



International Propeller Club

Promoting the Maritime Industry Since 1927

April 2024 Newsletter

Message from the President



We enter the month of April with heavy hearts as we grieve the loss of six individuals as a result of the collision of the containership Dali with the Francis Scott Key Bridge on March 26th. Our thoughts and prayers are with the friends and family who have experienced such a tragic loss and for all whom this event has impacted. We are grateful for the first responders who immediately went into action to save lives. We at the International Propeller Club stand with the IPC – Port of

Baltimore during this difficult time and will support the efforts to reestablish the port.

This unfortunate incident and others highlight the importance of the readiness to respond to any and all situations and the critical need to adequately fund for equipment and staffing. A recent rescue operation of three mariners stranded over a week on the deserted island Pikelot Atoll in the Federated States of Micronesia in the South Pacific was made possible and executed as a joint operation by the U.S. Coast Guard Forces Micronesia/Sector Guam, the U.S. Navy, and regional partners. The mariner's 20-foot skiff became damaged due to the swells surging on the island and surrounding shoal, stranding them on the island. The mariners cleverly spelled out "HELP" on the beach with palm leaves, allowing them to be spotted by a U.S. Navy P-8 Poseidon aircraft flying in the area and ultimately coordinating their rescue with the aforementioned agencies.

Congratulations to Jim Patti and his team on hosting a very successful 2024 Maritime Industry Congressional Sail-In on April 10th! More than 120 officials and representatives from across the industry traveled to Capitol Hill for this twelfth event, where industry leaders met with Senators, Representatives, and their staffs to discuss the importance of U.S. flag merchant marine to economic, military, and homeland security. During the event, the USA Maritime Coalition also presented its first-ever Maritime Leadership Award to Congressman Rob Wittman in recognition of his longstanding vigorous support for the U.S. – flag fleet operating in foreign trades.

In closing, be on the lookout for information on upcoming webinars. We will have some content on the all-important topic of cyber security. As always, thank you for your commitment to and participation in the International Propeller Club as we work to promote, advance, and support the maritime industry and the merchant marine.

Feel free to reach out to me anytime.

With appreciation,

Maria Conatser, International President

615-584-6986

Maria.Conatser@ingrambarge.com

From the Executive Vice President

A lot has happened in just the last month. The Middle East is afire with the Israeli operations in Gaza, Iran seized the container ship *MSC Aries* in the Strait of Hormuz and soon afterward showered over 300 missiles and drones on Israel. Key shipping routes are dangerous, and shippers must carefully plan their routes, taking fuel, insurance costs, and delays in mind.



Meanwhile, in the U.S., a multi-agency incident command team is figuring out how to remove the remains of the Francis Scott Key bridge from the waterway, clear debris, remove containers from the *M/V Dali*, and get traffic moving again. In the port, over 2,000 longshoremen and port workers are out of work. And we cannot forget the terror the *Dali* crew must have felt after that accident.

As ship operators, diplomats, and emergency management experts deal with these tragedies, it is up to the rest of us in the maritime industry to do our part in keeping cargoes worldwide moving. Our members, who come from every aspect of the maritime industry, are the ones who are best equipped to keep the indispensable shipping industry operational. Let's continue the great work we are called upon to do!

Joel

Joel Whitehead, Executive Vice President

International Propeller Club

joel@propellerclubhq.com



Mark your calendars now for the 2024 International Propeller Club Conference in Tampa, Florida from October 22 - 24, 2024!

Around our Propeller Club Ports



Women's Propeller Club: A Celebration and A Farewell

The Women's Propeller Club of the United States – Port of The Golden Gate (WPCUS-GG) is celebrating its 80th Anniversary this year, having chartered in 1944. What an accomplishment!

Lois Booth, a past president who just observed her 97th birthday, recalls the following: She was a member for at least 15 years; she was past social chairman, involved in setting up luncheons; she was also scholarship chairman and was involved in selecting the applicants to receive them. She loved the lunches at the Oyster Point Yacht Club in South San Francisco and cherished all the people she met over the years. The WPCUS-GG donates yearly to the Red Oak Victory and Jeremiah O'Brien Liberty ships. They also oversee the James Monroe Cook Memorial Scholarship Endowment, which benefits the California Maritime Academy cadets.

As members aged, events became less frequent, and programs and memberships waned. Then Mike Chapman stepped in, organizing lunches and ship tours. The WPCUS-GG is

still going strong and is the last “port” standing. They continue to support the maritime industry, award scholarships, and enjoy the camaraderie of others who promote our merchant mariners. As Mike says, “We are fulfilling our mission.”

In contrast, because of loss of membership, member ages, and very high tri-state road tolls, The Women’s Propeller Club of the United States - Port of New York (WPCUS-PONY) after 89 years has decided to close its doors, which is sad because this is where the Women’s Propeller Club was “born”. At one time, the WPCUS-PONY had over 200 members! But they have gone out with a last hurrah, donating (8) \$400 scholarships to USMMA Midshipmen, (9) \$400 scholarships, and (1) a Graduate Award of \$400 to SUNY Maritime Cadets plus \$200 towards Judy Magna’s 100th birthday party! Ten of their members have joined the National organization as Members-at-Large and continue to do great work for maritime students. Thank you for your support over the years, and we wish you all the best!



Port of Basque Country (Bilbao)

The Propeller Club of the Basque Country recently decided to open its membership to a new class of members, the Young Professionals

On March 14th, the Club held its General Assembly, at which the constitution of a Propeller Club was approved.

This project was initiated by a large group of young professionals from the maritime, port, and logistics sectors who, due to their characteristics, could not be part of the Club.

These new members must be of legal age and under 35 years when applying for entry, with at least two years of experience in the sector, and must have the endorsements of an ordinary member and two Junior partners. This initiative is already contemplated at the Propeller Club of Valencia and the Propeller Club of Madrid.



Port of Mobile

Earlier in March, the Mobile Chamber of Commerce convened nearly 100 maritime and marine construction industry leaders for the 2024 Mobile Maritime Economy Forum, hosted in partnership with the Propeller Club of the Port of Mobile. Alec May, Vice President of the Mobile Propeller Club, addressed the maritime community and

communicated the Propeller Club's purpose and role.

The Chamber’s Economic Development department launched the Forum last year as a platform for industry-specific information exchange and relationship building among local maritime companies. The Forum highlights maritime companies that have found opportunity and entrepreneurial success in Mobile.

The event included a presentation from leaders of the Mobile Area Workforce Alliance on maritime career training pathways that exist within the Mobile County Public School System's Signature Academies. There are many opportunities for industry leaders to engage with students and help inform curriculum development to help ensure the Academies are producing the workforce needed for local jobs.



Port of Piraeus

Propeller Club President Costis Frangoulis and Governor John Cotzias participated in the panel "Riding the Wave. Capturing Opportunities in the Greek Merchant Fleet" at the 9th Delphi Economic Forum on April 11th. The panel was moderated by Propeller Club 1st Vice-President Danae Bezantakou. This thematic pillar highlighted the

crucial role of Greek shipping in both the economy and society.



Port of Savannah

The April members' meeting of the Propeller Club Port of Savannah included a special guest speaker: US Coast Guard CDR Nathaniel (Nate) Robinson, the Commanding Officer of Marine Safety Unit (MSU) Savannah, who also holds the regulatory titles of Captain of the Port, Federal on-scene Coordinator, Federal Marine Security Coordinator and

Officer-in-Charge Marine Inspection. Commander Robinson has a broad array of operational and staff assignments at MSU Savannah and gave an exciting overview of the Coast Guard's relevance to the nation and maritime community: defending the marine transportation system, mitigating risk, & preserving economic security. He engaged in a friendly Q&A session with members, noting the MSU is one of six units that call Chatham County, GA, home, and in 2018, after approval from Congress, Chatham was designated an official Coast Guard Community thanks to the recognition and support provided.



Port of Tampa

On Tuesday, March 26, 2024, the Propeller Club of Tampa had the pleasure of hosting our Annual Shrimperoo with more than 1,000 attendees! Our guests enjoyed all you can eat oysters, shrimp, refreshments and all the fixins'!

Thank you to our sponsors, vendors, volunteers and members for making this event one of the best Shrimperoo's to date! Please share the photos below with your friends and customers that attended.

Maritime News

Tangled in Steel With No Way Out: How the Crew Stuck in Baltimore Is Faring

March 30 - Even from miles away, the destruction of the Francis Scott Key Bridge in Baltimore is a jarring visual: Chunks of steel jut above the water like metallic icebergs. Twisted gray beams protrude in crooked positions. From a park near Fort McHenry, visitors can see the giant cargo ship that struck the bridge and remains lodged in the wreckage.

Less visible, however, are the 22 crew members from India who have remained on the ship, named the Dali, since the disaster on Tuesday. Little is publicly known about them other than that they are seafarers who embarked on a journey aboard the 985-foot-long cargo ship that was on its way to Sri Lanka, carrying 4,700 shipping containers, when it lost power and struck the Key Bridge, causing the structure to collapse.

Since the accident, which killed six construction workers, the crew members have found themselves in an unexpected spotlight. While keeping the ship operable, they are answering a deluge of questions from officials investigating the nighttime catastrophe, as the evidence of what occurred lies around them in mangled ruins stretching across the bow and deck.

While officials investigate what could have caused the tragedy, another question has emerged this week: What could the crew members, who have limited access to the outside world, be going through right now?

“They must feel this weight of responsibility that they couldn’t stop it from happening,” said Joshua Messick, the executive director of the Baltimore International Seafarers’ Center, a religious nonprofit that seeks to protect the rights of mariners. [NY Times](#) | [Read more](#)

Remembering Titanic: The tragedy behind SOLAS

April 12 - Claiming the title of the most high-level shipwreck in history, Titanic is far more than a famous tragic story as it redefined the concept of maritime safety and led to the adoption of SOLAS Convention.

The British luxury passenger ship RMS Titanic began its maiden voyage from Southampton, England to New York, US, on 10 April 1912. After calling at Cherbourg in France and Queenstown (now Cobh) in Ireland on the same day, the ship headed west to New York, where it was expected to arrive on the morning of 17 April.

When the ship was about 375 miles south of Newfoundland, on 14 April, 11:40 p.m., lookout Frederick Fleet spotted an iceberg immediately ahead of Titanic and alerted the

bridge. First Officer ordered the ship to be steered around the obstacle and the engines to be reversed, but it was too late; the starboard side of Titanic struck the iceberg, rupturing five of its 16 supposedly watertight compartments below the waterline, while the ship could only survive four flooding.

At 2:20 am, the ship broke apart and foundered with more than 1,000 people still aboard. Just under two hours after Titanic sank, the Cunard liner RMS Carpathia arrived and brought aboard an estimated 705 survivors.

All people who did not manage to get on lifeboats immersed in lethally cold water with a temperature of -2°C (28°F) and almost all died of cardiac arrest or other bodily reactions to freezing water, within 15–30 minutes. Only five of them were helped into the lifeboats, though the lifeboats had room for almost 500 more people.

As a result, more than 1,500 people lost their lives, and about 705 were rescued, although theories on the exact numbers vary due to confusion over the passenger list, which included some names of people who canceled their trip at the last minute and some who were double-counted on the casualty lists. **Safety4Sea** | [Read more](#)

Iran seizes large container ship MSC Aries in Strait of Hormuz

Apr 13 - Iran's state news agency IRNA said the vessel with links to Israel had been seized by the Revolutionary Guard and taken to Iranian waters. A video circulating online claims to show Iranian personnel boarding the ship from a helicopter.

MSC confirmed in a statement that the vessel had been boarded by Iranian authorities in the morning of April 13 and her course diverted from the planned itinerary. "She has 25 crew onboard, and we are working closely with the relevant authorities to ensure their wellbeing, and safe return of the vessel," said MSC.

The ship is chartered by MSC and owned by Gortal Shipping, a finance company associated with Zodiac Maritime, owned by Israeli billionaire Eyal Ofer.

"This was the first Israel-affiliated vessel boarded by Iran since the attempted boarding of a tanker in August 2021," Ambrey said in a threat circular.

The operation comes at a time of increased tensions between Israel and Iran. Iran has threatened retaliation against Israel for the bombing earlier this month of its consulate in Syria. The US president has warned of an imminent attack against Israel. It is unclear whether the ship seizure is the retaliation the region has braced for.

Iran more strictly determines Israeli ownership than Houthis attacking vessels in the Red Sea, said Ambrey, but the risk of false targeting persists. UKMTO has advised vessels to transit the area with caution. **AJOT** | [Read more](#)

Maersk resuming Panama Canal transits for US East Coast service

8 April - The Panama Canal Authority (ACP) recently introduced additional transit slots per day to 27, up from 24 in December 2023 as water levels improved. Maersk split the Oceania – North America East Coast (OC1) service into two in January using a rail connection to move cargo across the Panama isthmus.

The Danish shipping line announced it will reinstate the Panama Canal transit on its OC1 service effective 10 May 2024 dropping the rail-land bridge link. The current “two-loop” setup established with the Panama Rail connection, which will be phased out by the end of May.

The OC1 service will return to a rotation of Philadelphia -Charleston - Panama Canal - Balboa -Tauranga -Sydney -Melbourne -Port Chalmers -Tauranga -Panama Canal- Manzanillo -Cristobal -Cartagena.

Since its locks were expanded, the Panama Canal had capacity for 34 to 38 daily transits, however last year ACP sharply reduced the number of transits due to low water levels, as the country experienced one of its driest years, attributed to the El Nino phenomenon.

Seatrade Maritime News | [Read more](#)

Singapore retains maritime city top spot

Apr 15 - The findings of the report were presented at a lunch event held by the Singapore Maritime Foundation (SMF) during the opening day of Singapore Maritime Week. Singapore came out top, followed by Rotterdam, London, Shanghai, and Oslo.

The study benchmarks each maritime city on five pillars – Shipping Centers, Maritime Finance and Law, Maritime Technology, Ports and Logistics and Attractiveness and Competitiveness. Singapore took the top spot in three out of the five pillars - retaining its position as leader in Attractiveness and Competitiveness and overtaking Athens and Shanghai in Shipping Centers and Ports and Logistics, respectively.

The Southeast Asian city-state looks unlikely to relinquish its leading position any time soon. Dr Shahrin Osman, Business Development Director, Maritime Advisory and co-author of the report said: “Singapore is undoubtedly the world-leading hub at the forefront of the maritime industry. It appears unaffected by the many changes currently sweeping the sector and is expected to maintain its top spot for the next five years through its implementation of a consistent strategy for innovation and its investment into green transformation and digital technologies.”

Outside the top five, there have been some more dramatic moves which were highlighted by Dr Erik Jakobsen, Partner and Chair of Menon Economics. Hong Kong, which ranked 4th in 2019, has now dropped to 12th place. On the other hand, Abu Dhabi has moved up 10 places to 22nd from 32nd previously. **Seatrade Maritime News** | [Read more](#)

US maritime unions call for Congress to support strong anti-harassment protections in new law

27 March - Maritime unions in the United States, including two Nautilus Federation affiliates, have called on congressional leaders to reject any attempt to weaken the protections afforded to merchant mariners under that country's Safer Seas Act.

The Act was promulgated in 2022 to address the problem of sexual assault and sexual harassment in the maritime industry. It requires companies to inform the US Coast Guard if a harassment complaint is received. It also requires that companies maintain a video surveillance system with audio capability in parts of the ship.

Critics of the law are now attempting to weaken it through amendments to the Coast Guard Reauthorization Act of 2024. One proposal would eliminate the requirement that the Coast Guard be notified of an incident or complaint, leaving the situation and any possible corrective action solely to the company.

Don Marcus, president of the International Organization of Masters, Mates & Pilots (MM&P), and Adam Vokac, president of the Marine Engineers' Beneficial Association (MEBA), joined the leaders of several other unions in a letter to the heads of the House Transportation and Infrastructure Committee and its Coast Guard and Maritime Transportation Subcommittee.

'It is our understanding that you and your colleagues are being asked to include provisions that would significantly weaken protections afforded to merchant mariners under the Safer Seas Act,' the unions wrote.

'Specifically, we understand that certain amendments would eliminate the current reporting and investigation requirements that arise when a mariner is subject to non-sexual harassment, thereby vesting sole responsibility to respond to such incidents within the shipping company itself. [Nautilus International](#) | [Read more](#)

MEPC 81 highlights: Industry's response

March 26 - Many topics discussed and decisions made during the MEPC 81 that took place from 18 to 22 March 2024, in IMO headquarters, London.

Following the event, Lloyd's Register released a report, outlining the following key outcomes:

Adoption of amendments to MARPOL Annex VI concerning definitions of fuel oil and gas fuel and when the sampling requirements of MARPOL Annex VI regulation 14 do not apply to them, replacement of a steam engine and NOx compliance under MARPOL Annex VI regulation 13, and expansion of data required to be reported according to MARPOL Annex VI regulation 27 (expected to enter force 1 August 2025).

Agreement to the reclassification of LNG carriers that are currently reported as gas carriers for the purpose of the data reporting in Annex VI regulation 27 and CII.
Agreement to an illustration of future MARPOL Annex VI regulations to implement mid-term GHG measures and confirmation that the mid-term measures will include a fuel standard and an economic requirement.

Approval of ECAs for SO_x and NO_x in the Norwegian Sea and Canadian Arctic (both expected to enter force 1 March 2026).

Endorsement of a comprehensive list of instruments which require revision and or development as part of the review of the BWM Convention.

Adoption of, with effect from 22 March 2024, MEPC.387(81) Interim guidance on the application of the BWM convention to ships operating in challenging water quality conditions. This guidance will assist ship owners and operators in planning for compliance with the BWM Convention and the D-2 discharge standard when a type-approved BWMS encounters operational limitations or meeting operational demand in challenging water quality (CWQ) conditions.

Approval of, with effect from 22 March 2024, BWM.2/Circ.82 Guidance for the temporary storage of treated sewage and/or grey water in ballast water tanks. Noting that this procedure should only be undertaken temporarily in specific ports and areas which restrict the discharge of treated sewage and/or grey water (TS/GW) and where the ship does not have dedicated tanks with adequate storage capacity.

Approval of, with effect from 22 March 2024, MEPC.1/Circ.909 Recommendations for the carriage of plastic pellets by sea in freight containers. This circular will act as a short-term measure with the aim of reducing the environmental risks associated with the carriage of plastic pellets in packaged form by sea ahead of mandatory instruments being developed.

Following the conclusion of the IMO MEPC81 Meeting on 22 March 2024, ICS released a statement to welcome the progress made during these intensive negotiations to achieve net zero emissions from shipping, and the support received from around 60 Member States for a flat rate contribution system per tonne of GHG. The purpose of the proposed system, put forward by the International Chamber of Shipping (ICS), is to reduce the cost gap and incentivise the accelerated uptake of green marine fuels, as well as providing billions of dollars to support the maritime GHG reduction efforts of developing countries.

Safety4Sea | [Read more](#)

-

Regulatory News



'IMO is not slow' Sec-Gen hits back at critics of decarbonisation pace

Apr 15 - Speaking at the Singapore Maritime Lecture the IMO Sec-Gen's response that the UN governing body was not slow drew laughter from the audience prompting

him to repeat himself. "Let me say that loud and clear – the IMO is not slow. It's 176 member states we all call for level playing fields and no-one being left behind."

To achieve this, at IMO meetings, he explained that everyone agrees on the objectives and the goals are set. "But there are also challenges and concerns and not everyone is on the same level playing field, so we need to address those concerns and we need to see how we can support them."

There is also a procedural aspect of international law and the IMO has to allow the countries and the industry to prepare, and legislation needs to be passed by individual member parliaments. "IMO has to prepare additional training and technical cooperation activities for states. So, we are not slow," he said.

As an example, he cited that the Paris Agreement was agreed in 2015 and in "2018 the IMO became the first UN organisation to set up specific goals through mandatory regulations". "That was highlighted as great achievement – a few years later we were told that was not enough," Dominguez told the audience at the lecture.

An agreement was made in 2018 to revise the strategy five years later based on progress made on initial measures, and technological developments and R&D. "And now, again, we are the first transport sector that is going to introduce mandatory requirements to meet the goal to decarbonise the shipping sector by around 2050. If that is being slow let us start comparing ourselves with others," the Sec-Gen stated.



T&I Committee Approves Coast Guard Authorization Act

The Transportation and Infrastructure Committee today approved bipartisan legislation to strengthen, support, and authorize funding for the United States Coast Guard, one of the Nation's six armed services. The Coast Guard Authorization Act of 2024 (H.R. 7659) supports the Coast Guard and its critical missions to safeguard the

Nation's borders, facilitate maritime commerce, and ensure maritime safety. Additionally, the bill strengthens sexual assault and harassment protections for members of the Coast Guard and ensures greater accountability and transparency in the Coast Guard following the Committee's investigation of the Service's Operation Fouled Anchor.

"The Coast Guard Authorization Act of 2024 provides the necessary investments and authorities required to maintain the Coast Guard's critical missions. These investments are especially important to ensure border security given the increase in interdiction and repatriations of those illegally attempting to land on Florida shores. The measure will also

help turn the tide on the Service's recruiting challenges and provides for additional surface and air assets, as well as resources to begin replacing the Service's crumbling shoreline infrastructure," said Subcommittee Chairman Webster. **House Committee on T&I | [Read more.](#)**



The Frank Courtenay Salute to Congress May 7, 2024!

Congratulations to Representative Sam Graves of Missouri, who has been selected as the 2024 Annual Frank Courtenay Maritime Salute to Congress awardee. Congressman Graves serves as the Chairman of the House Transportation and Infrastructure Committee. As Chairman, Sam leads the Committee, which has jurisdiction over all modes of transportation—our aviation system, highways and bridges, transit and rail transportation, pipelines, and maritime and waterborne transportation. Representative Graves is also a member of the House Committee on Armed Services.

The Salute will be held on May 7th at the Army Navy Country Club in Arlington, Virginia. The International Propeller Club has hosted this award since 1985 when then International President Frank Courtenay came up with the idea to highlight a Member of Congress who has materially helped the maritime industry. The evening will begin with a cocktail reception where attendees can network over drinks, followed by dinner and the award presentation. We expect over 200 attendees, including Propeller Club members and representatives of Congress, the U.S. Coast Guard, the Federal Maritime Commission, MARAD, and all of the maritime Academies. **Registration and Sponsorship Opportunities may be purchased [here.](#)**

Upcoming Events

Salute to Congress – May 7, 2024
U.S. Maritime Day – May 22, 2024
World Maritime Day – September 26, 2024
98th International Convention, Tampa, FL – Oct 22 -24, 2024

Advertise your Port's events on the International Propeller Club website by sending your event notifications to events@propellerclubhq.com

IPC Headquarters Staff



Joel Whitehead
Executive Vice President
joel@propellerclubhq.com
(703) 389-1510



Cheryl Rothbart
Associate Executive
Director
cheryl@propellerclubhq.com
(703) 304-5717

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

International Propeller Club
3927 Blenheim Blvd. #101A
Fairfax, VA 22030

(703) 691-2777 | [Homepage](#)



International Propeller Club | 3927 Blenheim Blvd., #101A, Fairfax, VA 22030

[Unsubscribe burtonhr1@gmail.com](mailto:burtonhr1@gmail.com)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by joel@propellerclubhq.com powered by



Try email marketing for free today!