



# International Propeller Club of the United States

Promoting the Maritime Industry Since 1927

## February 2022 Newsletter

### Message from the President



Having just concluded our first round of Regional Meetings for 2022, I am pleased to tell you that our Propeller Club ports throughout the United States and overseas are moving quickly and safely to resume a full slate of in-person meetings and activities. It has become clear after listening to the reports from each of our Regional Vice Presidents that our members are eager to resume the personal interactions that make the Propeller Club the

primary source for networking throughout the maritime industry.

For the international officers and Headquarters staff, the quarterly regional calls have proven to be incredibly informative and helpful. As we go forward and even as we transition to more in-person meetings, we still plan to conduct these virtual meetings. As International President, I have personally found that they are an extremely effective way to facilitate the exchange of information, not only between International and the regions and ports, but between the regions and ports themselves. Of course, the fact that these virtual meetings have been so successful is due directly to the participation and dedication of our Regional Vice Presidents and Port Presidents. Without their efforts, and without their willingness to devote the time and energy necessary to support the operations of the International Propeller Club, we would not be able to effectively support our members and to promote the maritime industry and the efficient and economical movement of waterborne commerce.

In the months ahead we will be discussing various proposals to better reflect the international composition of our organization. It is our goal and objective to ensure that every Propeller Club port, whether located in the United States or overseas, has the tools it needs to recruit new members and to retain existing members of their ports. It is important that the activities at the International Headquarters level, and our positions, statements and other public pronouncements and representations, encourage rather than discourage the efforts of all our Ports. To this end, we will be considering changes to our maritime policy statement to make it more inclusive, and we will be discussing whether the name of our organization should be changed to International Propeller Club, to better reflect the fact we are one organization comprised of individual Propeller Club Ports with the same equal status within our organization. The views and opinions of all our Regional and local officers and all our members will be helpful as we proceed.

In the short term, I encourage everyone to register for our second “conversation with . . .” virtual event on March 2 featuring Mr. Richard Balzano, CEO of the Dredging Contractors of America. Registration information appears below in this newsletter. I also encourage all of you to save-the-date for our 2022 Salute to Congress award dinner to be held on May 17th at the Army Navy Country Club in

Arlington, VA. More information on this event will be available soon.

Finally, if you have any questions or suggestions about the International Propeller Club, feel free to contact me at: [jpatti@miraid.org](mailto:jpatti@miraid.org)

C. James Patti  
International President

## From the Executive Vice President

Our 96th Annual Convention and Port Presidents meeting this year will be in Greece from 20 - 22 September and it looks to be a fantastic event. Of course, the purpose of the Convention is twofold: first, to present international renowned speakers to speak to topics of interest to our members; secondly, it is the one time each year that our Port Presidents meet to conduct business such as approving bylaws changes, discussing the direction of the Club and any new business. We will also present up to three International awards: The International Port of the Year, the International Member of the Year, and the International Maritime Person of the Year.



It's not too early for Port Presidents and Regional Vice Presidents to think about nominees for these prestigious awards. Our Bylaws speak to the process for nominations, but essentially Ports should select their own Member of the Year and Maritime Person of the Year and send those nominations to their Regional Vice President (RVP). If a Port believes that it could compete for the International Port of the Year, the Port should also send a nomination letter to the RVP explaining the accomplishments that merit their selection. The RVP will review each of the nominees and send one regional nomination to the International Awards Committee Chairman, who will be appointed by the International President. The Awards Committee is responsible for selecting the International Port of the Year, International Propeller Club Member of the Year, and International Propeller Club Maritime Person of the Year from the nominees submitted by the RVPs.

Let's start thinking now about getting the recognition due to your Ports, members, and maritime leaders!

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## Mark your calendars!

**The 96th International Convention and  
Port Presidents Meeting will be held  
in Athens, Greece from  
September 20 - 22, 2022!**

**Keep your eyes out for Registration information!**



## MEMBER SPOTLIGHT: BOB AND BEV MERRILEES

Rear Admiral Bob Merrilees and his wife Bev are the Propeller Club of Port Canaveral Maritime Persons of the Year for 2021. The Merrilees have been long-time Board members of the Propeller Club. Bob was a founding member and Bev previously served as Secretary. They have volunteered for and sponsored numerous events, committees, and projects including

the ShrimpFeast fundraisers.

Bob had a dual career in the U.S. Coast Guard Reserve and the Federal Government. He enlisted in the Coast Guard Reserve in August 1961 and received a Direct Commission in 1964. He served as Senior Reserve Officer in both the Coast Guard Pacific Area and Atlantic Area from June 1990 until his retirement in July 1994. Bob's civilian profession was Federal Budgeting up until five years before he retired in January 1998, when he became the Community Relations Officer for NASA, Kennedy Space Center, Florida.

Because of his Coast Guard experience, he was asked to plan and lead the Coast Guard Reserve's Space Shuttle Launch Support program. Bev capped off a 30-year federal government career in personnel by serving as Kennedy Space Center Chief of Personnel from 1993 to 1998 when she retired. She received the KSC Federal Woman of the Year Award for 1988, the Exceptional Achievement Medal, and the Exceptional Leadership Medal. Both Bob and Bev have served on numerous community and non-profit boards. Bob served as national President of the Reserve Officers Association of the United States from 2003-2004 and is a Past President of the Cape Canaveral Lighthouse Foundation.

The Propeller Club of Port Canaveral is proud and honored to recognize their contributions to their club, the community, our nation; their tireless promotion of Port Canaveral and the maritime industry, and their unwavering support for the men and women of the U.S. Coast Guard!

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

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### **International Propeller Club's Next Webinar: A Conversation with Richard Balzano, CEO/Executive Director of the Dredging Contractors of America March 2, 2022 at 10:00 AM EST**



The International Propeller Club of the United States invites you to its second "A Conversation With . . ." event at 10:00 am est on March 2nd featuring Mr. Richard Balzano, CEO and Executive Director for the Dredging Contractors of America. In announcing the event, International Propeller Club President C. James Patti stated that "Mr. Balzano will share his knowledge and expertise regarding the implementation of the new Federal infrastructure program and its impact on the upgrading and expansion of American ports and the modernization of locks and dams in our inland waters system. The International Propeller Club believes it is important for our members as well as for others involved in the maritime industry to hear from leading national and international experts on issues affecting the efficient and economical movement of waterborne commerce."

The virtual event on March 2nd will begin at 10:00 am est. There is no charge to attend but every individual must register (see the link below) in order to receive the necessary zoom link and call-in information.

Register [here](#)

## Around our Propeller Club Ports

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### Propeller Club Port of Houston

Over the years, the Propeller Club of Houston has been an organization focused on networking and raising funds to support Maritime programs. Thanks to its board and members, the Propeller Club of Houston has awarded four scholarships in the amount of \$1,000 for the 2022 school year.

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### Propeller Club Port of Monaco

Jan 25 - The Propeller Club of Monaco hosted Mark Williams, Managing Director, Shipping Strategy Ltd., who spoke on several topics of interest to the shipping community, including why 2022 is a seminal year for the Energy Transition, whether there will be a post-pandemic trade bounce and whether tankers, bulkers, or containerships represent the best value.

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### Propeller Club Port of New York and New Jersey

The Propeller Club of New York supports Student Port members at the U.S. Merchant Marine Academy at Kings Point, NY. In January, the Propeller Club of New York and New Jersey arranged for 15 Midshipmen to visit Ellis Island and the Statue of Liberty on one of the coldest days of the year. That did not deter their enthusiasm. Statue City Cruises provided complimentary tickets. In February, 15 Midshipmen from Kings Point attended a field trip to Port Jefferson Ferry via the USMMA vessel "142". The "142" was named in honor of the 142 Midshipmen killed in WWII aboard merchant ships. In attendance was a Long Island Coast Guard marine inspector to give an overview of what an inspector does to conduct inspections for the USCG. They also had a round-trip ferry ride to Connecticut. The event was sponsored by the Propeller Club of New York and New Jersey and hosted by the Bridgeport-Port Jefferson Ferry.

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### Propeller Club Port of New Orleans

Feb 17 - In a joint luncheon with the Greater New Orleans Council of the Navy League, the Propeller Club Port of New Orleans hosted Captain Will Watson, New Orleans' Coast Guard Sector Commander at their first "Lunch and Learn" speaking event. He addressed a large audience of maritime leaders and military personnel about how the Coast Guard managed the federal response to Hurricane IDA that struck Louisiana and several other states in August of 2021. IDA was a deadly and destructive Category 4 Atlantic hurricane that became the second-most damaging and intense hurricane to make landfall in the U.S., only behind Hurricane Katrina in 2005.

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## Propeller Club Port of Tampa

Jan 27- The Propeller Club of Tampa hosted Vice Admiral Steven Poulin, U.S. Coast Guard Atlantic Area Commander, at Port of Tampa's 30th Annual Salute to the Coast Guard Dinner. He serves as the operational commander for all Coast Guard missions from the Rocky Mountains to the Arabian Gulf, spanning five Coast Guard Districts and 40 states. In addition to his duties at Atlantic Area, he serves as Commander, Coast Guard Defense Force East, which provides Coast Guard mission support to the Department of Defense and Combatant Commanders.

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## Maritime News

### Melina Travlos first woman to lead the Union of Greek Shipowners

Feb 11 - In a move that reflects the changing face of Greek shipping, the membership of the Union of Greek Shipowners (UGS) has elected the first woman President in its 105-year history. Melina Travlos was elected unanimously 10 February to the helm of the powerful 30-member board of the Piraeus-based UGS. She will lead the union for the next three years and her election reflects one of the fundamental changes underway in the world's biggest shipowning nation.

Travlos, 55, succeeds Theoreore Veniamis, who has been at the union's helm for four terms. She has been a leading member of the UGS and was serving as one of the two secretaries on the previous UGS board and was being touted as a possible President as long ago as last summer. She has been working in the industry since her teenage years at the car carrier company, Neptune Lines, which was founded by her late father Nikos. [Seatrade Maritime News](#)

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### Russia-Ukraine tensions could jeopardize 30% of European gas demand – US LNG can play a role in bridging the gap

14 Feb - An escalation of military tensions between Russia and Ukraine could put up to 155 billion cubic meters per year of natural gas imports to Europe at risk, if the conflict causes Russia to halt deliveries, Rystad Energy research estimates. The figure corresponds to 30% of Western Europe's annual gas demand.

Although a total shutdown of Russian piped gas is unlikely, European gas markets are entering the final stretch of winter in a precarious position. Gas stocks are at five-year lows, international LNG prices are highly volatile, and the Nord Stream 2 pipeline from Russia to Germany is not expected to be operational until the second half of this year. [Hellenic Shipping News](#)

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### MEPC's countdown to zero

19 Feb - With five months still to go, June's 78th session of the International Maritime Organisation's Marine Environmental Protection Committee is shaping up to be a seminal summit.

CMA CGM's announcement at the One Ocean Summit organised by the president of France Emmanuel Macron that the line will no longer transport any plastic waste aboard its ships from June 1 aptly sets the scene.

Also present at the One Ocean Summit was AP Moller–Maersk CEO Soren Skou. He too has his eyes on the June MEPC meeting, underlining the urgent need for the IMO to set a valid legal framework. [Hellenic Shipping News](#)

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### Decarbonising shipping could be a \$6 Trillion effort

8 Feb - The cost estimates were included in Ricardo Energy & Environment's report on Technological, Operational and Energy Pathways for Maritime Transport to Reduce Emissions Towards 2050 for OGCI/Concawe.

The 250-page report explored the future costs and emissions associated with maritime transport from now until 2050 should the industry adopt one of three different packages of emissions reduction measures, as well as a baseline scenario of business as usual.

[Seatrade Maritime News](#)

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### **'Disruption indicator' blames US ports for 80% of global inefficiency**

5 Feb - Solving the congestion issue at the Port of Los Angeles has been on the to-do list of the Biden administration for months. Yet despite the victory of saving Christmas, the congestion problems at the nation's largest port have not improved. According to Port of Los Angeles officials, the land capacity at the port is 90%, which means there are too many trucks and people to move around efficiently; 70% is considered optimal for efficient trade flow.

Global transport and logistics company Kuehne+Nagel has been following the disruption and has created its own disruption indicator to keep its clients informed. The indicator measures the cumulative waiting time (in days) for twenty-foot equivalent units (TEUs) based on vessel capacity in these key ports.

When you take a closer look at the waiting time, the Port of Los Angeles and Port of Long Beach are ground zero for the global container congestion contagion.

[Hellenic Shipping News](#)

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### **Omicron restrictions hit seafarer happiness**

Jan 26 - The Seafarer Happiness Index fell in the fourth quarter of 2021 as further COVID-19 restrictions were introduced.

The impact of the latest Omicron COVID variant and the rush to close borders hit seafarers especially hard in the final month of 2021. This was especially unfortunate given the timing around the Christmas and New Year holiday period," said the Q4 2021 Seafarers Happiness Index Report.

Published by Mission to Seafarers, the quarterly report builds an index from the answers to 10 questions asked to seafarers about how happy they are with various aspects of their work and conditions. The index fell from 6.59 in the third quarter to 6.41 in the fourth quarter. [Seatrade Maritime News](#)

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### **European Parliament's Report On The Revision Of The EU ETS: Union Of Greek Shipowners Issues A Technical Report On The Decarbonisation Of The Shipping Sector**

29 Jan - European Parliament's Report on the revision of the EU ETS: Greek shipowners welcome the recognition of the commercial operators' structural role in shipping and for the industry's decarbonization and the need for a sector – dedicated Fund.

The Union of Greek Shipowners (UGS) welcomes the report of the European Parliament (EP) Rapporteur, MEP Peter Liese, on the revision of the EU Emissions Trading System (ETS) in the framework of the "Fit for 55" legislative package. The submitted report addresses the shipping industry's concerns to a significant extent, primarily by recognizing the commercial operators' structural role in shipping and for its decarbonization, in line with "the polluter pays" principle as well as the need for a sector-dedicated Fund.

[Hellenic Shipping News](#)

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## Are China Port Closures to Blame for Continued Supply Chain Disruption?

31 Jan - On January 14, 2022, the Port of Ningbo – the third busiest in China after Shenzhen and Shanghai – resumed full operations after being partially closed for 14 days. Operations in several warehouses and depots had been suspended and trucking services ordered to operate at a reduced capacity after several people were confirmed to have COVID-19 in an area nearby.

This wasn't the first time COVID-19 had impacted operations at the port, nor is it the only port that has been affected by COVID-19 lockdowns. In August 2021, the Meishan terminal of the Port of Ningbo was shut down for two weeks, just a few months after the Yantian port in Shenzhen had finally reopened after portions of it were shut down in early June.

In this article, we discuss the different factors contributing to the global supply chain disruption and discuss the impact it has had on global trade and shipping. Finally, we take a look at whether more China port closures are likely and when supply chain woes are expected to ease. [Hellenic Shipping News](#)

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## Dredging Companies Keeping a Close Eye on New Infrastructure Dollars

For dredging company executives, the recently passed \$550 billion federal Infrastructure Investment and Jobs Act (IIJA) sits like the proverbial Horn-o'-Plenty, ready to disgorge billions of federal dollars for maritime, port, harbor, coastal, inland waterways and flood projects, many of which will require dredging. This is a really big deal because this new money will go toward existing projects, work that's been on the books, so to speak, but, until now, couldn't be funded. Plus, experts expect development of a whole new book of business as dormant projects are updated and offered for sale.

Overall, IIJA provides \$16.6 billion for waterways projects. That covers a lot of different work, paid for via a number of agencies: Army Corps of Engineers (ACE), Department of Transportation, Coast Guard, General Services Administration, and Department of Homeland Security. [Marine Link](#)

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## New Industry Guidance On Pilot Transfer Arrangements Published

29 Jan - In an effort to improve the safety of pilots and seafarers, The International Chamber of Shipping (ICS) and the International Maritime Pilots Association (IMPA), in collaboration with a number of industry organizations including BIMCO, have released the third edition of the Shipping Industry Guidance on Pilot Transfer Arrangements.

The guidance is intended to remind seafarers and companies of the vital importance of adhering to the rules and established procedures concerning the provision of safe boarding arrangements for pilots and the third edition includes a new section outlining the International Maritime Organization's (IMO) guidance on combination embarkation platform arrangements. [Hellenic Shipping News](#)

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## Supply chain chaos and port gridlock could drag on into 2023

2 Feb - The timetable for a container shipping correction keeps receding into the distance, which is either very good news or very bad news, depending upon which side of the market you're on.

The first predictions for a downturn were for October 2020 after China's Golden Week holiday. Then it was post-Lunar New Year 2021, then mid-2021, then the end of last year, then post-Lunar New Year 2022.

With Lunar New Year 2022 now underway and container freight rates, ship charter rates and port congestion still at or near all-time highs, timing sentiment is turning to 2023.

“Forecasts for a market correction have been repeatedly kicked down the road,” said Alphaliner on Tuesday. “A growing consensus now suggests that the current supply chain chaos will last at least throughout 2022.” [American Shipper](#)

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## Legislation On Deck

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### **New US legislation to tighten controls on foreign-owned offshore vessels**

Feb 22 - Legislation lodged with Congress to close a Jones Act loophole that allows foreign-flagged offshore supply vessels operating in US waters threatens to derail expansion of offshore renewable energy expansion.

The sponsors of the **American Offshore Worker Fairness Act**, Louisiana Senator Bill Cassidy, Garret Graves, and Democrat John Garamendi argue that the new legislation is designed to create a level playing field between US and foreign vessel owners by tightening up restrictions on the crew that can man these vessels and improve the oversight of foreign vessels.

“US and Louisiana mariners and maritime companies lose when foreign vessels, which do not pay US taxes, business taxes, or payroll taxes, take advantage of loopholes to hire foreign workers for half the cost,” said Dr. Bill Cassidy at the unveiling of the bill last week. “This bill levels the playing field to give the American worker a fair shot.”

[Seatrade Maritime News](#)

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### **Supply chain pain may lurk in container crane bill**

31 Jan - Legislation proposing strict new prohibitions on the purchase and operation of the world’s most popular container cranes could cause severe disruptions at U.S. ports, according to a maritime cybersecurity expert.

The **Port Crane Security and Inspection Act of 2022**, introduced last week by Carlos Gimenez, R-Fla., bans port cranes sold under contracts with countries considered a U.S. foreign adversary — which includes China, the world’s largest manufacturer of ship-to-shore gantry cranes — from operating at U.S. ports. In addition, within five years after the law is enacted, operators of such cranes already in the U.S. would be required to remove any software manufactured by countries covered under the ban that connects the cranes to the ports’ cyberinfrastructure.

The legislation also states that cranes purchased from China that had been scheduled for delivery at U.S. ports and determined by the U.S. Department of Homeland Security “to be of high risk to port security or maritime transportation security” must be inspected by the Cybersecurity and Infrastructure Security Agency (CISA) for “potential security vulnerabilities” before they can begin operating, according to the bill. [American Shipper](#)

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### **PROPELLER CLUB FACTOID:**

**Which are the largest Propeller Club Ports?**

**Piraeus with 473 members and**



Tampa with 439 members.

## Upcoming Events

Salute to Congress, May 17, 2022 in Arlington, VA

National Maritime Day, May 22, 2022

European Propeller Club Conference, June 28 - 29, 2022

96th Annual International Propeller Club Convention, Athens, Greece, Sept. 20-22, 2022

World Maritime Day, September 30, 2022

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*Our Headquarters staff is always happy to help you - just call us!*

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