



# International Propeller Club of the United States

Promoting the Maritime Industry Since 1927

## January 2023 Newsletter



### 97th International Convention in Charleston, South Carolina!

The 97th International Convention will be hosted by the Propeller Club of Charleston from September 26-29, 2023! It will be held at the historic Francis Marion Hotel which offers spectacular views of Charleston's church steeples, historic mansions, and its famous harbor, providing easy access to the wealth of Charleston's attractions. Look for registration information soon!

## Message from the President



As we move forward into the new year we are once again reminded that the men and women who sail aboard merchant vessels are used to navigating in dangerous waters; are used to putting their lives on the line against hostile forces; and despite the challenges and threats they all too often face, are responsible for the safe efficient ocean transportation of the world's commerce.

In his last annual message to Congress, United States President Theodore Roosevelt said: "To the spread of our trade in peace and the defense of our flag in war, a great and prosperous merchant marine is indispensable. We should have ships of our own and seamen of our own to convey our goods to neutral markets, and in case of need, to reinforce our battle line." While he was referring to America's maritime industry and the importance of a strong United States merchant marine, his remarks were then and are still today applicable to all the world's developed nations.

It is important that we continue to work together to ensure that the shipping supply chain and other issues of the past few years are not manipulated by those whose only objective is to enrich themselves. We should not pretend that a weakening of a national flag, the loss of jobs for a nation's mariners, and a loss of business for a nation's shipping companies whether in the United States or overseas are somehow positive responses. Rather, we would instead encourage maritime interests overseas as well as in the United States to work with us in the promotion of the maritime industry and maritime commerce.

On behalf of the International Propeller Club, I can assure you all that we will continue to expand our maritime promotional and advocacy efforts. As we discussed in great detail at

our 2022 Convention in Athens, we will be initiating a series of webinars directed towards those who we hope to recruit to our industry and become the next generation of seafaring and shoreside maritime leaders. We must educate those who may be unfamiliar with our industry and provide greater information to those who are considering a career in our industry. It is our responsibility to reach out to the younger generation and our responsibility to serve as mentors and teachers so they can help bring the maritime industry into the future.

At the same time, the International Propeller Club will be reaching out to companies and organizations throughout the maritime industry to encourage them to partner with us through our corporate sponsorship program so that together, we can expand our efforts to support and promote the maritime industry. No organization of its kind has a membership that represents as many diverse components of our industry as The International Propeller Club and our local propeller club ports. It is the Propeller Club that provides the most all-inclusive forum for the discussion of critical maritime industry issues and the development of rational, meaningful solutions. No other organization provides the opportunity for each of its members in each of our propeller club ports from every segment of our industry, to interact with colleagues and to work together as one to respond to the everchanging demands facing the international shipping community.

We stand ready to do our part and invite you as individuals to join your local propeller club and invite maritime-related companies and organizations to participate in our sponsorship program. Together, we can succeed.

***Jim Patti, International President***

International Propeller Club  
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## From the Executive Vice President

The times, they are a changing, and how true that is! Internationally there is great focus on decarbonizing our shipping industry and making operations more energy efficient. In the United States, I think this a big issue as well, as is intense interest in wind energy. So, it's very appropriate that the theme for this year's International Convention will be **"Propelling Tomorrow with Innovation Today."** Look for information soon on the Convention and how to register for it. In the meantime, mark your calendars for September 26 - 29 in beautiful Charleston.



At International Headquarters we are taking in membership and officer reports and dues from each of our Propeller Club Ports. We are also reinvigorating our committee structure with a focus on the following committees: Membership, Communications, Student, Maritime Policy, and our Corporate Sponsorship. We need some skilled professionals as members of these important committees, so if are interested, learn more about these priority committees and sign up [here](#).

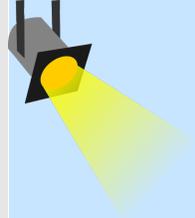
Finally, our Officers, Board of Directors and staff are here to make this organization and our individual Ports everything they can be. A complete list of our officers and Board members can be found at the bottom of this newsletter.

Joel

***Joel Whitehead, Executive Vice President***

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**MEMBER IN THE SPOTLIGHT:**



# Aristote Wack

## Port of Strasbourg, France

### Regional VP for the Western Europe Region



Aristote joined the Propeller Club - Port of Strasbourg in 2013 and has served as its General Secretary since 2014. Aristote was also recently elected as the Regional Vice President for the Western European Region at last year's International Convention.

Aristote was born and raised in Strasbourg, France and graduated from Marc Bloch University where he studied French Literature. He then studied at a Logistics and Transport school in France. That was the beginning of his maritime career working for the Port of Strasbourg for two years. Later, he worked as Operations Manager in France for a Dutch company operating barge, trains and truck from Strasbourg to Antwerp and Rotterdam. Then he was a branch manager and technical director with several transport companies. Currently, he is Sales Manager Western Europe and Africa for Super Dry Desiccants, a world-leading company producing calcium-chloride desiccants.

Aristote spends his free time travelling, especially on a sailing yacht where he serves as the skipper. The Propeller Club has been integral to his successful career. "Joining the Propeller Club at the beginning of my career was a great opportunity to meet business executives from the shipping industry in France and Europe. What I appreciated - and still do - is the dynamism of this organization and its members. This creates a conducive atmosphere making business opportunities easier. "Transportation is about trucks and sea vessels, but first of all about people." Well said, Aristote!

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

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## Around our Propeller Club Ports

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### Port of Tacoma, Washington

Todd Vincent, President, Tacoma Propeller Club, opened the annual "Spaghetti Extravaganza" meeting in January with club updates. Todd thanked the Board for all their volunteer time and work during the year. Jared Faker, President, ILWU Local 23, was Master of Ceremonies for the evening. He introduced William Adams, President, ILWU, who delivered some inspirational words on his beginnings in the maritime industry. Adams then introduced our Keynote Speaker.

Guests were privileged to meet and listen to Retired four-star General Stephen R. Lyons, Port and Supply Chain Envoy to the Biden-Harris Administration Supply Chain Disruptions Task Force. He began his remarks by thanking the ILWU for "making this industry hum", especially at the start of the pandemic and long before PPE was required. Lyons gave an overview of why it took so long to get through the supply chain disruption, and how it will take a collaborative effort to better delivery times. "Reliability is a critical area of the supply chain," and some inefficiencies were discovered in the public sector. He and his team will be taking steps not to revert back. Lyons spoke of the strong relationship between

maritime industry and national defense. He closed by thanking the Tacoma Propeller Club for all the work they do to introduce and educate citizens to the maritime industry.

The diverse crowd enjoyed a great evening of camaraderie and networking. We were happy to see all our Port of Tacoma Commissioners, and Eric Johnson, Executive Director, Port of Tacoma. Both City and County Councilmembers attended, as well as Representatives from the offices Senator Cantwell and Representative Kilmer. Congresswoman Marilyn Strickland attended, along with officers from the Youth Marine Foundation, Tacoma Maritime Innovation Incubator, Pierce County Central Labor Council, ILWU Locals 22 and 98.



## Port of Le Havre, France

On November 28, 2022, Le Propeller Club du Havre rewarded the three best dissertations from students in the ENSM, Ecole Nationale Supérieure Maritime. Recently, two of the three students were able to present a summary of their thesis topics during a videoconference session organized by the Propeller Club du Le Havre which was open to members of other French clubs. Despite the school holidays, about 25 participants from Propeller Clubs such as Nantes Saint-Nazaire, Port of Marseille Fos, Saint-Malo or Rouen followed these two presentations.

Agathe Lecomte first presented her thesis entitled "Radio Silence for the Ocean". This thesis was a continuation of an essay she wrote in 2021. She was able to discuss the sources of underwater noise pollution, the impacts on wildlife (especially mammals) and the existing means to mitigate this pollution. Antoine King spoke about the Kalman filter and its technical applications in the maritime field. A mathematical method of solving for predicting the evolution of a system (such as a ship's trajectory for example), this tool has existed for more than 60 years. The two speakers were rewarded by the ENSM jury with the same score, 19.5/20, testifying to the very high quality of their work.

[Propeller Club du Havre: Posts | LinkedIn](#)



## Port of Piraeus, Greece

Hundreds of Greek shipping companies were recognized for their participation in the AMVER program last year, during the 30th anniversary of the Greek AMVER Awards Gala Dinner, which took place at the Athenaeum Intercontinental Hotel in Athens.

Held in the presence of Greek government officials, top US diplomats and senior representatives from nearly the entire Greek maritime community, the event was organized by the International Propeller Club of the United States, Port of Piraeus, in collaboration with the U.S. Embassy in Greece and the United States Coast Guard. The AMVER System (Automated Mutual Assistance Vessel Rescue) monitors ships, identifies possible problems and informs ships in the vicinity to approach and provide assistance. It officially came to life on 15 April 1958 through the efforts of the United States Coast Guard and a number of commercial shipping representatives. Over 7,000 lives have been saved by AMVER-participating ships since 2000 and many of them owe their lives to the selfless and altruistic efforts of seamen and vessels of Greek interests. Over 11,000 international ships participate in AMVER and an average of 6,300 ships are added on the AMVER plot each day. The AMVER Center computer receives over 40,000 AMVER messages a day.

Fittingly, the event opened with renditions of the anthems of the United States and Greece, before the welcoming remarks by Costis Frangoulis, President of the International Propeller Club of the United States, Port of Piraeus and Vice President of the International Propeller Club of the United States. "Tonight is a very special night, since this year the AMVER awards event completes 30 years in Greece. This is a particularly important anniversary for Greek Shipping", said Frangoulis, in front of 950 guests who had the opportunity to network and enjoy an entertaining evening full of camaraderie and inspiration. Frangoulis added: "As every year, tonight we honor our seafaring heroes who,

with self-sacrifice and self-denial, hurry to save lives in the seas of the world, defying all danger. We honor the ships and their management companies. We honor all of you who are at the helm of decisions and support this very important US Coast Guard program that began in 1958 in the North Atlantic and has expanded worldwide since 1971. A program that since 2000 has helped save 7,000 lives”.

Representing the Greek government, Deputy Minister of Maritime Affairs & Insular Policy, Kostas Katsafados, said: “As you know Greece and Shipping are inextricably linked with each other. This is the reason why Greek Shipping remains firmly as a leading force in World shipping. In particular, it controls 32% of the world's tanker fleet, 25% of dry bulk carriers and 22% of the liquefied natural gas (LNG) fleet.



## Port of NY and New Jersey

Suny Maritime Cadets attended the Womens Offshore Conference at SUNY Maritime with Raina Barnes, President of WOC. The Propeller Club of New York and New Jersey was the proud sponsor of ten Cadets attending the conference.

## Maritime News

### Revised IMO GHG Reduction Strategy Could Be Coming Sooner, Rather Than Later

16 Jan - Regulatory pressure on shipping to further move towards emissions reduction, is only going to get higher as months go by, with 2023 expected to be a key year towards this. In its latest weekly report, shipbroker Gibson said that “with much of 2022 being focused on the fallout of the invasion of Ukraine and the major reorientation of global oil trade, it is easy to overlook the important environmental and regulatory developments that are putting the industry on a potentially accelerated decarbonization pathway. This growing momentum should take a central role in 2023, with the IMO’s Carbon Intensity Indicator (CII) and Energy Efficiency Existing Ship Index (EEXI) regulations having already kickstarted proceedings on the 1st January after much criticism and debate. Whilst CII is initially focused on data collection with the initial ratings not coming out until next year, it signals that the process of achieving net zero has begun. There is increasing support for stricter emissions reduction targets at the IMO from a growing number of member states, but this is yet to be finalized. This regulatory pressure is only likely to continue gathering pace with important implications for the shipping industry in terms of both future commercial and investment decisions”. **Hellenic Shipping News** Read [more](#)

### Inflation and recession top 2023 supply chain fears list

10 Jan - Container logistics platform Container xChange released its Container LogTech 2023 predictions report, which surveyed leaders’ hopes and fears for the coming year through a survey, polls, and interviews.

Inflation and recession topped the list of fears with 88% of respondents noting them as factors for 2023, followed by implications of war with 57%, impact of COVID in China at 53% and worker strikes at 23%.

The expectation is for a year of falling rates and rising industrial action, with the report highlighting 23 trends for 2023. Among the trends were container vessel deliveries, ongoing dept congestion, rising fines and storage fees, a container price war, capacity cuts, friendshoring, and changing work cultures post-pandemic.

“Due to inflation increasing, there’ll be more unrest in the labour market which will certainly lead to more strikes, specifically in Europe, the UK and North America. And as we have seen before, strikes result in slow operations within the port which can exacerbate supply issues,” said Aamir S. Mir, COO, Caspian Container Company SA as part of the interviews. **Seatrade Maritime News** Read [more](#)

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### **China’s reopening fuels global growth optimism, Davos panel says**

19 Jan - China’s reopening from pandemic restrictions could drive global growth beyond expectations and help avoid a broader recession even as some of the world’s largest economies struggle to overcome a downturn, top finance officials at the World Economic Forum said.

China has lifted many of the most debilitating restrictions after abruptly jettisoning its strict “zero COVID” policy, fuelling hopes that the world’s second largest economy can resurrect global growth even as the United States, the euro zone and Britain flirt with a recession over the coming quarters.

“The reopening of China has to be the major event and it will be a key driver for growth,” Laura M Cha, the Chairman of Hong Kong Exchanges and Clearing, told the forum in Davos.

“Asia is where the growth factor will be, you know, not only China, (but also) India, Indonesia; these are all emerging and very strong economies.”

Her comments were echoed by others who saw China as the key to the global recovery.

“There’s pent-up savings, there’s pent-up demand, so we think that China will see very strong growth, especially as you get later in the year,” Douglas L. Peterson, the President and CEO of S&P Global told a panel discussion. **Hellenic Shipping News** Read [more](#)

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### **Five reasons for tankers owners to be cheerful in 2023**

Jan 16 - The firm’s projections come with a health warning, however. Nobody forecast Covid-19 or Russia’s invasion of Ukraine – developments in 2023 are equally uncertain. The year ahead could be a prosperous one, but it could also be a bumpy ride, Poten warns.

However, if the broker’s views on key tanker market drivers prove to be correct, it’s good news for tanker owners.

The first plus point in China. The country’s zero-Covid policy constrained growth and led to a 400,000 barrels per day (bpd) decline in 2022 oil demand. The International Energy Agency (IEA) now expects demand to climb by 800,000 bpd this year – to 15.8m bpd. Almost all of the extra volume will be shipped by sea, Poten believes, mostly on VLCCs, which are therefore likely to command premiums over smaller tankers.

Second - Owners are likely to focus on newbuildings as the volume of secondhand deals slows down. After tankers were crowded out by container ships and LNG carriers, strong earnings and a small orderbook is likely to rekindle interest in new ships.

**Seatrade Maritime News** Read [more](#)

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### **Nine in 10 major ports are exposed to climate hazards: University of Oxford study**

16 Jan - New research from the University of Oxford’s Environmental Change Institute (ECI) indicates that nearly nine in 10 major ports globally are exposed to damaging climate hazards, resulting in escalating economic impacts on global trade.

Because of their locations in hazard-prone areas along coasts and close to rivers, ports will have to cope with sea-level rise and more-severe storms because of climate change.

The resulting physical damages to infrastructure and disrupted operations can have far-reaching consequences.

The ECI study, published in Communications Earth and Environment, provides a detailed picture of climate risks for 1,340 of the most important ports globally. It combines a new geospatial database of port infrastructure assets, with details on natural hazards, including earthquakes, cyclones and flooding, as well as localised information on “marine extremes,” such as wind speeds, waves and temperature.

“We found 86% of all ports are exposed to more than three types of climatic and geophysical hazards,” said research lead Jasper Verschuur in a statement. “Extreme conditions at sea are expected to cause operational disruptions to around 40% of ports globally. “What’s more, ports are exposed to other hazards, including river flooding and earthquakes, so port designers and operators have to take multiple hazards into consideration. If that doesn’t happen, we could see major disruptions to global trade and supply chains.”

On top of the physical damages, port downtime associated with natural hazards puts trade worth \$67bn at risk every year, which could result in costly delays, revenue losses and impacts to the wider economy. **Splash 247** Read [more](#)

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### **LNG trades will not return to pre-Ukraine war patterns**

13 Jan - “If the war in the Ukraine were to end tomorrow, would the patterns of LNG shipping move back to the way they were prior to February 24th, 2022?” was a question asked by Evercore ISI expert analyst Sean Morgan, on a webinar in mid-January. Barry Parker | Jan 13, 2023

Quick to answer his rhetorical question, Morgan offered a view that it was unlikely that origins and destinations for seaborne gas would return to their pre-war levels where Russia was a major supplier of gas into Germany, even if the war were to end. In his detailed slide presentation, the analyst suggested that global shortages of gas would persist globally, throughout 2023 as trades re-adjust.

**Seatrade Maritime News** Read [more](#)

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### **Decarbonisation in shipping: an introduction**

30 Dec - Decarbonisation of the shipping industry is a high-profile current issue. We are therefore running a podcast series as well as this series of articles, addressing this seismic change.

This series examines the various IMO and EU regulations which are due to come into force over the next few years with the aim of regulating and reducing shipping’s carbon footprint through various initiatives. We discuss the key practical and legal considerations they raise for owners, charterers, and other stakeholders.

There are two upcoming IMO measures directed at reducing greenhouse gas emissions from ships, both added to MARPOL Annex VI in 2021. The two new measures are the Energy Efficiency eXisting ship Index (EEXI), a one-off certification assessing the design, construction, and technical features of the ship; and the Carbon Intensity Indicator (CII), an ongoing measure of how environmentally friendly a ship’s operations are. The IMO’s stated goal is to reduce the carbon intensity of all ships by 40% by 2030 and 70% by 2050 (as against 2008 levels), and EEXI and CII build on existing measures to try and achieve this. **Hellenic Shipping News** Read [more](#)

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### **Decarbonisation developments and challenges: 2030 to 2050 – examining emerging fuels**

11 Jan - Our previous blog post turned the spotlight on bridging fuels, where we shared our members’ thinking on the short and mid-term compliance with IMO’s decarbonisation

targets, and explored the challenges and benefits of biofuels and liquified natural gas (LNG).

In this, our fourth post, we unpack the results of our 2022 Alternative Fuels survey to look one step further – to 2030 and 2050 – and examine the emerging fuels that may feature heavily in the shipping industry’s route to decarbonisation.

The IMO has set international shipping ambitious goals. IMO-2030 targets a minimum 40% reduction in carbon intensity (CO2 emissions per transport work) by 2030 while pursuing efforts towards 70% by 2050, compared to 2008 levels. IMO-2050 sets a 50% reduction in annual greenhouse gas (GHG) emissions by 2050, while working towards phasing them out by the end of this century. These targets may get even tougher – a strategy review planned for 2023 is expected to bring forward this net-zero requirement to 2050. **Hellenic Shipping News** Read [more](#)

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### **Global shipping costs are returning to pre-pandemic levels**

But a wave of covid-19 cases in China threatens to disrupt global supply chains once more

9 Jan - On January 9th 2022, 109 container ships sat off the coast of California waiting for their turn to unload at the ports of Los Angeles and Long Beach. One year later there are almost none. The easing of port traffic and the opening of other supply-chain bottlenecks have led to a collapse in freight rates from the all-time highs reached during the pandemic. The cost of shipping a 40-foot container from China to America’s west coast is now \$1,400, down 93% from its peak of \$20,600 in September 2021, according to Freightos, an online freight marketplace. It is roughly equal to its value in February 2020, before the pandemic struck. Costs along other major shipping routes are in retreat, too. That ought to be a relief for consumers. The Federal Reserve Bank of New York estimates that 40% of inflation between 2019 and 2021 was caused by supply shocks.

**The Economist** Read [more](#)

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### **LNG: What it is and how it impacts the climate**

10 Jan - The EU is weaning itself off piped Russian gas by rapidly expanding imports of liquified natural gas, much of it fracked in the US. But what exactly is LNG?

As liquified natural gas tankers carrying fracked US gas start to land in northern Germany, climate activists are calling it a major setback in the effort to limit global heating.

LNG is to compensate for lost Russian gas supplies, with four new terminals set to come online in Germany alone. But though touted as a short-term fix, many fear the gas is here for the long haul as the EU becomes the biggest LNG importer in the world. With LNG creating almost 10 times more emissions than piped gas by one estimate, its rapid expansion will likely compromise climate targets, say climate researchers, who also reject claims that most LNG infrastructure is suitable for green hydrogen in the future.

And while LNG imports are key to the European Union’s REPowerEU energy plan, analysts say they will not offer relief from the current Russian gas shortfall until after 2024. But to understand the potential climate risks associated with LNG, how exactly is it liquefied, transported and distributed? **General Energy News** Read [more](#)

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### **New report lays out road map for comprehensive US offshore wind supply chain**

25 Jan - The Business Network for Offshore Wind, the National Offshore Wind Research & Development Consortium (NOWRDC), the National Renewable Energy Laboratory (NREL) and several other organisations have released a report, A Supply Chain Road Map for Offshore Wind Energy in the United States, that identifies how the US can develop the domestic supply chain required to achieve the national offshore wind target of 30 gigawatts (GW) by 2030.

The report discusses barriers that could prevent or delay supply chain expansion, offers

potential solutions to help overcome those challenges, highlights major considerations for developing resilient, sustainable and equitable manufacturing capabilities, and estimates the number of required major component manufacturing facilities, ports and vessels that would need to be developed by 2030 under a domestic supply chain scenario that supports an annual deployment of 4 to 6 GW a year. This scenario also guides discussion regarding the investment, development time and workforce growth that could be required to develop a domestic offshore wind supply chain.

“To meet our ambitious clean energy national goals, American manufacturers must play a larger role to accelerate our transition,” said Ross Gould, vice president for Supply Chain Development and Research at the Business Network for Offshore Wind, in a released statement. “This road map lays out the challenges and collaborative actions needed to bring more domestic companies into the supply chain and the opportunity those businesses bring to building out the US offshore wind industry.”

“To fully realize the potential of offshore wind energy in the United States, it is important we understand the gaps and needs of the current offshore wind supply chain,” noted Maryland Energy Administration Director Paul Pinsky. “By understanding the needs of the industry, we can target investments to local businesses and workforce which create economic opportunities while achieving our goals of cleaner, more reliable energy.”

**Splash 247**

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### **Jones Act Uncertainties Persist in US Offshore Wind**

11 Jan - The Jones Act is a single sentence long, and yet somehow that reservation of U.S. domestic maritime commerce to qualified U.S.-flag vessels has spawned numerous complications with respect to offshore wind energy projects. Although not supported by prior experience, maybe 2023 will bring some clarity.

U.S. Customs and Border Protection (CBP) is the primary source of guidance for how the Jones Act applies. CBP issued its first two offshore wind rulings in May 2010 and February 2011 in the heady early days of U.S. offshore wind. Both rulings confirmed that a foreign installation vessel could operate lawfully on U.S. projects with limitations.

**Marine Link** Read [more](#)

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### **Average cost of wholesale U.S. natural gas in 2022 highest since 2008**

10 Jan - In 2022, the wholesale U.S. natural gas spot price at the national benchmark Henry Hub in Louisiana averaged \$6.45 per million British thermal units (MMBtu), the highest annual average—in both real and nominal terms—since 2008, based on data from Refinitiv Eikon. The 2022 average Henry Hub real natural gas spot price increased over 53% from 2021, the fourth-largest year-over-year increase in natural gas prices on record, behind only 2000, 2003, and 2021. On a daily basis, the Henry Hub spot natural gas price ranged from \$3.46/MMBtu to \$9.85/MMBtu, reflecting significant day-to-day price changes.

During the first quarter of 2022, declining U.S. natural gas production due to production freeze-offs in January and February and high net withdrawals of natural gas from storage caused the natural gas price to increase. Continued high demand for U.S. liquefied natural gas (LNG) exports in Europe and rising, weather-driven demand for natural gas in the United States led to relatively wide Henry Hub price ranges in February and March, between \$4.03/MMBtu and \$6.70/MMBtu. Despite these price fluctuations, the \$4.67/MMBtu average spot price was lower in the first quarter of 2022 than during the rest of the year. **Hellenic Shipping News** Read [more](#)

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### **IMO-ILO Call for New Protocols to Address Rise in Abandoned Seafarers**

21 Dec - Faced with a dramatic rise of crewmembers being abandoned over the past few years, the International Maritime Organization working with its sister UN group, the International Labor Organization, adopted a new series of guidelines to better ensure that flag states are fulfilling their obligations. The actions came during the first meeting of a

new Tripartite Working Group established by the groups to better address the problem of seafarer abandonment.

The organizations highlighted the dramatic rise in the abandonment of crew reported to the ILO despite the existing rules primarily under the Maritime Labor Convention designed to provide for the welfare and repatriation of all crewmembers regardless of the circumstances. Current rules call on flag states to check on the financial security of the operator and if the operator defaults flag state should step in to complete the repatriation.

**Maritime Executive** Read [more](#)

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### **The ‘fourth propulsion revolution’ and preparing for a green maritime industry**

12 Dec - How the maritime industry is tackling the issue of becoming greener, two industry experts offer their insights on alternative fuels and decarbonisation in shipping. Decarbonisation is fast approaching. All industries are having to adapt and maritime is no different. International, national and regional regulations are in progress, alternative fuels in development and operational practices under scrutiny.

David Roberts, Managing Director of Standard Asia, sat down with Professor Lynn Loo, CEO of the Global Centre for Maritime Decarbonisation (GCMD), a Singapore based NGO formed last year, to discuss the “the fourth propulsion revolution” and its implications for shipping in the latest Alongside podcast.

Professor Loo, explained that her centre’s mission is to help the international shipping sector eliminate its greenhouse gas emissions. “We do this by helping shape future fuel standards by financing first-of-a-kind projects. And by piloting low carbon solutions and technologies under real-world operation conditions and the ideas,” Professor Lynn said.

**Hellenic Shipping News** Read [more](#)

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### **Hellas: Shipping Fleet Consolidation Evident, Despite Rise in Number of Shipping Companies**

Dec 22 - The Greek shipping fleet is expected to continue its upward trend in 2022 and 2023 across all sectors, even allowing for higher scrapping, Petrofin Research said in a report issued yesterday, detailing the course of the shipping sector in Greece, both in terms of fleet size and the number of companies involved. According to the main findings of the report, “in 2021, an impressive return of confidence took place to the point where tonnage went up by approx. 30m tons DWT, adding to the fleet over 347 vessels, which more than outweighed the previous year’s reduction”. In total the number of vessels grew from 5,623 in 2020 to 6,123 in 2021.

All sectors showed growth in DWT terms in 2021, and of the 340 vessels added, 305 were over 20,000 tons DWT. In number of vessels in 2021, only tankers showed a decline by 16 units, although the tanker fleet’s DWT went up by 3%, only less than half a million tons from the highest volume the sector reached in 2019. Similarly, the number of Greek companies has been on the rise since 2019. By 2021 there were 607 up from a low of 588 in 2018 but down from an all time high in 1998. Despite the recent rise, there is evidence of consolidation over the last 20 years. In terms of the size of the companies running the Greek fleet, 25+ vessel fleets went up to 54 in 2021, the highest number ever, from a slight fall in 2020 (50). Tonnage wise they are up by an impressive 23.24m tons DWT compared to 2020. **Hellenic Shipping News** Read [more](#)

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### **Russian oil exports crater by 54% in the first full week of the EU’s embargo amid a shortage of tankers willing to carry cargoes**

Dec 22 - Since the European Union imposed its seaborne crude sanctions, Russian oil exports have tumbled by more than half, according to data compiled by Bloomberg.

In the week that ended December 16, which marked the first full week after the ban set in, total volumes coming out of Russia fell by 1.86 million barrels a day, or 54%, to about 1.6 million. The four-week average also dropped to a new low for 2022.

Signs also pointed to a shortage of ship owners who were willing to transport Russian oil from an export facility in Asia, the report said.

However, the data must be viewed cautiously, as variables like weather and cargo scheduling can sway week-over-week changes in flows.

Still, other evidence has emerged that the market for ships is tightening. US oil company Exxon Mobil is avoiding hiring oil tankers that used to carry Russian supplies, according to Bloomberg. Global energy rival Shell has also made a similar move as the possibility of some Russian oil being left over in a tanker risks violating sanctions.

**Freight News** Read [more](#)

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### **After Bomb Hoax, Officials Find 2.4 Tonnes of Cocaine on Board Boxship**

15 Jan - The report of a bomb aboard the container ship MSC Lorena last month turned out to be false, but authorities turned up something else in her cargo: 2.4 tonnes of cocaine.

The Panamax boxship MSC Lorena was headed for the Port of Antwerp on the night of December 22 when the Belgian police received a telephoned bomb threat targeting the ship. The caller (falsely) told the police that the vessel would explode shortly after docking at the port.

The Lorena had completed most of the transit along the River Scheldt and had reached a point just west of Antwerp when the threat was received. The police ordered the vessel to reverse course and proceed to the Vlissingen anchorage to investigate. She was held there for a week with the crew aboard until the authorities determined that the threat was a hoax. Two male suspects in their early 20s have been arrested in connection with the hoax threat.

"The ship had to be anchored for a week, so the cargo could not be unloaded. In addition, one must realize that, for example, just lending a telephone to express a threat can have enormous consequences," Dutch police official Gert Wibbelink told local media.

However, there was something else aboard the Lorena. After the ship was released, she transited into Antwerp for cargo operations. While she was in port, officials found 2,444 kilos of cocaine in a container, hidden in a cargo of cocoa. The ship departed again on January 4, bound for Togo. Antwerp and MSC have both developed an unwanted association with the cocaine trade, thanks in large part to their strong ties to Latin American seaports and shipping lanes. **Martime Executive** Read [more](#)

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### **Spain's first small-scale LNG carrier delivered into Shell charter**

06 Jan - The Norwegian owner reported the 5,000-m<sup>3</sup> LNG bunker vessel was delivered by Spanish shipbuilder Astilleros Armon in Gijón on 23 December in a social media post. The vessel is designed for supplying LNG to gas carriers and gas-fuelled cruise ships and ferries.

Classified by Bureau Veritas, Spain-flagged Haugesund Knutsen will use the Enagás LNG terminal in Barcelona to load and supply LNG. Besides the LNG receiving terminal in Barcelona, Enagás owns three other terminals in Spain located in Cartagena (Murcia), Huelva and Gijón, and has interests in two other plants: 50% of the Bahía Bizkaia Gas plant in Bilbao and 72.5% of the Saggas terminal in Sagunto (Valencia).

Because of its LNG receiving terminals and gas grid interconnections, Spain is a vital point of entry for natural gas into Europe. Preliminary data shared by Enagás indicates Spain received LNG cargoes from 19 countries in 2022, and the country's total natural gas consumption reached 364.3 TWh, about 3.7% less than in 2021, due to lower conventional consumption (-21.4%) partly offset by increased gas demand for power generation (+52.6%). **Riviera** Read [more](#)

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## Jones Act Waiver Mess

December 7 - Potential energy shortages in the U.S. northeast this winter have led to arguments that the U.S. Jones Act should be waived. These arguments rarely, however, grapple with what exactly it takes to waive the Jones Act. This is not blameworthy because the Jones Act waiver standard has been a mess. For decades the standard for granting a waiver was interpreted in way as to make it all but meaningless, and now the standard is so strict that waivers are all but forbidden.

Section 27 of the Merchant Marine Act, 1920, the so called "Jones Act," is a "if this, then that" kind of law. If there is transportation by land water of merchandise between two points in the United States, then a qualified U.S.-flag vessel must be utilized without exception.

Cost, commercial requirements, and safety do not figure. U.S. Customs and Border Protection, which has a Jones Act oversight function, wrote in 2015, for example, that the "strict language of the statute does not allow CBP to exercise discretion to take into account factors such as safety or commercial practicalities." CBP was responding to a request from other federal agencies to consider safety in applying the Jones Act to offshore heavy lift operations. **Marine Link** Read [more](#)

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## Government Highlights



### IMO progress on revised GHG strategy, Mediterranean ECA adopted

20 Dec - The Marine Environment Protection Committee (MEPC 79) of the International Maritime organization (IMO) has made progress towards revising the Initial IMO GHG Strategy, working towards adopting a strengthened revised Strategy in mid-2023 at MEPC 80.

"I note and welcome the progress made on these matters. It cannot be stressed enough how crucial it is that we keep the momentum and deliver an ambitious and fair, revised IMO GHG Strategy at MEPC 80 next year," said IMO Secretary-General Kitack Lim, at the close of the MEPC 79 session, which met 12-16 December at IMO Headquarters in London.

"We cannot take our foot off the accelerator, at this moment in time, the cooperation and dialogue that is the trademark of IMO, and not least this Committee, will be more important than ever in delivering on what is expected of us to address climate change, but also biodiversity loss and marine pollution," said Mr. Lim. **IMO News** Read [more](#)

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### US government releases blueprint to decarbonise America's transportation sector

11 Jan - The Biden administration yesterday released the US National Blueprint for Transportation Decarbonization. Developed by the departments of Energy, Transportation, Housing and Urban Development, and the Environmental Protection Agency, the blueprint provides a strategy for cutting all greenhouse emissions from the transportation sector by 2050.

In the area of maritime transportation, the report notes that, because of the international

scope of the industry, “effective decarbonization will require intergovernmental collaboration that aligns with industry and community needs.” Further, as vessels have a long fleet turnover time, “understanding the costs, standards, and requirements is critical for long-term investment planning.”

To decarbonise the sector by 2050 “will require innovative practices, targeted regulations, and a strong and immediate commitment to innovation and deployment of new and emerging technologies.”

Priority actions identified in the blueprint include research and innovation on viable alternative fuels and new technologies. “Promising fuels and technologies that can support maritime decarbonization” are listed as sustainable liquid and gaseous fuels; electric vessels; cold-ironing; energy efficiency and hybridisation; renewable energy; and exhaust treatment and carbon capture. **Splash 247** Read [more](#)



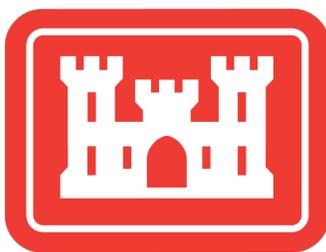
### MarAd Announces Small Shipyard Grant Availability

20 Jan - The U.S. Department of Transportation’s Maritime Administration (MarAd) has officially announced close to \$20 million in funding for its Small Shipyard Grant Program. The grant program, first funded in 2008, has since awarded 323 grants for a total of about \$282 million. Eligible shipyards are those that employ fewer than 1,200 production personnel.

“Small shipyards play vital roles in their local economies and our national economy,” U.S. Transportation Secretary Pete Buttigieg said in a statement. “With these funds, we are helping small shipyards across the country train their workers, modernize their equipment and improve their operations.”

The \$20 million set aside in the \$1.7 trillion funding package signed into law December 29, 2022, is consistent with grants awarded in fiscal year 2022. Last year’s grants, announced July 21, 2022, went to 24 shipyards in 19 states. According to the stipulations of the program, grants can cover up to a maximum of 75 percent of a project’s cost, and eligible projects include capital improvements and training or workforce development programs.

“Small shipyards are essential to the U.S. maritime industry and critical to ensuring that we have a resilient industrial base,” Maritime Administrator Ann Phillips said. “These shipyards are an economic pillar, strengthening our maritime industry and the communities along and near our nation’s ports and waterways and employing thousands of Americans, who ensure the nation maintains expertise and skills critical to our economic and national security.” **Waterways Journal**



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### Corps Green-Lights \$2.3 Billion Mississippi River Diversion

22 Dec - The Mississippi Valley Engineer Division and the New Orleans Engineer District have granted the conditional permit and Section 408 permission to Louisiana’s Coastal Protection & Restoration Authority (CPRA) for the long-sought-after \$2.3 billion Mid-Barataria Sediment Diversion on the west bank of the Mississippi River near the community of Ironton in Plaquemines Parish.

The structure will involve a break in the river levee just above Ironton and a canal extending 2 miles to the southwest and ending in the upper reaches of Barataria Bay. The Barataria region is seeing some of the highest rates of land loss in a state that’s losing about a football field of land every 100 minutes due to subsidence, erosion and relative

sea level rise.

The project, though, has been contentious due to the expected negative impacts it will have on marine mammals in the Barataria Basin, on commercial fishing in the area and on navigation in the Mississippi River.

“We take great care to neither endorse nor oppose any project when administering our regulatory authorities,” New Orleans District Commander Col. Cullen Jones said in announcing the record of decision. “Our responsibility is to use the science, engineering, technology and data available to make the best-informed decision.”

**Waterways Journal** Read [more](#)

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## White House Picks Elizabeth Klein as Next BOEM Director

The Biden administration has promoted longtime Democratic official Elizabeth Klein to replace Amanda Lefton, the outgoing director of the Bureau of Ocean and Energy Management. Since the administration took office

in 2021, Klein has served as senior counselor to Secretary of the Interior Deb Haaland, advising on water rights claims and climate resilience. She also served in the Obama administration and the Clinton administration, both at Interior and at the White House Office of Policy, Management and Budget (OMB).

Klein brings a long history in offshore wind to BOEM, which administers wind energy permitting in federal waters. Under Obama, she played a significant role in setting up the agency's offshore wind leasing program, which she will now oversee.

In replacing Amanda Lefton, Klein has a challenging act to follow. Over the past two years, Lefton oversaw three offshore wind lease auctions, two wind farm permitting approvals, the start of environmental review for 10 more projects, and significant progress towards the first lease sales in the Gulf of Mexico, the Oregon coast and the Gulf of Maine.

Klein is a controversial choice to head up the department. BOEM's primary historical role is in administering offshore oil and gas lease auctions, and Klein spent the four years of the Trump administration helping orchestrate legal challenges to oil and gas leasing. As deputy director of the NYU School of Law's State Energy and Environmental Impact Center, she helped oversee a network of independently-funded legal fellows, placed with the offices of state Attorneys General to help with environmental law cases. Many of these cases were legal challenges to the controversial oil and gas policies of the Trump-era Department of the Interior and EPA, including the Dakota Access Pipeline permit, the plan to open the Arctic National Wildlife Refuge for drilling, and the EPA's attempt to deregulate methane emissions. **Maritime Executive** Read [more](#)

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## **2023 International Propeller Club Officers, Board of Directors and Staff**

As a member of the International Propeller Club, it's important that you are able to communicate with our Officers, Board members and staff. You can get a complete listing of them [here](#).

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## **Please Note that our Address has Changed!**

The mailing address for the International Propeller Club Headquarters has changed due to our street being renamed by the City of Fairfax, Virginia. We are still at the same location, just a different street name. The new mailing address is:

International Propeller Club

## Upcoming Events

International Day for Women in Maritime 2023, May 18, 2023

Salute to Congress, Arlington, VA, June 13, 2023 - Please note this change in date!

97th Annual International Propeller Club Convention, Charleston, SC, September 26-29  
2023

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