

Deep Water Port *notes*

The News Portfolio of The Connecticut Deep Water Port Community
New London . New Haven . Bridgeport

Port Initiative Plan Reaping Results

Governor Malloy Visits New London's Thames Shipyard

by Mr. Stan Mickus

GOVERNOR DANIEL P. MALLOY'S PORT INITIATIVE PLAN IS ALREADY REAPING RESULTS as he witnessed firsthand on Saturday, October 22nd. The Governor boarded the tugboat Patricia Ann as a guest of John and Adam Wronowski, owners of Cross Sound Ferry and Thames Shipyard, along with other legislative and community leaders to begin a tour of the company's marine facilities. At its August meeting, the State Bond Commission with the Governor chairing, approved a \$2 million bond authorization to provide funding to the shipyard for its third phase of capital improvements to include dredging, bulk heading and the local match to a nearly \$1.5 million federal grant the yard was awarded last year to expand one of its dry-docks.

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Governor Dannel P. Malloy, State Senator Andrew Maynard, John and Adam Wronowski, Thames Shipyard. Photo by Stan Mickus.

Government Officials Participate in CMC's Deep Water Ports Tour of New Haven and Bridgeport



U.S. Congressman Joe Courtney, Connecticut Maritime Coalition Executive Director William Gash, New Haven Port Authority Director Ms. Judi Sheffele, State Senator Andrew Maynard onboard Gateway Terminal tug 'Outrageous' at CMC Port Tour of New Haven on Sept. 27, 2011. Photo by Mr. Cutter Oliver

The CMC and New Haven Port Authority created the tour for state officials to increase their understanding of Connecticut's strategic intermodal deep water ports.

After the tour, State Senator Andrew Maynard commented, *"The ports tour was extremely helpful and provided me with a better understanding of the existing infrastructure and the enormous potential of CT's ports. I am eager to have colleagues from the Transportation Committee and others have the benefit of seeing first hand the potential of our three major ports. The port study and marketing analysis underway will help us determine how to get the most bang for the buck from both infrastructure investments and marketing. These are enormous economic generators and I intend to continue to push aggressively for additional investments in all three of ports."*

Governor Malloy Visits New London's Thames Shipyard

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As the tug made its way past State Pier and up to the shipyard, the Governor, who was making his third trip to the port of New London in the past year, took in the vast potential of this deepwater port. Upon arriving at the yard, the tug docked alongside the company's large dry-dock where the Governor was greeted by about 30 employees and a large banner that read "Governor Malloy, thank you for supporting our jobs." The Governor shook hands and took time out for photos with the employees and received an update from the Wronowski's on the work being done to expand the dry-dock, currently in the larger dry-dock after being hauled a few weeks ago. The dry-dock is split in half and awaiting new mid and end sections to both widen and lengthen the dock. The prefabricated sections were tied up to an adjacent pier. The Governor was also shown where dredging will soon commence to enlarge the footprint for the newly expanded dry-dock, along with the other planned dredging at the yard. After about 20 minutes, the Governor boarded the tug for the trip back to the ferry terminal.

Thus far, the project has resulted in almost 20 new jobs and more are expected as the yard expands its work capacity.

Thames Shipyard performs repair and maintenance services to commercial vessels all along the eastern seaboard and has been owned by the Wronowski's since 1967.

Governor Malloy Supports Connecticut's Maritime Industry

At the October 28th Bond Commission Meeting, the commission members unanimously approved Item No. 3 (DOT) allocating the \$1.8 million for Grants-in-aid for "improvements to ports and marinas, including dredging and navigational direction, provided \$1,000,000 shall be used to conduct a study of the strategy for economic development in the New Haven, New London and Bridgeport ports." The funds will be used to finance Phase 1 of studies for the dredging site disposal designation of the Eastern Long Island Sound disposal site for dredged sediment. This project will include data compilation, oceanographic, economic and archeological studies and sedimentation characterization and tissue chemistry.

**Read Deep Water Port *notes*
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A Tale of Two Maritime Places

by Mr. Donald B. Frost, Deputy Editor

In between foreign trips when I was sailing as a ship's officer I worked as a cargo mate for Grace Lines and Grace Lines Terminal (Pier 57 on the west side of Manhattan at 17th Street). Although we didn't know it at the time, this was the swan song of the break bulk liner business. The ships, although larger, were mostly of World War II design updated with better accommodations, cargo gear and fitted with refrigerated cargo capacity. New York's harbor was humming with activity.

Below the passenger terminals around 42-46th street, the west side of Manhattan was home to U.S. Lines, Grace Lines, Holland America Line, United Fruit Line and others that escape my memory. The tip of Manhattan as it meets the East River had Brazil's NETUMAR and other Lines. The Brooklyn side piers (Brooklyn Marine Terminal and Red Hook Terminal) were very active. There were thirty or more berths between the Erie Basin and the Brooklyn Army Terminal. Ships frequented Staten Island's Bush Terminal and the New Jersey berths from the Bayonne Army Terminal (or MOT B) to West New York had ship traffic. All this is gone. Why?

Most of the NY piers were owned and/or operated by either the bi-state Port Authority of New York and New Jersey (a.k.a. the PA) or the NY City Dept of Marine and Aviation. As the period I outline above was ending city planners were struggling with the growing population of New York, and the contest for land use between the piers and terminals, housing, recreation, retail and commerce in general. This was Robert Moses' finest hour and it was his vision, driven by the need to move traffic through Manhattan that probably spelled the demise of shipping in Manhattan. Port planners recognized that shipments were becoming bigger and the method of cargo handling had to change. This was the idea that was soon to be containerization.

There was also a political battle brewing between the City's Dept of Marine and Aviation and the PA over which organization would be the lead planning agency for the port.

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I am told that the PA wanted to move most of the port's cargo operations to New Jersey where there was better access to railroads as well as the new New Jersey Turnpike. The City balked and the PA acted. The emergence of containerization shortly afterward sealed the fate of New York's piers.

Containerization is great for moving a lot of cargo quickly at reasonable cost, but it requires a lot of space. Space to receive the boxes before they are loaded aboard a ship, space to receive the boxes that are on the arriving ship, space to store the arriving boxes before they are picked up, space to segregate import and export containers, space for trucks, space for gates through which the trucks will pass while their paper work is processed and space for security inspections. I am probably forgetting a few other space needs, but the ones listed here just speak to the needs of the boxes.

The ships need space also. They need places to anchor, to turn around, to take on fuel and/or perform minor repairs. Of course they need places to dock the ships also known as berths. The berth needs of container ships are far more time sensitive than those of the old break bulk liner ships I sailed. The key to the success of containerization is the total transportation system and its ability to keep cargo flowing. A slow down or stop doesn't only cost ship time, but also stevedore labor time, truck and driver time, "checker" (paper processing) time, rail interface time, and a greatly undervalued expense – the time-value of inventory in-transit. Add the cost of ships' pilots waiting, the cost of tug boats waiting, the cost of security and cargo inspection regimes waiting. It is the cumulative cost of all these functions that makes having a berth available immediately upon arrival so important. That usually means to assure berth availability on arrival more than one berth is needed for each service or carrier. That is – more port space is needed.

Manhattan doesn't have this space and New Jersey does. Is there a lesson here for Connecticut? Space is not the only issue in evaluating the viability of a container port, but it is certainly among the first considerations. The demand for service and cargo volume is probably the most important.

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The Connecticut Maritime Coalition is a non-profit trade association facilitating the competitiveness of Connecticut's maritime industries. Our cluster network is mostly composed of small and medium-sized businesses.

The Connecticut Maritime Coalition's mission is to advocate for Connecticut's maritime industry.

To join **the Connecticut Maritime Coalition** or to advertise your business in **Deep Water Port notes**, please contact:

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We welcome your ideas and news about the revitalization of Connecticut's deep water ports and the economic benefits to this state. Contact: William Gash, Executive Director 860-941-0044, Fax (888) 436-5413, Email: ctmaritime@msn.com

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