Historic Port Landmark Imploded

On August 4, 2008, the Sewells Point grain elevator was imploded to open up waterfront property along the Elizabeth River. The strip of property sits north of the Virginia Port Authority’s Norfolk International Terminals and south of the Norfolk Naval Station. The grain elevator was a landmark on the Elizabeth River.

The City of Norfolk built the grain elevator in 1922 to better compete with ports along the East Coast to store and load grain. In 1929 Norfolk & Western Railway purchased the land and leased it to Continental Grain in 1952. The glory days of the facility were between the 1950’s and late 1970’s, a time when grain exports were booming. A steady decline in grain and soybean exports in the decades that followed caused the facility to be vacated in 2000.

Norfolk Southern, which owns the 10-acre property, began tearing down the buildings last year. Norfolk Southern plans to have all the buildings on the property cleared by the end of the year so it can lease the property and piers.

No one has leased the property, but the Virginia Port Authority (VPA) is interested in utilizing the space for storage or other cargo operations, stated Joe Harris, a spokesman for the VPA.

New Report Indicates China will Remain A Major North American Importer

The Tioga Group, Inc. released its *Containerized Intermodal Goods Movement Assessment 2008* report which states that China will remain the dominant supply source for North American imports.

The Philadelphia-based freight transportation consultants conducted interviews with more than 60 leading firms linked to the supply chain to prepare their study. Some of the findings are:

- Some additional Asian cargo will shift to East Coast ports, but the West Coast will continue to grow.
- New York-New Jersey and Virginia ports will continue as the primary East Coast ports of entry.
- South Atlantic ports will expand due to all-water routings and regional market demands.
- A shortage of bulk shipping capacity is shifting grain exports to containers, creating a shortage of containers in grain growing regions.

The report is available by calling (215) 557-2142 or by e-mail ljackson@tiogagroup.com
In Memoriam for Jeffery G. Stott

We are saddened to report that Mr. Jeffery G. Stott, co-founder of Stott and Ogram, passed away on August 1, 2008 at Sentara Virginia Beach General Hospital.

Mr. Stott was born in England on November 21, 1921. He attended C. Adamson School of Navigation for certificates leading to chief officer and master mariner. Bill was an apprentice deck officer in 1939 when England entered World War II. He served at sea in the British Merchant Navy through the entire war, surviving many convoy attacks. He served 22 years in the British Merchant Navy rising from cadet to master. He established himself as a marine surveyor in 1961 and took up residence in the United States. In 1965 he became a United States citizen. He and partner, Phillip Ogram, formed a very successful marine surveying company where we worked until his retirement in 1989.

Containers Entering U.S. Require ISO/PAS Seals

As stated in the Department of Homeland Security Information Bulletin #1368: As published in the in the Federal Register Vol. 73, No 153/Thursday, August 7, 2008, effective October 15, 2008 all sea containers in transit to the United States will be required to be sealed with a seal meeting the International Organization for Standardization Publicly Available Specification 17712 (ISO/PAS17712), Freight Containers - Mechanical Seals. The specification addresses seal strength and durability so as to prevent accidental breakage, early deterioration, detect tampering, as well as advises each seal be clearly and legibly marked with a unique identification number.

The statutory requirement is applicable to loaded containers, including freight remaining on-board, arriving by vessel at U.S. ports of entry. Exceptions, however, include tanks, non-standard containers (such as open top containers), and those containers incapable of being affixed with such a seal.

Vessel carriers should note that pursuant to 19 CFR 4.7(b)(2) and 4.7a(c)(4)(xiv), they must transmit, via the Vessel Automated Manifest System, all seal numbers to CBP 24 hours before cargo is laden aboard a vessel at a foreign port. Enforcement action may be initiated, pursuant to 19 C.F.R. 4.7 Advance Filing of Cargo Declaration Requirements, for failure to transmit accurate information.

CBP will consider 76 U.S.C. 944 to be violated if loaded container that is subject to the sealing requirements arrives by vessel at a port of entry in the United States on or after October 15, 2008 either (1) with no seal or (2) with a seal that does not meet the ISO/PAS 17712 standard. CBP may assess a civil penalty against the party responsible for the violation.
James River Ghost Fleet Disappearing

USS Truckee, a Navy fleet oiler, is the 75th ship from the James River Reserve Fleet to be removed for dismantling. It was towed out of the fleet on August 6. The Maritime Administration (MARAD) sold the USS Truckee to Bay Bridge Enterprises for $1.2 million. Bay Bridge Enterprise is only one of six certified “green” ship breaking yards that can properly dispose of the materials from the fleet vessels.

MARAD is responsible for three National Defense Reserve Fleet sites, one of which is in the James River. In 2001 the James River Reserve Fleet totalled 107 ships. Today there are only 34 ships remaining. In the past two years the pace of removing vessels from the fleet picked up as the most hazardous and decrepit ships were scrapped.

Sean T. Connaughton, MARAD Administrator, stated that MARAD was taking steps to ensure a build-up of surplus, environmentally hazardous ships never happens again. Moving forward, MARAD will require that all ships are stripped, dry-docked and cleaned up before they will be accepted into the reserve fleet.

The reserve fleet system was designed to keep out-of-service ships at the ready in time of need, not to be seen as a hazard.

Retired Commandant Joins Maritime Academy

Mid-Atlantic Maritime Academy announced that Captain Robert G. Allee would join the Virginia Beach based school. In this new position he will continue to impact the seagoing merchant marine, military and marine transportation industry as an advanced class instructor.

Allee left his post as Commandant of Midshipmen at the United States Merchant Maritime Academy in New York to retire to Virginia Beach this spring. Previous to his position as Commandant, Captain Allee had a distinguished career of 31 years in the United States Navy and Merchant Marine. His last Naval assignment was as Deputy Director of Logistics Plans and Policy on the staff of the Chief of Naval Operations. Captain Allee’s personal awards include the Legion of Merit (two awards), the Defense Meritorious Medal, the Navy Meritorious Service Medal, the Maritime Service Superior Performance Medal, the Navy Commendation Medal (two awards), the Navy Achievement Medal (two awards), and various other unit and campaign awards.

Mid-Atlantic Maritime Academy is a full service maritime school that trains men and women for deck and engineering positions, and prepares them for United States Coast Guard licenses from entry level through Unlimited Master and Chief Engineer.

Advertise your Company in the Port of Hampton Roads Annual 2009

For more information on rates and specifications contact the VMA at 757-622-2639.
### Distribution of Coal Dumpings at Hampton Roads

<table>
<thead>
<tr>
<th>Type</th>
<th>Jul-08</th>
<th>YTD 08</th>
<th>Jul-07</th>
<th>YTD 07</th>
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<tr>
<td></td>
<td>Total</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3,168,197</td>
<td>25,375,144</td>
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<td>NS</td>
<td>1,629,409</td>
<td>11,463,181</td>
<td>1,550,850</td>
<td>7,874,959</td>
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<tr>
<td>Pier IX</td>
<td>709,455</td>
<td>5,740,722</td>
<td>411,708</td>
<td>4,043,726</td>
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<tr>
<td>DTA</td>
<td>829,333</td>
<td>8,171,241</td>
<td>486,340</td>
<td>3,159,762</td>
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<tr>
<td>Export Cargo</td>
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<td>21,970,709</td>
<td>1,947,969</td>
<td>11,681,324</td>
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<tr>
<td>NS</td>
<td>1,428,841</td>
<td>10,620,310</td>
<td>1,479,668</td>
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<td>558,767</td>
<td>5,782,403</td>
<td>309,175</td>
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<td>Coastwise &amp; Other</td>
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<td>3,404,435</td>
<td>500,928</td>
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<td>2,388,838</td>
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### Port of Hampton Roads TEU's

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<tr>
<th>Type</th>
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<th>6 month 08</th>
<th>Jun-07</th>
<th>6 month 07</th>
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<tr>
<td></td>
<td>162,910</td>
<td>1,035,975</td>
<td>166,479</td>
<td>1,019,980</td>
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### Customs Receipts - Virginia Customs District

<table>
<thead>
<tr>
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<th>Jun-07</th>
<th>6 month 07</th>
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</thead>
<tbody>
<tr>
<td>Hampton Roads</td>
<td>$52,553,469</td>
<td>308,778,551</td>
<td>$51,958,595</td>
<td>$309,351,651</td>
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<tr>
<td>Other VA</td>
<td>$5,691,347</td>
<td>30,634,230</td>
<td>4,385,330</td>
<td>22,369,305</td>
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<tr>
<td>Total</td>
<td>$58,244,816</td>
<td>$339,412,781</td>
<td>$56,343,925</td>
<td>$331,720,956</td>
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### Passenger Cruises

<table>
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<tr>
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<th>Jul-07</th>
<th>7 Month 07</th>
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</thead>
<tbody>
<tr>
<td>American</td>
<td>14</td>
<td>13</td>
<td>133</td>
<td>133</td>
</tr>
<tr>
<td>Foreign</td>
<td>37</td>
<td>41</td>
<td>268</td>
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<tr>
<td>TOTAL</td>
<td>14</td>
<td>13</td>
<td>137</td>
<td>137</td>
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</tbody>
</table>

### Summary

- **Total Vessels**: 13
- **Number of Passengers**: 13,320

*Source: Hampton Roads Coal Piers*
VMA Roster Updates

The Virginia Maritime Association’s 2008-2009 Membership Roster was just published, but in the interim of updating and printing the book some information has changed or was incorrectly printed. Therefore, in an attempt to keep our members abreast of any changes to our membership contact information, we periodically print updates to the VMA Membership Roster. Please make note of the changes listed below:

pg. 21 Capes Shipping Agencies
correct spelling for Mr. Kevin Clapsaddle

pg. 24 Crenshaw, Ware & Martin, PLC
e-mail for Mr. Steven Stancliff is:
sstancliff@cwm-law.com

pg. 25 Degesch America, Inc.
e-mail is:
bдрэуноусki@degeschamerica.com
website: www.degeschamerica.com

pg. 29 Goodman & Company, LLP
change phone number to: 624-5123

pg. 33 IMTT Chesapeake
change company name: IMTT Virginia
contact name to: David Ryan, Project Manager/CSM/FSO
e-mail to: davidryan@imtt.com
add website: www.imtt.com

pg. 35 Kinder Morgan Elizabeth River Terminals
e-mail to: scott_shirk@kindermorgan.com

pg. 39 McAllister Towing of Virginia, Inc.
change title of Capt. William R. Douglas to:
Vice President Sales & Marketing, Mid Atlantic Region

pg. 42 Norfolk & Portsmouth Belt Line
Replace Mr. M. David Goodin with:
Mr. David Stinson
e-mail to: david.stinson@nscorp.com

pg. 42 Norfolk Physical Therapy Center
correct zip code is: 23502

pg. 43 Norfolk Waterside Marriott
correct e-mail: cgrieve@marriottnorfork.com

pg. 44 PeakLogix
Replace James F. Roark, Jr. with:
Mr. Rich Bennett
e-mail to: rbennett@peaklogix.com

pg. 46 Progressive Distribution Centers
change company name to:
Evans Distribution Systems
Mr. David Stinson
add website: evansdist.com

pg. 49 Securewest International
correct cell phone number to:
(757) 839-4347

pg. 50 Sheraton Norfolk Waterside Hotel
change Ms. Sheila L. Jones e-mail to:
sjones@sheraton.com/norfolk

pg. 53 Troutman Sanders LLP
Michael J. Gardner, Esquire, address is:
150 West Main Street, (23510)
Remove: 222 Central Park, Ms. Shirley Gibb

pg. 57 Wallenius Wilhelmsen Logistics America
new contact information is as follows:
2500 Warwick Blvd, Newport News VA 23607
phone: (201) 505-5215; cell: (757) 439-9258
fax: (201) 505-5214
www.2wglobal.com
Upcoming Club Events

Sept 4  Organization for Women in International Trade  
12:00 - 1:00 p.m. Williams Mullen’s Norfolk Office

Sept 10  Propeller Club  
11:30 Membership Luncheon, Town Point Club

Sept 10  Hampton Roads Traffic Club  
5:30 Holiday Inn, Greenwich Rd, Norfolk

Sept 10  Hampton Roads Coal Association  
6:15 James River Country Club, Newport News

Sept 16  Virginia Ship Repair Association  
12:00 Virginia Beach Convention Center (19th Street)

Sept 17  Hampton Roads Foreign Commerce Club  
11:30 Town Point Club

Sept 19  Society of Maritime Industries  
Friday Night at the Beach  
7:00 p.m. Breezy Point Officers Club (67th & Atlantic)

Sept 24  Edward L. Brown Sr., Golf Outing  
7:30 Registration Sewell’s Point Golf Course, Norfolk

Sept 24  Tidewater Motor Truck Association  
6:00 p.m. Holiday Inn Express, Norfolk

Sept 25  Customs Brokers & Int’l Freight Forwarders Assn.  
12:00 Venue to be determined

Oct 6  Virginia Maritime Association MIC Golf Classic  
10:00 Shotgun Start  River Front Golf Course

Oct 6  Virginia Maritime Association  
4:00 Chesapeake Bay Feast, Norfolk Yatch Club

Oct 8  Hampton Roads Traffic Club  
5:30 Holiday Inn, Greenwich Rd, Norfolk

Oct 9  Propeller Club  
11:30 Membership Luncheon, Town Point Club

Oct 15  Virginia Chamber of Conference  
Conference on World Trade, Norfolk Waterside Marriott

Oct 21  Virginia Ship Repair Association  
12:00 Portsmouth Renaissance Hotel

Oct 23  Customs Brokers & Int’l Freight Forwarders Assn.  
12:00 Venue to be determined

Oct 23  Propeller Club  
9:00 Shotgun Start Sewell’s Point Golf Course, Norfolk  
4:30 p.m. Oyster Roast, Crumbley Recreation Center, NIT

Oct 29  Tidewater Motor Truck Association  
6:00 p.m. Holiday Inn Express, Norfolk