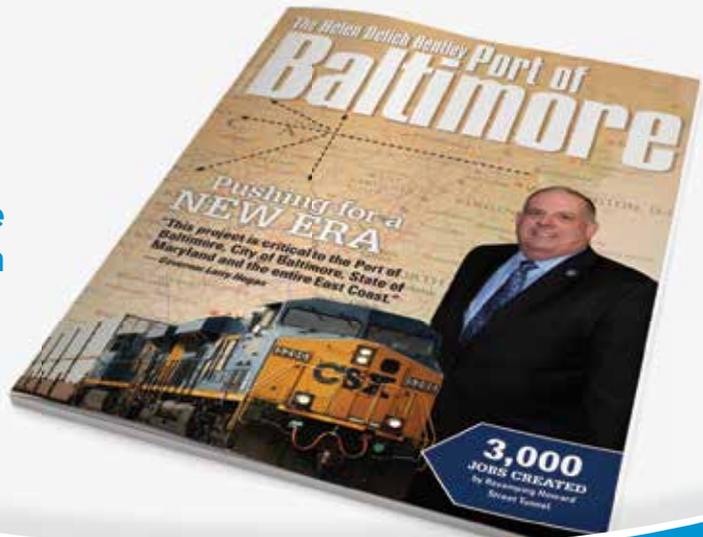
"We are working to enhance the infrastructure at Berths 11 and 12 in order to support heavy cargos," said Lingoski. The work is expected to be complete by the end of the year. 🌐



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## A New Focus on the Port

BALTIMORE MUSEUM OF INDUSTRY  
EXECUTIVE DIRECTOR **ANITA KASSOF**

BY MERRILL WITTY | Photograph by Kathy Bergren Smith

**A**fter a museum career spanning two-and-a-half decades, Anita Kassof was thrilled to take the helm of the Baltimore Museum of Industry (BMI) in February 2015. “The BMI is a true Baltimore gem and, given its popularity and longevity, together with its location in a burgeoning neighborhood, I believe great things lie ahead for the museum,” she said.

She is using her role at the BMI, which celebrates the city’s industrial legacy, to draw attention to the Port of Baltimore and its role in building the City of Baltimore and fueling the local economy. Recently, the *Port of Baltimore* magazine spoke with her about several Port-related projects under her purview.

One such project involves the restoration of the museum’s 1942 whirley crane, which was used to build WWII Liberty ships at the Bethlehem Steel shipyards.

Baltimoreans may be familiar with cranes rising into the skyline, but the BMI’s 1942 whirley crane — named for its ability to rotate 360 degrees — once stood above it all. During World War II, this crane worked in Bethlehem Steel’s Fairfield Shipyard, building Liberty and Victory ships.

After the war, it was moved to the Key Highway yard, where it helped repair and repurpose ships. “The Yards” employed 11,000 workers and was the largest repair facility in the U.S. until its closure in 1982. The crane was donated to the BMI in 1989 and floated down the Harbor to its new home. Today, the crane is a local landmark for residents and travelers on Interstate 95.

The crane was eventually due for some restoration work after 25 years of standing sentinel at the BMI. The crane cab was cleaned and sealed last year and the next step is to repair, repaint and light this beacon. Once restored, the crane will serve as a glowing source of community pride and a landmark on par with the Bromo Seltzer Tower, the Washington Monument and the Natty Boh sign.

Another plan in the works is for an outdoor exhibition centered around the steam tug *Baltimore*. The museum is currently exploring how best to preserve the *ST Baltimore*, also one of the museum’s most notable and cherished artifacts. Built in 1906 by the Skinner Shipbuilding Company, the *Baltimore* operated as a harbor inspection tug, an official welcoming vessel and VIP launch, an auxiliary fireboat and a light icebreaker.

The BMI hopes to bring her up on land, where she will serve as the centerpiece of an outdoor exhibition that explores the history and ongoing impact of the Port of Baltimore. In connection with these efforts, Kassof said, “We’re currently contemplating how best to use our significant outdoor waterfront space to better serve as a neighborhood amenity and to continue telling the stories that begin inside the museum.”

The BMI is the repository of Port-related material, including all the extant footage and scripts from Helen Delich Bentley’s “The Port That Built a City and State” archives.

The museum was honored to

be named in Bentley's will as the recipient of a generous gift to be used for preserving and sharing the original footage from "The Port that Built a City and State," her long-running WMAR television show and making it more widely available to the public.

Bentley was a champion of the museum from its inception and was a member of the Board of Trustees at the time of her death. Through April, the BMI will display a collection of her garments — several of them from her television show — including stunning dresses and hats, many of them manufactured here in Baltimore. She was a champion of American designers and manufacturers.

As director, Kassof has also proposed a curriculum that would expose thousands of schoolchildren to the important history and ongoing role of the Port of Baltimore. Currently, several guided tours and hands-on activities — such as the popular oyster-canning program — celebrate the role of the Port in shaping Baltimore.

"It's impossible to overstate the significance of the Port to Baltimore's growth and ongoing economic vitality," she said. "Simply put, without the Port, there would be no Baltimore."

She continued: "We welcome members of the Port community to visit the museum, attend our public programs, help advise us as we explore options for long-term preservation plans for the *Baltimore*, and join the conversation about how we can continue to share the story of the Port with museum visitors." 🌐



For more information on how to save the crane and about the BMI's other projects, visit [www.thebmi.org](http://www.thebmi.org).



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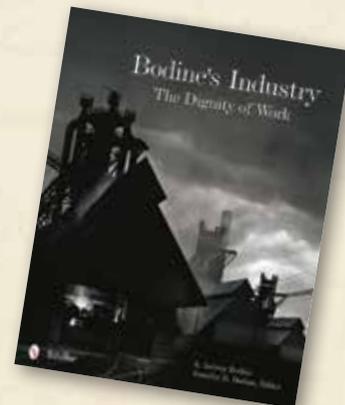
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*G. Aubrey Bodine*

afterward. Around 1910, Skinner added the graving dock visible in this photo. Bethlehem Steel acquired the yard in the 1920s.

In this shot, nearly a dozen vessels are under repair. They include a naval transport (closest), T-2 type tankers and general cargo freighters from around the world. The shops built by Bethlehem Steel, along the street, are considered to be excellent examples of “modern” factory design from the 1920s. On the piers, whirley cranes are visible. Today, one of these marks the entrance to the Baltimore Museum of Industry, which is built on the lot adjoining the shipyard. The Bethlehem Steel Key Highway facility closed in 1982.

Today, the Ritz Carlton Residences and the HarborView Tower and townhouse complex are built on the shipyard property. Only one ship repair facility remains on Key Highway: the General Ship Repair, which is visible in this photo and stands next door to the museum. 🌐

STORY BY KATHY BERGREN SMITH

## Bethlehem Steel Key Highway Yard: A Historical Perspective

**T**his aerial photo by A. Aubrey Bodine was shot in 1955. It shows Key Highway at Baltimore’s Inner Harbor in its mid-20th century heyday. However, the

yard’s history goes back much further. This is the original site of William Skinner’s Shipyard, which expanded its operations in 1845. In 1896, Skinner operated a marine railway, while the first dry dock in the city arrived shortly

This image is from the archive of A. Aubrey Bodine (1906–1970). During his nearly 50-year career as a *Baltimore Sun* photographer, Bodine captured the city with an artist’s eye. His fine art work is known worldwide. Bodine’s work is available for viewing, and prints and books may be purchased at [www.aubreybodine.com](http://www.aubreybodine.com).



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