



International Propeller Club of the United States

Promoting the Maritime Industry Since 1927

November 2021 Newsletter

Message from the President



It has become virtually impossible to read or listen to the news and not hear yet another report on the supply chain challenges presently facing our country and countries overseas. These issues – most often illustrated by pictures of vessels waiting to be allowed into a port to unload cargo – demonstrate very clearly the importance of addressing the infrastructure limitations prevalent in and around ports, and the urgent need to provide

the funds necessary to expand, upgrade and modernize shoreside facilities. Especially at this time of year, with the holidays fast approaching, the worldwide COVID 19 pandemic has brought to the forefront what happens when we fail to be proactive and to provide the resources necessary to prevent or at least mitigate against the precise situation we find ourselves in today.

Consequently, we applaud Congress for passing and the President for signing the nearly \$1 Trillion Infrastructure Investment and Jobs Act. This legislation provides unprecedented funding for projects throughout the United States, including \$17 billion to improve infrastructure at coastal ports, inland ports and waterways, and land ports of entry along the border. According to the Administration, “These resources will deliver near-term assistance and make long-term investments to strengthen supply chain resiliency.” We also congratulate former New Orleans Mayor Mitch Landrieu on his appointment to oversee the implementation of the infrastructure program.

At the same time, I would also submit that as the efforts to address the current supply chain crisis move forward we must not lose sight of the fact that solving this problem is not the end of the supply chain challenges facing our country. Consider for a moment that U.S.- flag vessels – the only vessels truly under the control of the United States – carry less than 2 percent of all the commercial cargo in our country’s foreign trades. That means of course that approximately 98 percent of U.S. exports and imports are shipped not only on foreign flag and foreign crewed vessels but oftentimes on foreign state-owned and controlled vessels.

It is no secret that China has embarked on an aggressive and incredibly well-coordinated strategy to enhance its maritime presence and control and to increase its share of the world’s waterborne commerce. Unless our nation acts to increase the share of America’s trade carried by U.S.- flag vessels we may find ourselves at the mercy of such foreign vessel operations and subject to their economic blackmail and coercion.

My point is simple: we can no longer pretend that these issues do not exist – that we can get by without addressing climate change and the impact rising sea levels have on our ports and coastal cities; that we can survive economically without being

innovative and without taking steps to increase the utilization of smaller and underutilized ports to handle foreign and domestic commerce; that we can protect our economic security without having a strong vibrant domestic maritime industry operating along our coasts and on our rivers as well as in the international trades.

No organization of its kind has as diverse a membership as the International Propeller Club, representing individuals located in ports throughout our country and around the world who are directly as well as indirectly involved in or employed by some segment of the maritime industry. We stand ready to work with you and other interested parties in support of those proposals that enhance the maritime industry.

Jim Patti
International President

From the Executive Vice President

With the 95th Annual Convention behind us, we look forward to the future. We are still in a supply-chain crisis mostly caused by COVID-19, and some ports are getting some relief. But there still is a long way to go. Our President, Jim Patti, has been vocal about the need to improve America's infrastructure, and perhaps recently passed legislation will do that. Meanwhile, the world's ports and the maritime industry as a whole remain the backbone of the international economy, and our Propeller Clubs provide the forum for working together and keeping ships moving on all the earth's oceans.



We are starting to plan a European Conference, likely in the Spring of 2022, and we'll need the help of our international Clubs to create a compelling agenda and identify dynamic speakers. This May in America, we'll have our annual Salute to Congress to recognize a Member of Congress who stands out in support of the Maritime Industry. Finally, we'll begin work on our 96th International Conference that will be hosted by the spirited Propeller Club of Piraeus, Greece. We will announce the exact dates soon and we look forward to being in Greece this September!

As always, your input for this newsletter is always appreciated!

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CALL TO ACTION!

We need help from our members in three important committees: the Membership Development Committee, the Communications Committee, and the Maritime Promotion Committee. If you have skills that could help us in these areas, please sign up here!

[IPC Committee Sign-Up](#)

MEMBER SPOTLIGHT:

CAPTAIN GENO MARCONI
Director, New Hampshire Port Authority



Captain Marconi is the Director of the Pease Development Authority Division of Ports and Harbors, also known as the New Hampshire Port Authority. He was hired as the Operations Manager in 1995 and served as the Interim Director from 2000 to 2002 when he was appointed Director by Governor Shaheen and was reappointed two additional terms by Governor Lynch.

A native of the New Hampshire seacoast, Captain Marconi grew up working in the commercial fishing industry with his family. He has owned and operated commercial fishing vessels engaged in harvesting lobster, groundfish, and northern shrimp.

Captain Marconi is an Accredited Maritime Port Executive with the International Association of Maritime and Port Executives and is on the Board of Directors of the North Atlantic Ports Association. He holds a license as a United States Merchant Marine Officer for Master of Mechanically Propelled Motor or Steam Vessels of not more than 1600 Gross Tons as well as a Master of Towing Vessels. He has sailed as Captain aboard various classes of vessels including cruise ships and towing vessels throughout Southeast Alaska, the Great Lakes, and Canadian Maritimes as well as the Caribbean.

Port President Wendy Lull said of Geno "As Club President, I find Geno's leadership style to be perfect for our Club. He listens first, and then, with little personal fanfare, gives his opinion in a way that clarifies whatever sticking points were under debate so that we can go forward, full steam ahead."

Does your Port have an outstanding member we can highlight in our newsletter?
Let [Joel](#) know!

Around our Propeller Club Ports

Thanks to the many Ports worldwide that have aided visiting Seafarers to receive COVID vaccinations!!



Port of Tampa

The return of the Propeller Club - Port of Tampa Stone Crab Fest in November was a great success with over 1000 attendees!

Port of Mobile

The Propeller Club of Mobile hosted its last "Waterfront Meetup" of 2021 in downtown Mobile. Anyone who works on or with the waterfront of Mobile was invited to attend.



Port of Piraeus

On Thursday, November 11, a delegation of the Propeller Club of Piraeus, including the President, Costis Frangoulis, the 1st Vice President, Christos Timagenis, the General Secretary, Danae Bezantakou, as well as the President of our Maritime Committee, George Margaronis – met with the Commandant of the Hellenic Coast Guard, Vice Admiral HCG Theodoros Kiliaris at their Headquarters. The meeting was an opportunity to discuss shipping-related issues, Greek-U.S maritime relations and emphasized the excellent cooperation that the Propeller Club has with the Hellenic Coast Guard.

Maritime News

International Propeller Club's President Patti warns that the supply chain crisis is a wake-up call to increase US ships in international and domestic trades

8 Nov - International Propeller Club President James Patti warned that the current supply chain crisis, has exposed the United States' dependence on foreign flag shipping and argued that the United States needs to:

- Build up its merchant fleet to compete in international trade.
- Increase investment in ports.
- Expand construction of coastal ships and tug/barges to carry more domestic freight by water.

Otherwise, Patti warned, a lack of U.S. vessels in international trades made the United States vulnerable to the increasing economic dominance of China.

Patti spoke to the 'Storms, Flooding and Sea Level Defense' conference, produced by the Society of American Military Engineers and the Propeller Club of Northern California, that took place virtually on November 3rd. [AJOT Insights](#)

COVID-19 - Impact on Shipping

12 Nov - The on-going global outbreak of the Coronavirus (COVID-19) is having an impact on global shipping, affecting all shipping sectors from passenger ships to container ships and oil tankers. The coronavirus crisis escalated to unprecedented levels in Europe in March 2020, with a severe impact on health, people and the economy. Many countries have responded to the pandemic by imposing lockdowns or restricting movement in the last months. The European Union is responding to the outbreak of COVID-19 and its consequences by adopting a wide range of measures in many areas (health, economy, research, border, mobility, etc.). Since the start of the COVID19 crisis, the Commission, the Member States and the shipping industry have been taking measures to ensure the continuity of operations and thus the security of supply.

Coronavirus is an ongoing situation that is evolving day by day and the effects could be

deep and long-term. What shipping will look like post-COVID-19 is unclear; however, EMSA has the necessary data and tools to analyse the impact of the pandemic on certain shipping activities by analysing vessel traffic data and providing reliable figures to assist in the definition of the recovery policies and specific measures. These figures should assist all parties involved (EU, maritime administrations and shipping industry) in determining a recovery strategy to overcome the economic crisis that Europe is facing.

The objective of this report is to provide figures on the impact of COVID-19 on shipping traffic; it is based on solid vessel movements statistics showing the port call trends without interpreting the statistical data. The report could not serve the purpose of an economic impact analysis since the trade volumes are not available in the EMSA systems. The report focuses mainly on EU ports and EU flagged ships, but there are also statistics about the shipping routes from Europe to China and from Europe to the US have been affected. [European Marine Safety Agency](#)

MARPOL Annex VI: Ship decarbonisation – IMO strategy of 2018

2 Nov - In 2018, recognising that ships are one of the major contributors to global carbon emissions, the IMO (the International Maritime Organization) formulated a strategy for Greenhouse Gas (GHG) reductions in shipping. They expressed their vision in writing with the following statement: “The IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible in this century.”

The IMO has formulated various plans to achieve this aim, and their main goal is to cut annual absolute GHG emissions from international shipping by at least half by 2050 compared to their level in 2008 working towards phasing out GHG emissions from shipping entirely as soon as possible in this century. As part of that strategy, their goal envisages a reduction in carbon intensity emissions (i.e. CO2 emissions per transport work which is calculated as weight of cargo carried * nautical miles) of an average across international shipping by at least 40% by 2030 and working towards 70% by 2050.

[Hellenic Shipping News](#)

Tankers: Oil Market Fundamentals Finally Turning For The Better

2 Nov - In its latest weekly report, shipbroker Intermodal said that “following the COVID19 pandemic we’re at last facing some solid improvement on oil market fundamentals. Since Jan 2021, crude oil prices slowly started to climb the ladder lagging the rally in metal-based commodities, while since the last week of August we’ve seen significant gains of more than 25% with Brent reaching the highest level since October 2018 and the American benchmark- WTI- reaching the highest level since 2014. The surge of natural gas and coal prices to record high levels over the past few months has further boosted oil demand and driven prices higher – as we speak WTI/Brent & Dubai stand at \$84 / \$86 and \$82 per barrel respectively. OPEC expects 2021 to see an overall increase in oil demand of 5.8 million barrels per day and total consumed oil 96.6m barrels per day, while Goldman Sachs recently reiterated an additional boost in oil demand growth from the gas to oil switch of approx. +1.0 million barrels per day”, the shipbroker said.

[Hellenic Shipping News](#)

U.S. Offshore Wind Expansion: Here’s How Officials Decide Where Turbines May Go

27 Oct - The Biden administration has announced ambitious plans to scale up leasing for offshore wind energy projects along the Atlantic, Gulf, and Pacific coasts. In an announcement released on Oct. 13, 2021, the U.S. Department of the Interior stated that it will “use the best available science as well as knowledge from ocean users and other stakeholders to minimize conflict with existing uses and marine life.” University of Massachusetts Boston public policy scholar David W. Cash, who worked at senior levels in state government for a decade, describes how this process works.

Why does the Biden administration want to build so much wind power at sea?
President Joe Biden has set a goal for the U.S. to achieve net-zero emissions

economywide by 2050. That will require an unprecedented expansion of renewable energy to replace fossil fuels that release climate-warming greenhouse gas emissions. [MarineLink](#)

On Deck

The White House



White House announces plan to accelerate investments in ports, waterways, and freight networks

Nov 10 - The Biden-Harris administration on November 9 announced a port action plan, a set of concrete steps to accelerate investment in US ports, waterways, and freight networks. The plan's goals and timelines will mobilize federal agencies and lay the foundation for the implementation of the recently approved \$1.2trn Bipartisan Infrastructure Deal.

The action plan will increase federal flexibilities for port grants; accelerate port infrastructure grant awards; announce new construction projects for coastal navigation, inland waterways, and land ports of entry; and launch the first round of expanded port infrastructure grants funded through the Bipartisan Infrastructure Deal. [Splash247](#)



Coast Guard

Area Maritime Security Committees 2020 Annual Report – Challenges, Suggestions, Accomplishments, and Best Practices

2 Nov - Area Maritime Security Committees (AMSCs) provide a valuable forum to discuss and address maritime security issues at the port level.

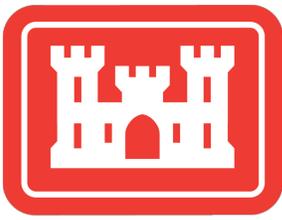
The committees are comprised of subject matter experts from Federal, Territorial, Tribal, State, and Local agencies as well as public and private port stakeholders to ensure the safety, security, and resilience of our nation's critical Marine Transportation System (MTS). The 43 AMSCs submit an annual report to the Office of Port and Facility Compliance (CG-FAC) detailing their activities and common issues relating to challenges, suggestions, accomplishments, and best practices. The consolidated report assists CG-FAC and other program offices to devise national strategies to address common problems, emerging threats, and measure AMSCs alignment with national preparedness goals. [Coast Guard Maritime Commons](#)

U.S. Maritime Administration



Air Travel to the United States for Non-U.S. Citizen Mariners

The Maritime Administration, in conjunction with the U.S. Department of Transportation, held an online meeting to address Air Travel to the United States for Non-U.S. citizens. The Propeller Club was invited to participate. This subject is of particular interest to facilitate foreign mariners' entry to the United States for crew changes. The Center for Disease Control and Prevention's guidance can be found [here](#).



Army Corps of Engineers

Army Civil Works Releases U.S. Army Corps of Engineers' Climate Adaptation and Resilience Plan

As part of President Biden's whole-of-government approach to confronting the climate crisis, Army Civil Works released its climate adaptation and resilience plan for the U.S. Army Corps of Engineers (USACE) to ensure its Civil Works projects and operations adapt and are increasingly resilient to climate change impacts.

Federal agencies face a multitude of risks caused by climate change including rising costs to maintain and repair damaged infrastructure from more frequent and extreme weather events, program effectiveness, and health and safety challenges to federal employees who work outside. Taking climate risk management actions now will mitigate disruptions to federal operations, assets and programs, and these actions will create safer worker conditions.

To address these challenges, President Biden prioritized the revitalization of federal agency climate adaptation and resilience planning efforts after a four-year pause. Through this approach, large agencies developed adaptation and resilience plans, called "climate action plans," to address their most significant climate risks and vulnerabilities. The plans address leveraging procurement to drive innovation and increase resilience against supply chain disruptions and are in line with the President's commitment to implementing his Justice40 Initiative. The climate adaptation and resilience plans were previously submitted to and reviewed by the National Climate Task Force, White House Council on Environmental Quality's Federal Chief Sustainability Officer and the Office of Management and Budget (OMB) in response to President Biden's Executive Order on Tackling the Climate Crisis at Home and Abroad.

As part of these efforts, agencies will embed adaptation and resilience planning and implementation throughout their operations and programs, and will continually update their adaptation plans. In addition to these plans, President Biden's Build Back Better Agenda and the Bipartisan Infrastructure Deal include bold, historic, and transformational investments to strengthen our nation's resilience to climate change and extreme weather events, including upgrading power infrastructure, rebuilding America's roads and bridges, and more. [USACE](#)

The Women's Propeller Club

Back in 1922, there weren't a lot of women in the maritime industry. Well, Thea Foss for one, but that was a rarity. So, when members of The International Propeller Club attended their annual conventions, their spouses registered and enjoyed the activities that were planned for them.

Then, in 1935, the Ladies Committee of the Propeller Club, Port of New York, decided they didn't want to just "stand around" and created their own organization. The success of the New York group resulted in inquiries from other Propeller Club cities and four additional Women's Organizations were formed at Savannah, Pensacola, Barranquilla, and Boston, from 1935 to 1938.

At their first official convention in 1945, in conjunction with the 19th Annual Convention of the Propeller Club held in New York, they were represented by delegations from New York, New Orleans, and Seattle. They established policies, goals, and objectives of their own which were similar to the Propeller Club.

Activities of these Clubs included: the Adopt-A-Ship Plan, writing letters to members of Congress regarding the plight of the American Merchant Marine, support of charities to provide hospital beds for seamen's hospitals and field kitchens, preparing thousands of utility kits for the war, and collecting books for the United Seamen's Service for placement

aboard American Merchant vessels.

Over the years funds have been donated for many patriotic causes. They have supported students from their local maritime academies as well as other diverse philanthropic organizations.

Now fast forward 86 years...yes, 86 years! The maritime industry has changed a lot. Women are piloting ships, running terminals, and operating port authorities. They have joined The International Propeller Club. But the Women's Propeller Club goes on. While there are two Clubs left, Port of New York and the Golden Gate, they have been joined by a growing contingency of Members-At-Large. These Members-At-Large comprise ladies living in areas that do not have a local Port Club, like Orcas Island, WA, and ladies whose spouses are members of IPCUS; they also include women who are already members of IPCUS!

While they are mostly a social organization now, their priority is still to support young people who have dreams of a career in the maritime industry. Every year their 50/50 raffle raises much-needed funds to assist in sending maritime students to the annual convention. We feel it is imperative that these young people attend meetings and conference sessions; learn from the leaders in the industry, and have the opportunity to meet and talk with champions in the maritime community.

The Women's Propeller Club is doing an important job. We mentor young people. We attend the IPC convention. We participate in education. We are dedicated to the objectives of IPCUS. Come join us! [Application Form](#)



PROPELLER CLUB FACTOID:

THE OFFICIAL MERCHANT MARINE MARCH

Did you know that in April 1979 Congress unanimously approved a Resolution recognizing the Merchant Marine March as the official march of the American Merchant Marine? The kicker: one of our own, former International Propeller Club Executive Committee member Earl W. Clark, wrote the words and music!

Upcoming Events

European Propeller Club Conference – Date to be determined

Salute to Congress, May 4, 2022 in Arlington, VA

National Maritime Day, May 22, 2022

96th Annual International Propeller Club Convention, Piraeus, Greece, Sept. 2022

World Maritime Day, September 30, 2022

Check Calendar

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