



U.S. Department of  
Transportation

# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Friday, January 8, 1982

MAR 01-82  
Contact: Walter Oates  
Tel.: (202) 426-5807

## CAPTAIN WARREN G. LEBACK NAMED DEPUTY MARITIME ADMINISTRATOR

The appointment of Captain Warren G. Leback as Deputy Maritime Administrator in the U.S. Department of Transportation was announced today by Admiral Harold E. Shear, USN (ret.), Maritime Administrator.

He had been serving as a consultant in the Maritime Administration (MarAd).

"We feel fortunate in having Captain Leback formally on board," Admiral Shear said. "He brings to the post impressive credentials and wide experience in maritime affairs at sea and ashore. We need these qualities of experience and leadership in restoring the American merchant marine to its rightful place on the high seas."

Leback is a 1944 graduate of the U.S. Merchant Marine Academy, which MarAd operates at Kings Point, N.Y., and holds a valid ship master's license in the nation's commercial fleet.

As a shipping company executive, he managed marine operations and/or construction of some of the largest and fastest vessels in the U.S. merchant marine.

Leback served as Vice President, El Paso LNG Co., and Vice President-Marine Operations and Director, El Paso Marine Co., in Houston, Texas (1975-80). He organized El Paso's Marine Operations Department, with responsibility for a fleet of liquefied natural gas (LNG) carriers valued at \$1.25 billion and an annual operating budget of \$80 million.

At Interstate Oil Transport Co., Philadelphia (1973-74), he supervised the construction of three 265,000-deadweight-ton (dwt.) tankers and participated in the design and contracting of two 390,000-dwt. tankers, the largest merchant ships ever built in this country.

While Vice President-Marine Operations, at Sea-Land Service, Inc., Port Elizabeth, N.J. (1965-72), Captain Leback was responsible for vessel operations and a shipbuilding program that included the conversion of 28 troopships, dry cargo vessels and tankers into containerships and new construction of two 23-knot container vessels and eight 33-knot (SL-7) containerships, the fastest cargo vessels ever to operate under the U.S. flag.

Leback previously held shoreside positions with Central Gulf Steamship Corp., New Orleans, La., and with Grace Line, on whose vessels he first sailed as a licensed deck officer, and then as master, between 1944 and 1950.

He is a member of the American Bureau of Shipping, the Marine Society of the City of New York, the Society of Naval Architects and Marine Engineers, the American Council of Shipmasters and the Nautical Institute.

He is a past president of the National Alumni Association, United States Merchant Marine Academy, and on three occasions has been honored by the Kings Point institution — in 1964 for "Outstanding Professional Achievement," in 1971 as the Academy's "Marine Man of the Year," and in 1978 as "Alumnus of the Year."

Leback is a native of Astoria, Ore. He and Mrs. Leback have a son and two daughters.

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U.S. Department  
of Transportation

**Maritime  
Administration**

400 Seventh Street, S.W.  
Washington, D.C. 20590

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Maritime Administration  
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U.S. Department of  
Transportation

# News:

Office of Public Affairs  
Washington, D.C. 20590

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FOR RELEASE THURSDAY  
March 11, 1982

MAR 05-82  
Contact: John Swank  
Tel.: (202) 426-5807

## HOWARD A. WATTERS NAMED TO NEW MARITIME POST

The appointment of Howard A. Watters to a new position of Deputy Maritime Administrator for Inland Waterways and Great Lakes was announced today by Maritime Administrator Admiral Harold E. Shear, USN (Ret.).

"With his extensive experience in the transportation industry, Howard Watters is well suited to be the Maritime Administration's focal point for inland waterways and Great Lakes shipping," Admiral Shear said. "These segments of the maritime industry provide vital transportation services to the nation, and warrant the special attention this new position will provide."

For 24 years, Watters was an executive of Central Soya Co., Inc., Fort Wayne, Ind. Most recently (1975-1979), he was the company's vice president responsible for rail, trucking, barge and ocean freight transportation operations. His earlier positions with the company (1955-1975) included responsibilities for transportation systems public relations, personnel and industrial relations.

Watters previously served as counsel for labor and corporate matters with the Great Lakes shipping firm of Oglebay Norton Co., Cleveland, Ohio (1951-1955), and as an attorney with Chicago and Eastern Illinois Railroad Co., Chicago, Ill. (1950-1951).

He has served several terms on the board of directors of the American Waterways Association and the National Waterways Conference.

For the past three years, Watters was president and owner of Trade Marketing, Inc., a multi-state marketing and distribution company for wood products, with headquarters in Denver, Colo.

Watters holds a degree in economics from Western Reserve University and an LL.B. degree from Western Reserve University School of Law.

He is a native of Oak Park, Ill. He and Mrs. Watters have five children.

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## BIOGRAPHY

OF

### HOWARD A. WATTERS DEPUTY MARITIME ADMINISTRATOR FOR INLAND WATERWAYS and GREAT LAKES

Howard A. Watters was appointed to the newly created position of Deputy Maritime Administrator for Inland Waterways and Great Lakes in the U.S. Department of Transportation on February 21, 1982.

For 24 years (1955-1979), Mr. Watters was an executive of Central Soya Co., Inc., Fort Wayne, Indiana. From 1967-1979 he was the company's Vice President responsible for rail, truck, barge and ocean freight transportation. His earlier positions with the company included responsibilities for personnel, industrial relations, and public relations.

From 1979-1981, Mr. Watters was owner and President of Trade Marketing, Inc., a multi-state marketing and distribution company for wood products, with headquarters in Denver, Colorado.

Mr. Watters previously served as counsel for labor and corporate matters with the Great Lakes shipping firm of Oglebay Norton Co., Cleveland, Ohio (1951-1955), and as an attorney with Chicago and Illinois Railroad Company, Chicago, Illinois (1950-1951).

He has served several terms on the Board of Directors of the American Waterways Operators, Inc. and the National Waterways Conference.

Mr. Watters holds a degree in economics from Western Reserve University and an LL.B. degree from Western Reserve University School of Law. He has also attended the University of Chicago School of Business and the University of Nebraska.

Mr. Watters has been cited in "Who's Who in America." He is a member of the Bars of Ohio and Illinois and a licensed practitioner before the Interstate Commerce Commission. His other affiliations include the Purchasing, Transportation and Physical Distribution Council of the American Management Association; National Freight Transportation Association; Transportation Committee, National Grain and Feed Association; and Association of Interstate Commerce Commission Practitioners.

Mr. Watters was born in Oak Park, Illinois on October 9, 1924. He and his wife, Audrey, reside in Alexandria, Virginia.



U.S. Department of  
Transportation

# News:

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Office of Public Affairs  
Washington, D.C. 20590

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FOR RELEASE MONDAY  
June 28, 1982

MAR 11-82  
Contact: Walter Oates  
Tel.: (202) 426-5807

## MARAD TRANSFERS FIFTH RADAR SCHOOL

A Seattle, Wash., radar training school, the last of five operated by the Maritime Administration, has been transferred to the Masters, Mates and Pilots (MM&P)-Maritime Advancement Training, Education and Safety (M.A.T.E.S.) Program.

In announcing the transfer, Maritime Administrator Admiral Harold E. Shear, USN (Ret.), noted that the action carried out President Reagan's policy to return government operations to the private or local/state sectors whenever it is practical to do so.

The radar training schools previously transferred by MARAD are located in New York, N.Y.; San Francisco, Calif.; Toledo, Ohio, and New Orleans, La.

Admiral Shear signed the Seattle transfer agreement on behalf of the U.S. Government, and Captain Robert J. Lowen, President of the MM&P, signed on behalf of the union's M.A.T.E.S. Program.

M.A.T.E.S. is an industry-financed organization which administers training and safety programs in accordance with terms of the collective bargaining agreements between the MM&P and steamship operators. It assumed operation of the Seattle school on June 12 under terms of an agreement which requires the organization to continue U.S. Coast Guard-approved courses in collision-avoidance navigation radar for 36 consecutive months. When that commitment is met, the M.A.T.E.S. Program will receive full title to the school's equipment, including marine radar units utilizing electronically simulated visual displays. The agreement specifically provides that the radar school will be open to all qualified mariners on equal terms regardless of union affiliation.

The Seattle facility provides training annually to about 230 deck officer personnel. The courses offered prepare officer candidates and licensed deck officers for original qualifications as Radar Observer or renewal by the Coast Guard of Radar Observer endorsements on their merchant marine deck officer licenses.

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U.S. Department of  
Transportation

# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Tuesday, Oct. 30, 1984

MAR- 03-84  
Contact: Walter Oates  
Tel.: (202) 426-5807

JOHN GAUGHAN NAMED  
TO NEW MARITIME POST

Maritime Administrator Harold E. Shear has announced the appointment of John Gaughan to the newly created post of Director of External Affairs of the Maritime Administration, an agency within the Department of Transportation.

Gaughan will be responsible for the agency's liaison with the maritime industry, overseeing MARAD's public affairs activities, and, in coordination with the Office of the Secretary, contacts with the Congress on maritime matters.

For three years prior to this appointment he had served in the Office of the Secretary of Transportation as Congressional Relations Officer for Maritime Programs and previously had been assigned to the U.S. Coast Guard's Congressional Affairs Staff while on active duty as a Coast Guard officer.

His active duty service with the Coast Guard (1970-80) also included command of the cutter POINT MARTIN.

Gaughan graduated from the U.S. Coast Guard Academy in 1970 with a Bachelor of Science degree and earned a Doctor of Laws degree from the University of Maryland School of Law in 1977.

From 1980 to 1981, he served as an attorney at the Federal Maritime Commission.

A native of Washington, D.C., Gaughan resides in Bethesda, Md., with his wife Janelle.

He holds the rank of Lieutenant Commander in the U.S. Coast Guard Reserve and is a member of the District of Columbia Bar Association and the Maritime Law Association.

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U.S. Department of  
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# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
October 2, 1985

MAR 02-85  
Contact: Walter E. Oates  
Tel: (202) 426-5807

15 PORT LOCATIONS  
SELECTED FOR 37 SHIPS  
IN READY RESERVE FORCE

The Maritime Administration, in cooperation with the U.S. Navy, has announced the selection of 15 port locations on the East and West Coasts for the berthing of 37 cargo vessels in the Ready Reserve Force (RRF), a select group of merchant vessels which can be activated on five days' notice.

The RRF is a part of the National Defense Reserve Fleet operated by MARAD. RRF vessels, currently totaling 65, are acquired and maintained by MARAD and funded by the Navy.

The berthing arrangement is a part of the Navy's plan for the strategic location of sealift vessels near shipyards and loading ports which would be used in an emergency.

Contracts totaling about \$5 million for 27 vessels, including the cost of moving the ships to their assigned lay berths later this year, will be signed with private owners or operators of piers, wharves, docks or quays (number of ships in parentheses) in Brooklyn, N.Y. (2); Baltimore, Md. (2); Norfolk, Va. (1); Quonset Point (3), Providence (1), and Melville (1) R.I.; San Francisco (3), Los Angeles (2), and Alameda (2), Calif.; South Portland, Maine (1); Jacksonville, Fla. (2); Tacoma, Wash. (3); and Portland, Ore. (4).

Ten additional vessels are being berthed at Navy facilities in Yorktown, Va., Philadelphia, Pa., and Alameda, Calif.

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U.S. Department of  
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# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

ADVANCE FOR RELEASE SATURDAY  
May 17, 1986

MARAD 01-86  
Contact: Clyde Ball  
Tel.: (202) 426-5807

## SECRETARY DOLE NAMES 'SAN FRANCISCO' A MERCHANT MARINE GALLANT SHIP

Secretary of Transportation Elizabeth Hanford Dole has named the pilot boat SAN FRANCISCO a "Merchant Marine Gallant Ship" for lifesaving actions while assisting the tanker PUERTO RICAN. The tanker exploded as it was leaving San Francisco Bay in October, 1984.

The Merchant Marine Gallant Ship Award is among several awards authorized by Congress for presentation by the Secretary of Transportation. It may be granted to a United States merchant vessel for outstanding or gallant action which saves lives or property in a marine disaster.

As master of the SAN FRANCISCO, Captain Peter Crowell will receive the Merchant Marine Meritorious Service Medal for directing the rescue of crewmen blown overboard by the tanker's explosion. Captain James S. Nolan, a San Francisco Bay pilot who was rescued after the PUERTO RICAN exploded, will receive the Distinguished Service Medal.

The PUERTO RICAN, with a cargo of chemicals and lubricating oils, was about to transfer Nolan to the pilot boat when a violent explosion occurred, throwing Nolan and two members of the tanker's crew into the water.

Nolan, who sustained leg and pelvic fractures and third degree burns, directed the SAN FRANCISCO to rescue Third Officer Philip Lempriere of the PUERTO RICAN first. Nolan then was taken aboard the pilot boat. Lempriere was blinded by chemical residue and suffered severe burns over half of his body. The other crew member could not be found.

The awards will be presented today aboard the SS JERIMIAH O'BRIEN in San Francisco Bay by John Gaughan, Maritime Administrator in the Department of Transportation, during the Seamen's Memorial Cruise. The restored Liberty Ship sails annually in commemoration of National Maritime Day, which will be officially observed next Thursday, May 22.

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**U.S. Department of  
Transportation**

# News:

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Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

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FOR RELEASE MONDAY  
May 19, 1986

MARAD 02-86  
Contact: Clyde Ball  
Tel.: (202) 426-5807

## FINAL RULE ISSUED ON SINGLE REPORTING SYSTEM OF MERCHANT SHIPS AT SEA

The Maritime Administration (MARAD) today issued a final rule that will allow U.S.-flag merchant vessels to report their locations at sea to a single system operated by the Coast Guard.

U.S. vessel operators were previously required to file their location reports with MARAD's U.S. Merchant Vessel Locator Filing System (USMER) and could voluntarily file the same information with the Coast Guard's Automated Mutual Assistance Vessel and Rescue System (AMVER). Once this system is in place, U.S. operators will be required to file only a single report with the Coast Guard.

The Coast Guard will use this information in conjunction with that voluntarily provided by ship operators of other nations to maintain a plot for its search and rescue purposes worldwide.

Under the new reporting system, the Coast Guard will also forward the location of all U.S.-flag merchant ships to MARAD. MARAD will use this information in the event of a national emergency to contact these ships.

The Coast Guard recently increased the data processing capability at its AMVER Center, thus making it more feasible for the service to process reports on the location of all vessels.

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U.S. Department of  
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# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Tuesday, July 5, 1988

MAR 05-88  
Contact: John Swank  
Tel.: (202) 366-5807

## MARITIME ADMINISTRATION FILLS TWO KEY MANAGEMENT POSITIONS

Maritime Administrator John Gaughan today announced the appointment of William A. Creelman as Deputy Maritime Administrator and Robert S. Silberman as Deputy Maritime Administrator for Inland Waterways and Great Lakes.

Creelman had served in the Inland Waterways and Great Lakes post since July 1985. He retired earlier that year as President of National Marine Service, Inc., St. Louis, one of the largest carriers of bulk liquids on the inland waterways.

"Bill Creelman has done an outstanding job of advising the Administration on waterways and Great Lakes matters," Gaughan said. "Because of his wealth of experience and management talents, he also has been very active in efforts affecting all segments of the maritime industry. I am pleased he will continue to serve on our leadership team in this new capacity as Deputy Maritime Administrator."

Creelman, a 1950 graduate of the U.S. Merchant Marine Academy at Kings Point, N.Y., served as a licensed deck officer on ocean ships before joining National Marine. He was licensed as a First Class Federal Pilot for various east coast waters while serving on the company's coastal tankers. He then held increasingly responsible positions in traffic, operations, insurance and administration before being elected president in 1982.

A native of California, Creelman and his wife, Jean, reside in Arlington, Va.

Silberman comes to the Maritime Administration from the Ogden Corp. where he ran the Municipal Projects Finance Group.

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"We in the Maritime Administration are glad to welcome Bob Silberman aboard," Gaughan said. "He brings with him practical maritime experience, management success and a strong financial background."

Silberman served as a U.S. Naval officer on a Pacific fleet frigate between 1980 and 1984 and is currently a lieutenant in the U.S. Naval Reserve.

A former member of the Seafarers International Union, he served as a merchant seaman on vessels in the Atlantic and Pacific Oceans and in the Mediterranean Sea.

Silberman graduated cum laude from Dartmouth College in 1980. Previously he attended the Phillips Exeter Academy.

A native of New Hampshire, he is married to the former Christina Jones, an attorney. They have two children and reside in Bethesda, Md.

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ROBERT S. SILBERMAN  
Deputy Maritime Administrator  
for Inland Waterways and Great Lakes

Maritime Administration  
U.S. Department of Transportation

Mr. Silberman was appointed to the Maritime Administration on June 6, 1988. He came to the Maritime Administration from Ogden Corporation where he was an Executive working on municipal project financings. Prior to Ogden he worked for the New Hampshire State Republican Committee and was a candidate for the New Hampshire State Legislature in 1984.

Mr. Silberman served as a U.S. Naval officer on a Pacific Fleet frigate between 1980 and 1984. He served as communications/intelligence officer and then as gunnery officer, and is currently a Lieutenant in the U.S. Naval Reserve. He is a former member of the Seafarers International Union and served as an ordinary seaman on vessels in the Atlantic, Mediterranean and Pacific oceans.

Mr. Silberman graduated Cum Laude, with highest distinction, from Dartmouth College in 1980 and was the recipient of the Jones History Prize. Previously he attended the Phillips Exeter Academy.

A native of New Hampshire, Mr. Silberman is married to the former Miss Christina Jones, an attorney. They have two children, Katherine Rose and Christopher Laurence.



U.S. Department of  
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# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Friday, November 3, 1989

MAR 04-89  
Contact: John Swank  
Tel.: (202) 366-5807

## WARREN LEBACK SWORN IN AS MARITIME ADMINISTRATOR

Capt. Warren G. Leback was sworn in today as Administrator of the Maritime Administration by Secretary of Transportation Samuel K. Skinner. President Bush nominated Leback to head the Maritime Administration on Aug. 4, and he was confirmed by the U.S. Senate on Oct. 6.

Skinner praised Leback's broad background in the maritime industry, noting that after his 45-year maritime career he held senior positions with major U.S. shipping lines where he was in charge of ship construction and fleet operations.

"This extensive industry experience, coupled with his previous tour of duty as Deputy Maritime Administrator, made Capt. Leback an obvious choice to fill the challenging position of Maritime Administrator," Skinner said. "I look forward to his leadership on behalf of the American merchant marine, which remains vital to our nation's security, and makes important economic contributions as well."

A 1944 graduate of the U.S. Merchant Marine Academy located at Kings Point, N.Y., Leback becomes the first academy graduate to serve as Maritime Administrator. The academy is operated by the Maritime Administration.

Leback began sailing as a cadet-midshipman and rose to command Grace Lines vessels after World War II. He has held management positions with Grace, Central Gulf Steamship Corp., Sea-Land Service, Inc., Interstate Oil Transport Co., the El Paso maritime companies, and Puerto Rico Marine Management Co. He was Deputy Maritime Administrator from 1981-1985.

He and his wife, Jewel, are residents of Princeton, N.J.

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U.S. Department of  
Transportation

# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Tuesday, April 3, 1990

MAR 01-90  
Contact: Walter Oates  
Tel.: (202) 366-5807

## SKINNER TO NAME MARTINEZ, EASTMAN TO MARITIME MANAGEMENT POSITIONS

Secretary of Transportation Samuel K. Skinner today announced his intention to appoint Robert E. Martinez as Deputy Maritime Administrator and Penny L. Eastman as Deputy Maritime Administrator for Inland Waterways and Great Lakes.

"I am pleased that Rob Martinez and Penny Eastman will be joining the leadership team at the Maritime Administration and the Department of Transportation," Skinner said.

"The national transportation policy reflects our commitment to strengthen the competitive position of the American merchant marine," Skinner added. "Maritime Administrator Captain Warren G. Leback and I look forward to their contributions to this vital effort."

Martinez has been assistant executive director of The Business Roundtable, an association of 200 chief executive officers of major companies that follows public policy issues, including trade and investment, the federal budget, taxes and health care. Previously, he was an associate consultant with Multinational Strategies, Inc. of New York, specializing in projects involving Argentina, Brazil, Spain and Venezuela. He also has served as a program analyst with the Office of International Organizations and Technical Assistance of the U.S. Department of Labor.

-Martinez is a graduate of Columbia University and holds a master's degree in international relations and a doctorate in political science from Yale University. He and his wife, Cristina, formerly lived in New Jersey.

Eastman previously served as Deputy Assistant Secretary for Social and Humanitarian Affairs, Bureau of International Organizations, U.S. Department of State, and before that she was in the Department of the Interior's Office of Public Affairs.

Her earlier career included working in the Office of Public Affairs at the Department of Transportation and in the Office of Congressional Affairs at the Department of Commerce. She was also Director-of Government Relations for Beatrice Companies, Inc. She served three years at the White House in the Office of Intergovernmental Affairs, and five years as a legislative assistant in the U.S. Congress.

Eastman holds a degree in international relations from Georgetown University and resides in McLean, Va.

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PENNY L. EASTMAN  
Deputy Maritime Administrator  
for Inland Waterways and Great Lakes

Maritime Administration  
U.S. Department of Transportation

Prior to being appointed Maritime Deputy, Ms. Eastman was Deputy Assistant Secretary for Social and Humanitarian Affairs, Bureau of International Organizations, U.S. Department of State. She previously was in the Department of Interior's Office of Public Affairs.

Ms. Eastman's earlier career included working in the Office of Public Affairs at the Department of Transportation and in the Office of Congressional Affairs at the Department of Commerce. She was also Director of Government Relations for Beatrice Companies, Inc.

She also served three years at the White House in the Office of Intergovernmental Affairs, and five years as a Legislative Assistant in the U.S. Congress.

Ms. Eastman is a graduate of Georgetown University, and resides in McLean, Virginia.

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U.S. Department of  
Transportation

# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Friday, May 7, 1993

MAR 02-93  
Contact: John Swank  
Tel.: (202) 366-5807

JOAN YIM SWORN IN AS  
DEPUTY MARITIME ADMINISTRATOR

Joan Yim was sworn in today as deputy administrator of the Maritime Administration by Secretary of Transportation Federico Peña.

Peña said Yim has broad experience in policy analysis, interagency coordination and government affairs. "I am pleased to have Joan Yim joining the department's leadership team. Her background and expertise make her an ideal choice for this position," he said.

On April 14, along with Yim's appointment, President Clinton announced his intention to nominate Albert Herberger as Maritime Administrator. Yim will serve as Acting Administrator until that position is filled by Herberger through the Senate confirmation process.

Yim was a supervising planner with the Honolulu office of Parsons, Brinckerhoff, Quade & Douglas, a leading international transportation engineering firm. Previously, she served as a planner with the Hawaii Office of State Planning where she was responsible for issues relating to natural resource and coastal zone management, ocean management, and public infrastructure financing.

Prior to joining the state government, Yim was executive neighborhood commission secretary for the City and County of Honolulu and chair of the Kaneohe Community Planning Committee.

Formerly a Democratic national committeewoman, she holds a B.A. from Connecticut College and pursued graduate studies at the University of Hawaii.

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U.S. Department of  
Transportation

# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Tuesday, Sept. 14, 1993

MAR 08-93  
Contact: John Swank  
Tel.: (202) 366-5807

ALBERT HERBERGER SWORN IN  
AS MARITIME ADMINISTRATOR

Adm. Albert J. Herberger was formally sworn in today as Administrator of the Maritime Administration by Secretary of Transportation Federico Peña.

"Adm. Herberger's civilian maritime experience and his military service are highly relevant to our review of the nation's maritime policies," Secretary Peña said. "He joins our management team at a critical time for the American merchant marine and I look forward to working closely with him."

A graduate of the U.S. Merchant Marine Academy, Herberger served in the American merchant marine early in his career and in the U.S. Navy for 32 years. When he retired from active duty in April 1990, he was Deputy Commander-in-Chief, U.S. Transportation Command.

Herberger joined the International Planning and Analysis Center, Inc., in August 1990 as Vice President, Maritime Affairs. He also has led educational and advocacy efforts in support of the American maritime industry.

Since 1991, he has chaired a National Research Council, Marine Board Committee conducting an assessment of Advances in Navigation and Piloting.

Herberger has also served as Vice Chairman of the National Defense Transportation Association's Sealift Committee. He is a member of the Society of Naval Architects and Marine Engineers' Sealift Panel and of the Navy League of the United States National Merchant Marine Affairs Committee.

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U.S. Department of  
Transportation

# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Monday, January 3, 1994

MAR 01-94  
Contact: John Swank  
Tel.: (202) 366-5807

## MARAD STUDIES GROWING TRADE WITHIN AMERICAS

The Department of Transportation's Maritime Administration (MARAD) today released the first of three studies being conducted to determine how water transportation could be utilized for the growing trade among the nations of North America, Central America, the Caribbean and the northern rim of South America.

For the United States, trade within the Americas is the fastest growing of all its commerce.

The trade potential these nations could realize as a result of the North American Free Trade Agreement prompted the research. However, the studies will extend beyond the three nations that are directly involved.

The study released today examined prospects for intermodal freight systems on the waterways and rivers which link the central portions of the United States and Canada to Mexico, Central America, Caribbean countries and the northern rim of South America. The transportation system, referred to as the "Maritime System of the Americas," includes the Great Lakes, the Mississippi River and its navigable tributaries, the Tennessee Tombigbee Waterway and its tributaries, the Gulf Intracoastal Waterway, the Gulf of Mexico and the Caribbean Sea.

The study determined that vessels or vessel systems, that can safely navigate both inland and ocean waters, have the capability to carry small volumes of general cargoes, containers and minor bulk commodities. The regions that will be best served are those that currently have limited and costly transportation alternatives.

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U.S. Department of  
Transportation

# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE:  
Thursday, January 27, 1994

MAR 03-95  
Contact: John Swank  
Tel.: (202) 366-5807

## HERBERGER NAMES GRAYKOWSKI DEPUTY FOR INLAND WATERWAYS AND GREAT LAKES

Maritime Administrator Albert J. Herberger today announced the appointment of John E. Graykowski as Deputy Maritime Administrator for Inland Waterways and Great Lakes.

In that post, Graykowski will serve as the principal advisor to the Maritime Administrator on issues dealing with the nation's inland waterway system and Great Lakes.

"Graykowski's strong maritime background, legal experience and Capitol Hill background will be extremely beneficial during this critical time for the American maritime industry," Herberger said.

Prior to joining MARAD, Graykowski was a senior associate with the legal firm of Paul, Hastings, Janofsky & Walker for three years. In that position, he represented transportation, health care, public lands, energy policy and telecommunications interests.

Graykowski spent over 14 years in various professional staff positions in the U.S. Congress. From 1987 to 1989, he was Senior Counsel to the Subcommittee on Merchant Marine of the Senate Committee on Commerce, Science and Transportation. He also served as Legislative Director to Sen. Donald W. Riegle Jr. (D-Mich.) and as senior staff to two members of Congress.

Graykowski received his law degree from Catholic University of America, a Masters Degree from George Washington University and graduated magna cum laude from the State University of New York at Brockport in 1975.

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JOHN E. GRAYKOWSKI

DEPUTY MARITIME ADMINISTRATOR  
FOR INLAND WATERWAYS AND GREAT LAKES  
MARITIME ADMINISTRATION

Mr. John E. Graykowski was appointed Deputy Maritime Administrator for Inland Waterways and Great Lakes, Maritime Administration on January 27, 1994. In this position Mr. Graykowski will serve as the principal advisor to the Maritime Administrator on issues dealing with the Nation's inland waterway system and Great Lakes.

Prior to joining the Maritime Administration, Mr. Graykowski was a senior associate with the legal firms of Paul, Hastings, Janofsky & Walker and Crowell & Moring for over 3 years. In those positions he represented transportation, health care, public lands, energy policy, and telecommunications interests.

Mr. Graykowski spent over 14 years in various professional staff positions in the United States Congress. From 1987 to 1989 he was Senior Counsel to the Subcommittee on Merchant Marine of the Senate Committee on Commerce, Science, and Transportation. He also served as Legislative Director to Senator Donald W. Riegle, Jr. (D-MI) and as senior staff to two members of Congress.

Mr. John E. Graykowski received his law degree from Catholic University of America, a Masters Degree from George Washington University, and graduated magna cum laude from the State University of New York at Brockport in 1975.



U.S. Department of  
Transportation

# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Thursday, March 10, 1994

MAR 04-94

Contact: John Swank

Tel.: (202) 366-5807

**PEÑA SENDS CONGRESS CLINTON PLAN TO  
PRESERVE AMERICAN MERCHANT MARINE**

The Clinton Administration has sent Congress legislation to maintain an American fleet of modern merchant ships, Secretary of Transportation Federico Peña announced today.

"The Administration's Maritime Security Program is a new program designed to ensure continuing American presence in the transportation of the nation's vast international commerce," Peña said.

"Along with the President's program to restore the American shipbuilding industry, it reflects this Administration's commitment to the status of the United States as a maritime nation," he added.

America's deep sea merchant ships today employ about 27,000 civilian American seafarers.

President Clinton informed Congress of his plans for strengthening America's shipyards last October.

Albert J. Herberger, the Transportation Department's Maritime Administrator, said, "The Maritime Security Program will provide cost-effective supplemental sealift and other transportation resources when needed to support the nation's armed services." Adm. Herberger formerly served as Deputy Commander-in-Chief of the U.S. Transportation Command in the Department of Defense.

The Administration's proposed Maritime Security and Trade Act of 1994 would establish a new 10-year, \$1 billion Maritime Security Program. Program participants must agree to make their ships and other commercial transportation resources available during national emergencies, or as otherwise determined necessary by the President.

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The legislation authorizes payments of \$2.5 million per ship per year through fiscal year 1997, and of \$2.0 million per ship per year in FY 1998 through the end of the program in 2004. Operators joining the new program will not be subject to trade route regulations and other restrictions of the existing, more costly operating-differential subsidy program.

The proposal overcomes a major shortcoming of previous maritime proposals by identifying a specific funding source.

To offset the costs of the program, the Administration proposes an increase in existing tonnage fees imposed on vessels entering U.S. ports from foreign ports.

"On average, the increased fee will amount to about \$1.50 per 20-foot shipping container per year, less than 15 cents per ton of bulk cargo, a penny per barrel of fuel, and just 38 cents added to the price of a cruise ticket," Herberger said.

"We must provide the funds needed to preserve a U.S. fleet with U.S. citizen crews for national and economic security," Peña said.

In addition to providing sealift to the U.S. military in wartime, the American merchant marine has supported worldwide peacekeeping and humanitarian efforts, such as for Kuwait and in Somalia.

(A fact sheet providing more details of the Maritime Security Program is attached.)

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U.S. Department of  
Transportation  
Office of the Secretary  
of Transportation

# Transportation Facts

Office of Public Affairs

March 10, 1994

Contact: John Swank  
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SUBJECT: MARITIME SECURITY PROGRAM

## Overview

The Administration's new Maritime Security Program (MSP) is designed to maintain a modern American merchant fleet, ensure continuing American presence in the transportation of our vast international commerce, and provide adequate sealift for national emergencies.

The 10-year program will provide total funding of \$1 billion, approximately \$100 million a year, to support about 52 liner vessels in the commercial foreign trade of the United States. Participating operators will be required to make their ships and other commercial transportation resources available to the Government in time of national emergencies, or otherwise decided by the President to be in the national interest.

Unlike previous proposals for maritime assistance, the Administration's budget contains a specific plan to pay for its maritime revitalization program.

## Program Highlights

Length: 10 years, Oct. 1, 1994, through Sept. 30, 2004.

Number of ships in program: \$1 billion total budget request for the 10-year period will support about 52 liner vessels. Up to 32 ships may enter the program during its first year.

Length of agreements with operators: Maximum 10 years; less if ship enters program after Oct. 1, 1994.

Service during national emergencies: Participants must enroll in an Emergency Preparedness Program established to provide intermodal sealift support in time of war, national emergency, or as the President decides. The commercial transportation resources to be provided will include ships, capacity, intermodal equipment, terminal facilities and management services.

Payments: \$2.5 million per ship per year, through FY 1997, decreasing to \$2.0 million per ship per year in FY 1998 through end of program in FY 2004.

Eligible vessels: Commercially and militarily useful ships, as determined by the Secretary of Transportation. U.S.-flag ships entering the program generally must be 15 years of age or less; liner ships acquired from foreign sources will be allowed but must be five years of age or less.

Bulk vessels: Eligible to carry cargo preference with foreign-built vessels on order or delivered by Jan. 1, 1993. Operators of bulk vessels which receive ODS under old program may own other non-ODS vessels that are foreign-flag. Current cargo preference laws maintained.

Status of existing program: Participants in the existing operating-differential subsidy (ODS) program may keep their ships in the old ODS program, or may apply to include their ODS or other ships in the Maritime Security Program. However, an ODS operator may not reserve slots in the new program pending termination of its ODS agreement. MARAD will not consider applications to extend the subsidizable lives of ships in the ODS program.

MARAD deregulation: All operators joining the new program will be deregulated, and trade route and service restrictions in the current operating-differential subsidy program will be eliminated. MSP participants and ODS operators will be permitted to operate foreign-flag feeder vessels. They also will be able to operate foreign-flag line haul vessels (if the vessels were providing such services on date the MSP is enacted into law, or if the vessels are denied entry into the new program and operate under an Effective United States Control registry).

Funding: The Administration's proposed legislation includes a tonnage fee increase that will raise approximately \$100 million a year for 10 years. The increase will meet pay-as-you-go budgetary requirements for the Maritime Security Program. Tonnage fees are deposited into the General Fund of the U.S. Treasury and, within the budget, serve as offsetting receipts for Coast Guard services provided to the international maritime industry.

Method of implementation: Amend Title VI, Merchant Marine Act, 1936, as amended. The Administration submitted implementing legislation, the Maritime Security and Trade Act of 1994, to Congress on March 10.

### TONNAGE FEES

The U.S. vessel tonnage duty on commercial vessels entering U.S. ports was enacted in 1790. The rate is based on the net registered tonnage (NRT) of the ship, as well as the last foreign port in which the vessel called before entering the United States.

On January 1, 1991, the fee on the first five entries a vessel makes into the United States from another port in the Western Hemisphere was increased from \$0.02 per NRT to \$0.09 per NRT, and the fee on the first five entries from other foreign areas was increased from \$0.06 to \$0.27 per NRT. To fund the Maritime Security Program, increased tonnage fees of \$0.15 and \$0.44, respectively, would be established for the 10-year duration of the program. The cap on the fee of five entries per vessel each year would be retained.

Tonnage fees are collected by the U.S. Customs Service, deposited into the general funds of the Treasury, and credited to the U.S. Coast Guard, Department of Transportation.

The supplemental fees will have a negligible impact on the overall costs of transportation.

For a typical containership, the cost per container per year is estimated at about \$1.50.

For a dry-bulk carrier, the cost is estimated at 14 cents per ton of cargo.

For a tanker, the estimate is about a penny per barrel of cargo.

For a passenger ship, the cost would be just 38 cents per passenger.

U.S. Department  
of Transportation

**Maritime  
Administration**

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MARAD 03-01  
Thursday, October 18, 2001  
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**U.S. Secretary of Transportation Norman Y. Mineta Celebrates  
25<sup>th</sup> Anniversary of the Maritime Administration's Ready Reserve Force**

BALTIMORE -- U.S. Secretary of Transportation Norman Y. Mineta joined military, state and local officials, and maritime union representatives today to celebrate the 25<sup>th</sup> anniversary of the Maritime Administration's (MARAD) Ready Reserve Force (RRF).

During a ceremony onboard the 697-foot cargo ship CAPE WRATH docked at Baltimore Harbor, Secretary Mineta stressed the partnerships that keep the unique fleet of specialized cargo ships ready to serve the nation's armed forces.

"Our industry and labor partners make the Ready Reserve Force a reliable, cost-effective source of sealift," said Secretary Mineta. "We are proud of its accomplishments, confident of its capabilities, and determined to continue its record of service and success."

Noting that the ceremony had been postponed following the September 11 attacks, Secretary Mineta added, "America's merchant marine, maritime industries, and merchant seafarers have come through for us every time our nation has needed them. We know they stand ready to do so again."

Created in 1976 during America's bicentennial year, the RRF supports rapid, massive movement of military supplies in support of military and humanitarian operations. There are 76 ships in the RRF. Military equipment such as tanks, trucks, jeeps, and humvees can be driven or towed onboard the CAPE WRATH and 30 similar ships. Other RRF ships also have special capabilities valuable to the military, such as the ability to pump fuel to inland points up to four miles away or to unload goods from its cargo holds and those of other ships without the help of equipment on shore. MARAD, which owns the ships, contracts with private ship operating companies to manage them, using seafaring union members as crew. When activated for military missions, the ships are under the operational control of the Navy's Military Sealift Command (MSC).

"The Ready Reserve Force is a high-value sealift asset that is key to our military's rapid response capability," said MSC's Commander, Rear Admiral David L. Brewer III. "For 25 years, these ships have ensured that we can respond quickly and decisively in a crisis -- getting combat equipment and supplies to deployed U.S. forces around the world."

Today's event also honored MARAD's strategic sealift partners in the RRF program, specifically the U.S. maritime industry, including ship managers, ship construction and repair facilities, and maritime labor organizations.

The CAPE WRATH is one of five RRF ships presently in Baltimore; a sixth is being upgraded in a Jacksonville, FL. shipyard. Other RRF ships are located along the U.S. Atlantic, Gulf and Pacific

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coasts with some stationed overseas.

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Briefing Room