

---

---

# National Security



*The Maritime Administration's Ready Reserve Force Ship Cape Orlando sails through San Francisco Bay on its return from Operation Iraqi Freedom*

***Department of Transportation Strategic Objective: Security.  
Balance homeland and national security transportation requirements with  
the mobility needs of the Nation for personal travel and commerce.***

***Maritime Administration Strategic Objective: National Security.  
Assure that sufficient sealift capability and intermodal transportation in-  
frastructure exist to support vital homeland and national security interests.***

---

---

---

---

## Sealift Support for Operation Enduring Freedom / Operation Iraqi Freedom



*Photo courtesy Stars & Stripes  
The Ready Reserve Force Ship **Cape Victory** offloads its military cargo in Kuwait, March 2003.*

Maritime Administration programs played an important role in assuring sufficient sealift and port/ intermodal capacity to support national security interests during the conflict in Iraq. Eighty-four percent of cargo moved in Operation Iraqi Freedom, approximately 16.9 million square feet, was carried aboard U.S.-flag vessels and moved through eleven of the fourteen strategic ports. Over 7,600 mariners sailed aboard various ships in support of the effort, including almost 3,900 commercial mariners, and nearly 3,800 civil service mariners. This successful execution was made possible by close cooperation among MARAD, ship managers, maritime labor unions, the National Port Readiness

Network (NPRN) signatories, and the Military Sealift Command. Thirty-five of the participating vessels were commercial ships enrolled in MARAD's Maritime Security Program. Forty vessels were from the Ready Reserve Force, which alone carried nearly 22 percent of the military cargo for Operation Iraqi Freedom.

The Ready Reserve Force (RRF) is MARAD's premier, government-owned, sealift readiness program. The RRF is a fleet of militarily useful ships, maintained in a reserve status in the event that the Department of Defense needs these ships to support the rapid, massive movement of military supplies and troops for a military exercise or large-scale conflict. The ships are activated for such use by the Department of Defense, and they are managed by commercial companies and crewed by civilian merchant mariners. Most of the ships activated for Operation Iraqi Freedom were kept in reduced operating status, with partial crews keeping the ships repaired and ready for activation.

Four RRF ships were already serving with the Afloat Prepositioning Program. Activations of other RRF ships began in October of 2002, and reached a peak in January of 2003, when 27 ships were activated during a two-week period. All of the ships kept in a reduced operating status were activated within their readiness timeline. Two ships had to be put on an adjusted timeline; these two had been kept without any crew members on board and were in shipyards undergoing major machinery overhauls when activated. Although they did not meet their readiness timelines, those two ships also loaded military materiel at strategic ports and sailed toward the Eastern Mediterranean meeting the operational requirements.

---

---

Most of the activated RRF ships were initially deployed to the Eastern Mediterranean. When it became apparent that Turkey would not allow these ships to discharge in its ports, the vessels began transiting the Suez Canal in late March 2003, and discharged their cargo in Kuwait. Most of the vessels were activated for a single voyage and returned to their outport location or Reserve Fleet sites upon final cargo discharge. However, several of the vessels were slated for additional voyages. By the end of Fiscal Year 2003, seven RRF ships were still on active duty.

More information on the activations of RRF ships for Operation Iraqi Freedom is available at [www.marad.dot.gov/programs/rrf.html](http://www.marad.dot.gov/programs/rrf.html).

The 1,400 Merchant Mariners who served on the RRF ships were all volunteers for this mission. All crew members received smallpox and anthrax inoculations, with excellent support of the Military Sealift Command's headquarters medical teams and full cooperation from U.S. maritime unions. Mariners were also trained in various force protection measures including the use of chemical, biological, and radiological detection protective equipment. As the ships returned to the United States, MARAD issued Merchant Marine Expeditionary Medal Certifi-

**Strategic Mobility**  
**FY 2003 Performance Measure**  
**Availability of Department of**  
**Defense-required shipping**  
**within timelines**  
**Goal: 94 percent**  
**Actual result: 96 percent**  
**GOAL EXCEEDED**

cates to 7,684 commercial and civil service mariners who participated in OIF. Each returning RRF ship was welcomed with a ceremony in which the medals were presented to the officers and crew.

A Department of Transportation (DOT) performance measure and goal for most of MARAD's national security activities in FY 2003 was the availability of 94 percent of Department of Defense (DOD) required shipping capacity, complete with crews, within mobilization guidelines. The actual result was 96 percent. The increase was due to the improved availability of a greater percentage of ships from the RRF.

**Ready Reserve Force**  
**FY 2003 Performance Measures**  
**On-time activation**  
**Goal: 100 percent**  
**Actual result: 100 percent**  
**GOAL MET**

**Ships fully capable while under**  
**Military Sealift Command**  
**operational control**  
**Goal: 90 percent**  
**Actual Result: 98.5 percent**  
**GOAL EXCEEDED**

The RRF's exemplary activation record is due to its sound and systematic conditioning program. While ship managers are responsible for the overall material condition and readiness of the assigned ship, the RRF program requires regular sea trials as well as dock trials and drydockings. During FY 2003, MARAD conducted 18 sea trials, most of which were 72 hours long. Sea trials not only prove the condition of the ship,

---

---

but also provide a training opportunity for the merchant mariner crews and permit RRF management companies to observe crew performance.

Turbo Activations are a rigorous test of ship readiness. Turbo Activations are initiated by the Department of Defense without prior notice or planning. In FY 2003, there were four separate Turbo Activations involving seven RRF vessels. All of these were completed successfully within the vessels' assigned readiness status. A list of recent Turbo Activations and their results is available at [www.marad.dot.gov/programs/rrf.html](http://www.marad.dot.gov/programs/rrf.html).

### **National Defense Reserve Fleet (NDRF)**

MARAD owns and maintains the National Defense Reserve Fleet (NDRF), which contains vessels that can be activated to support cargo movement requirements during national emergencies. The RRF is one component of the NDRF; other ships may be operated infrequently, and many are prepared for long-term storage in a preserved condition. The NDRF program was started after World War II when the Merchant Ships Sales Act of 1946 was enacted. As of September 30, 2003, there were 297 vessels in the NDRF, of which 68 were in the RRF, 72 in long-term storage (retention), and 132 ready for disposal or being prepared for disposal (non-retention). An additional 25 vessels, owned by other government agencies, were also maintained at NDRF facilities on a cost-reimbursable basis. There are three anchorages where most of the vessels are maintained. As of September 30, 2003, the James River Reserve Fleet at Fort Eustis, VA, held 93 ships; the Beaumont Reserve Fleet at Beaumont, TX, held 43, and the Suisun Bay Reserve Fleet, at Benicia, CA, held 92.

A short history of the NDRF, and a table showing numbers of ships each year throughout its history, may be found at [www.marad.dot.gov/programs/rrf.html](http://www.marad.dot.gov/programs/rrf.html).

### *Maritime Heritage*

MARAD is authorized to provide obsolete parts and equipment from NDRF ships to help preserve the operational or historical character of U.S. memorial ships. Long-term loans of historical artifacts for public display are also made available to worthy organizations. In the past, special legislation allowed donation of vessels for specific historical purposes. This year a request was made to Congress, in the 2004 DOD authorization bill, to authorized memorial groups interested in obtaining ships to apply directly to MARAD. This will replace the current practice of specialized legislation for donations.

### *Training Availability*

NDRF vessels are made available to various groups for training purposes. For example, ships in the Reserve Fleet anchorages have been used for Vessel Boarding Search and Seizure training that involves law enforcement and ship interdiction exercises by the Navy, Marines, and Coast Guard. In FY 2003, the anchored NDRF vessels supported 14 training events for 27 days involving 1,922 individuals. RRF vessels were utilized as training platforms for a variety of organizations such as USCG Marine Safety Office and Naval Cargo Handling Battalions. In FY 2002, NDRF ships supported 70 training events for 119 days involving 2,503 individuals.

Information on Installations and Logistics for the NDRF Real Property is located at [www.marad.dot.gov/programs/rrf.html](http://www.marad.dot.gov/programs/rrf.html).

---

---

## **Voluntary Intermodal Sealift Agreement (VISA)**

The Voluntary Intermodal Sealift Agreement (VISA) program is the DOD's principal commercial sealift readiness program. It provides DOD with assured access to commercial intermodal capacity to move ammunition and sustainment cargo. This capacity can also supplement U.S. Government-owned/controlled/chartered capacity used for initial deployment or "surge" of unit equipment.

The objective of the program is to maximize DOD's access to the multibillion-dollar, state-of-the-art, U.S. commercial intermodal transportation system to serve America in peace and war while minimizing disruption to commercial operations. VISA has three activation stages. Each stage adds additional capacity commitments. VISA activation is time-phased to streamline the availability of capacity to coincide with DOD requirements.

An important element of the VISA program is the Joint Planning Advisory Group (JPAG). During JPAG meetings, Government, industry and maritime labor identify and discuss DOD's requirements, recommend concepts of operations to meet requirements, test and exercise program arrangements, and comply with antitrust requirements for pooling/teaming arrangements. In FY 2003 MARAD and the U.S. Transportation Command held JPAG meetings in December, January, and April. At these meetings, participants were briefed on a variety of topics including the VISA activation process, manpower and sealift requirements and Force Protection issues that might be necessary to support efforts in Operation Iraqi Freedom (OIF). As a result of these meetings Government and industry

were well prepared to support U.S. troops in Iraq.

Although DOD did not activate VISA for OIF, there was substantial participation of VISA carriers (on an individual charter basis) in moving equipment and supplies to support this effort. Eleven (11) VISA ships were chartered by the Military Sealift Command, and 37 VISA ships provided liner service to the Military Traffic Management Command. Over 76 percent of the Maritime Security Program fleet (35 vessels) participated.

More than 75 percent of available militarily useful capacity is committed to the VISA program. VISA companies commit specific vessel capacity, intermodal equipment, and management services. As a condition for receiving Government financial support, Maritime Security Program (MSP) participants are required to enroll 100 percent of their MSP vessel capacity and a comparable mix of intermodal resources and services to the VISA program. All VISA participants receive priority consideration for the award of DOD peacetime cargoes. As of September 30, 2003, there were 56 VISA participants. VISA participants are listed at [www.marad.dot.gov/programs/rrf.html](http://www.marad.dot.gov/programs/rrf.html)

## **Maritime Security Program (MSP)**

The Maritime Security Program (MSP) is a subset of the VISA program. While all VISA participants commit specific vessel capacity, intermodal equipment, and management services, only those which are also in MSP are required to enroll 100 percent of their capacity, plus a comparable mix of intermodal resources and services. In other words, VISA participants commit part of their capacity to be available; those which are also MSP participants must commit all.

---

---

More than 75 percent of available military useful dry-cargo capacity in the U.S.-flag commercial fleet is committed to the VISA program. Of that, more than 70 percent is provided by MSP.

The MSP program was established under the Maritime Security Act of 1996, and provides approximately \$100 million in funding annually for up to 47 vessels to partially offset higher operating costs under U.S. registry.

The program helps the United States retain an active U.S.-flag merchant fleet comprising modern, efficient, and militarily useful commercial dry cargo vessels that can support national security requirements and maintain a competitive U.S.-flag presence in international commerce. Over 115,000 20-foot equivalent units (TEUs) and one million square feet of capacity committed for DOD use. As of September 30, 2003, 12 MSP carriers were receiving MSP payments for 47 vessels. A complete list of MSP vessels and operators is available at [www.marad.dot.gov/programs/rrf.html](http://www.marad.dot.gov/programs/rrf.html).

The MSP fleet employs a labor base of skilled and loyal American seafarers who are available to crew the U.S. Government-owned strategic sealift fleet, as well as the U.S. commercial fleet, both in peace and war. The MSP payments to modern ocean carriers allows MARAD/ DOD to have ready access to a robust maritime presence valued at more than \$9 billion.

During FY 2003, the MSP fleet was upgraded through the substitution of six modern and efficient vessels for six older vessels. Most of the replacement vessels were larger, resulting in net capacity increase of 7,000 TEUs.

An important element of the MSP is the re-flagging of new and more efficient vessels to

U.S. registry. A total of 18 modern commercial liner vessels, average age less than four years old, have been reflagged to U.S. registry and are currently participating in the MSP. In addition, four other vessels (less than three years old) that previously flew foreign flags converted to U.S.-flag vessels. These re-flagging applications received U.S. Coast Guard expedited approval based on MARAD's determination that the vessels would be eligible for the MSP.

A MARAD FY 2003 performance measure and goal for the combined VISA/MSP programs was the availability of 165,000 Twenty-foot Equivalent Units (TEUs) of commercial sealift capacity for DOD use in times of emergency. The actual FY 2003 result was 174,584 TEUs. This amount represents the aggregate cargo capacity for all ships enrolled in the VISA program, including all ships enrolled in MSP.

### **War Risk Insurance**

MARAD administers the standby emergency War Risk Insurance Program. The program encourages the continued flow of U.S. foreign commerce during periods when commercial insurance cannot be obtained on reasonable terms and conditions. It protects vessel operators and seafarers against losses resulting from war or warlike actions.

<p style="text-align: center;"><b>VISA/MSP</b> <b>FY 2003 Performance Measure</b> <b>Goal: 165,000 TEUs for DOD</b> <b>use in time of emergency</b> <b>Actual result: 174,500 TEUs</b> <b>GOAL EXCEEDED</b></p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

---

---

As of September 30, 2003, the War Risk Revolving Fund (fund) asset total was approximately \$37,600,000. The fund earned \$1,800,000 in investment income. Program expenses for FY 2003 totaled \$46,500.

As of September 30, 2003, there were 364 binders on vessels and barges providing eligibility for hull, protection and indemnity, and second seamen's war risk insurance. No binders related to MARAD's standby war risk cargo insurance and builder's risk insurance programs have been issued. All binders are effective for 30 days following an automatic termination of commercial insurance.

Statutory authority covering the Title XII War Risk Insurance Program was extended 5 years, to June 30, 2005 by Public Law 106-65. As a result of the terrorist activities of September 11th, 2001, MARAD activated the Title XII program at the request of the Department of Defense. MARAD has written war risk insurance on 6 vessels in conjunction with Operation Enduring Freedom, and on 98 in conjunction with Operation Iraqi Freedom. MARAD issued over 290 policies covering over \$9 billion in values and limits since the post-9/11 activation.

### **Port Readiness**

Fourteen commercial ports are designated as strategic ports by DOD and the National Shipping Authority, which is the national defense arm of MARAD.

MARAD has an extensive program to facilitate the availability of port facilities and services, one which ensures the movement of military forces securely and efficiently through the U.S.

During OIF, 11 of the 14 strategic commercial ports handled deployment military

cargo. A DOT transportation system in a way that minimizes disruption to commercial operations.

FY 2003 performance measure and goal for MARAD's strategic port readiness activities was the availability of militarily preferred facilities at 92 percent of the strategic ports on 48 hours notice. The actual result was 86 percent, as two ports could not meet the criteria.

### **PORT SECURITY**

MARAD's port security activities directly support the DOT objective of balancing homeland and national security transportation requirements with the mobility needs of the Nation for personal travel and commerce.

#### **Maritime Transportation Security Act**

The Maritime Transportation Security Act of 2002 (MTSA) created new statutory requirements for MARAD in port security:

- Assisting the U.S. Coast Guard (USCG) in conducting foreign port assessments;
- Designing and conducting foreign port training to address deficiencies identified in foreign port assessments;
- Developing standards and curricula to train and certify maritime security professionals;
- Administering a grant program, currently funded by the Transportation Security Administration, to enhance U.S. port and facility security to implement Area Maritime Transportation Security Plans; and
- Updating MARAD's Port Security National Planning Guide.

In April 2003, the Secretary of Transportation delegated to the Maritime Administrator the authority to implement Section 109 of

---

---

the MTSA. Section 109 requires the Secretary, not later than six months after the date of enactment, to develop standards and curricula to allow for the training and certification of maritime security professionals.

#### *MTSA– Specialized Training*

At the request of the Maritime Administrator, the U.S. Merchant Marine Academy (USMMA) developed the standards and curriculum and prepared a Report to Congress, as required by MTSA. The report, Maritime Security Act of 2002: Section 109 Implementation, A Report to Congress contains standards and curricula for U.S. maritime security training. The report is available on the MARAD web site at: <http://www.marad.dot.gov/publications/security.htm>.

As a result of the USMMA's work in preparing this report, the International Maritime Organization (IMO) gave the United States the responsibility for development of the highly respected IMO model courses for Ship Security Officer, Company Security Officer, and Port Facility Security Officer under the provisions of the International Ship and Port Facility Security Code.

This project, undertaken by the USMMA jointly with the Government of India's Directorate General of Shipping, was completed on September 2, 2003. The model courses were published in September, 2003 by the IMO for use by training providers, carriers, and others worldwide. Additional information is available on the IMO web site at: [http://www.imo.org/Newsroom/mainframe.asp?topic\\_id=753&doc\\_id=2661](http://www.imo.org/Newsroom/mainframe.asp?topic_id=753&doc_id=2661).

The development of a national system of certification and course approval for the education and training of U.S. maritime security personnel is being led by MARAD, in

coordination with the Coast Guard, as part of MARAD's responsibility under Section 109 of the MTSA.

#### *MTSA– International Conventions*

MTSA, the new security amendments to the International Convention for the Safety of Life at Sea 1974 (SOLAS), and its complementary International Ship and Port Facility Security Code (ISPS) strengthen and add additional protective layers of defense to U.S. port security. MTSA is designed to protect the nation's ports and waterways from a terrorist attack and requires area maritime security committees, and security plans for facilities and vessels that may be involved in a transportation security incident. ISPS is the first multilateral ship and port security standard ever created. Implementation is scheduled for 2004, and requires all nations to develop port and ship security plans.

During FY 2003, MARAD aggressively supported development of the new maritime security initiative to improve seafarer identification. In particular, agency senior staff worked intensively on a “fast track” initiative by the International Labor Organization (ILO) for a new convention on seafarer identity documents. This new convention was adopted in Geneva at the International Labor Conference in June 2003. It replaces ILO's Seafarers' Identity Convention, 1958 (ILO 108), and there are expectations it will be ratified by the national governments, particularly those concerned with shipping. Biometric standards for international seafarer credentialing are included.

#### **Port Security Grants**

MARAD has played a key role in the startup and administration of the Port Security Grants. More than \$336 million has been

---

---

awarded through FY 2003 for competitive grants to critical national seaports to finance the cost of enhancing facility and operational security. The first round of Port Security Grants, which MARAD administered, was announced in FY 2002, awarding \$92 million for 143 projects.

A second round of Port Security Grants was announced on January 14, 2003. This round was similar to the initial round of grants, but with the Transportation Security Administration (TSA) administering the grant program with substantial support from MARAD. Over \$996 million in grant requests were received, containing 1,112 security projects. On June 12, 2003, Secretary of Homeland Security Tom Ridge announced the distribution of \$169 million in Port Security Grants (Round 2) for 392 projects. An additional 84 projects from the Port Security Grant application pool were funded with \$75 million made available through the Office of Domestic Preparedness.

The third round of Port Security Grants was announced on July 21, 2003, based on the seaport security provisions contained in the FY 2002 Supplemental Appropriation, which appropriated \$104 million for grants. The grant announcement generated over \$987 million in grant requests, containing 1,042 port security projects. Grants awarded in the third round totaled \$179 million.

MARAD organized a unique grant program with a web-based system to manage proposals, beginning with the first round and continuing through the third. Using this system, applicants were able to submit their grant applications electronically. The system also allowed the entire evaluation process to be conducted on the web. The evaluation process electronically linked all five MARAD region offices and 47 USCG Captain-of-the-Port offices with MARAD, USCG, and TSA

headquarters staffs. MARAD regional offices worked with regional offices of the other agencies in performing the field-level evaluations of grant applications. Even after the grants are awarded, the web-based system continues to play a key role in monitoring and administering each grant's progress.

### **NATO Planning Board for Ocean Shipping (PBOS) Participation**

MARAD is the focal point for the U.S. participation in the work of the North Atlantic Treaty Organization (NATO) Planning Board for Ocean Shipping (PBOS). PBOS develops and maintains plans for civil shipping support to the Alliance in crisis and war, including advice to NATO military authorities on the planning and execution of NATO military deployments, and serves as the NATO focal point for advice and assistance on the protection of civilian maritime assets against acts of terrorism.

In FY 2003, PBOS developed proposals for a NATO Hub System for utilization of commercial vessels for strategic sealift and a PBOS Market Advisory Panel to facilitate the military's access to information on the commercial shipping market.

PBOS, through the PBOS Secretary in Washington, DC, and in conjunction with its industry shipping experts, has assisted NATO military planners by providing information and advice on the availability and use of commercial shipping to support "real world" operations.

### **Foreign Transfers**

Under Section 9 of the Shipping Act of 1916, as amended, MARAD approved the transfer of 32 ships of 1,000 gross tons and over to foreign ownership and/or registry during fiscal year 2003. Thirteen privately

---

---

owned vessels were sold for scrapping abroad.

MARAD's approval of the transfer of vessels 3,000 gross tons and over to foreign ownership and/or registry are subject to the terms and conditions of 46 CFR Part 221. As such, the vessels require MARAD approval for any subsequent transfer of ownership and/or registry and are required to remain available for U.S. Government requisitioning, if needed. At year's end, there were a total of 151 vessels subject to these terms, 32 of which were approved for subsequent transfer of ownership and/or registry during the year.

User charges for processing applications for foreign transfers and similar actions totaled \$24,600 in this reporting period, including fees filed pursuant to contracts reflecting the terms and conditions stipulated in 46 CFR Part 221.

Details of activities under Section 9 of the Shipping Act, 1916, as amended, may be found at [www.marad.dot.gov/programs.html](http://www.marad.dot.gov/programs.html).

## **MERCHANT MARINER AVAILABILITY**

### **Mariner Availability**

An essential component of ensuring sufficient sea lift is making sure there are enough qualified mariners available to sail the necessary ships. During the fiscal year, there was a significant strain placed upon the available U.S. pool of merchant mariners as the effort to crew the emergency shipping needed for OIF was successfully executed.

Under the provisions of the Maritime Security Act of 1996, merchant mariners have re-employment rights similar to those given military reservists. This was the first con-

flict in which those rights became an issue. MARAD granted certification for re-employment rights to two mariners, and processed inquiries from over 50 individuals and organizations.

MARAD also continued working with the U.S. Coast Guard, maritime labor unions, and industry to assess the effect of evolving Standards of Training, Certification, and Watchkeeping (STCW). These are now required certifications for mariners in international trade.

### **U. S. Merchant Mariner Tracking and Survey**

MARAD continued the development of a U.S. Merchant Mariner Tracking System. This new system will allow MARAD and its partners to maintain accurate and up-to-date information on mariner qualifications and will enhance our ability to crew the Government's vessels in the critically short time-frames required during an activation. An Internet-based component will allow mariners to update contact information in a timely manner.

The 2002 Mariner Survey was a follow-up to the first survey of merchant mariners conducted during 2001. The 2001 Mariner Survey was a concentrated effort to get feedback on key readiness issues. The major focus of the 2002 survey effort was to update and expand information on key readiness and training issues. Of those who completed the survey, findings show that the majority of mariners:

- Would volunteer for a national defense mission;
- Are working in the industry and sailing or at tempting to sail on ocean-going vessels;
- Are planning to serve at sea in the future, and have or intend to obtain a Standards

- of Training Certification and Watch-keeping STCW 95 certificate; and
- Would be willing to serve three or more tours and could report in nine days or less.

### **Merchant Marine Reserve**

The Merchant Marine Reserve (MMR), U.S. Naval Reserve, program consists of Naval Reserve officers who are also licensed merchant marine officers. MMR members have a unique relationship with MARAD because of its defense-related responsibilities. Members of the MMR program provided critical support during OIF. Reservists served standing watch in the Crisis Management Centers, training over 1,400 individuals in Chemical, Biological, and Radiological Defense, as Port Representatives, and assisting with the activation of the Ready Reserve Force.

MARAD is also pursuing the establishment of a civilian mariner reserve program. Such a program would alleviate potential shortages and provide a means to assure access to mariners in the event of a national emergency. The projected program would use the existing structure of the U.S. Maritime Service (USMS). Members would be activated for two weeks of training each year on government vessels.

**Mariner Availability**

**FY 2003 Performance Measures**

**Availability of mariners required to crew commercial / sea-lift ships in time of emergency**

**Goal: 100 percent**

**Actual result: 105 percent**

**GOAL EXCEEDED**

### **Mariner Employment: Great Lakes**

The Great Lakes Region Office continues to produce and update a “U.S. Great Lakes Merchant Seaman Employment Fact Sheet” to serve both U.S. vessel fleets and potential mariners. It provides a specific listing of companies conducting direct hiring and unions representing mariners in the Great Lakes waterway system. Company and union web sites along with a supplemental directory of Great Lakes informational web sites are included to aid present and potential mariners. This information is posted on the MARAD web site, [www.marad.dot.gov/programs/rf.html](http://www.marad.dot.gov/programs/rf.html).

### **Maritime Training and Education**

MARAD vigorously supports maritime training and education through the U.S. Merchant Marine Academy, its support of six state maritime academies, and several outreach and continuing education programs.

#### *U.S. Merchant Marine Academy (USMMA)*

MARAD operates the U.S. Merchant Marine Academy at Kings Point, NY, to educate young men and women for service in the American merchant marine, in the U.S. Armed Forces, and in the Nation’s intermodal transportation system.

Graduates receive Bachelor of Science degrees and U.S. Coast Guard (USCG) licenses as deck or engineering officers, and commissions in the U.S. Naval Reserve or another uniformed service. MARAD owns and operates USMMA's primary training ship.

As a key component of our national security effort, Academy graduates incur an eight-year U.S. Naval Reserve commitment

---

---

(unless they are accepted in another uniformed service) that obligates them to serve in time of war or national emergency. The critical maritime skills developed with their military training significantly increases our Nation's defense readiness.

Academy graduates are required to obtain a merchant marine officer's license in order to graduate from the Academy, and to maintain the license for at least six years. The graduates are also committed to a five-year maritime employment service obligation. This maritime service obligation may be satisfied in the merchant marine as an officer aboard U.S. merchant ships, or in shoreside maritime or intermodal transportation industry positions if afloat employment is not available, and with the permission of the Maritime Administrator. Active military duty in the U.S. Armed Forces or service with the National Oceanic and Atmospheric Administration also satisfies the obligation.

The Class of 2003, which graduated on June 23, 2003, comprised 110 third mates and 90 third assistant engineers. The 22 women graduates in 2003 brought to 457 the total number of female graduates since the first co-educational graduating class in 1978. Within three months after graduation, about 65 percent of the 173 graduates had obtained employment in the maritime and transportation industry, afloat and ashore, or were serving on active military duty. That percentage increases to nearly 95 percent within six months after graduation.

Deferred graduates totaled 25 and two graduates were foreign students. More information may be obtained at [www.usmma.edu](http://www.usmma.edu).

#### *Global Maritime Transportation School*

Specialized Graduate-level courses for in-



*Swearing-in at the U.S. Merchant Marine Academy at Kings Point, New York*

dustry, government, and defense professionals are available at the Global Maritime Transportation School (GMATS), located on the Kings Point campus, USMMA. One course offered by GMATS is MARAD's National Sealift Training Program, which 44 senior deck and engineer officers completed in FY 2003. The purpose of the program is to improve U.S.-flag strategic sealift support capability, improve maritime security, and reduce vulnerability to piracy and hostage threats. The course of study integrates communications, maritime security, and sealift readiness training, drawing from lessons

---

---

learned from the September 2001 attack on the World Trade Center and from Operations Desert Shield/Desert Storm, Uphold Democracy, and Restore Hope.

#### *State Maritime Schools/Schoolship Program*

MARAD provides assistance to six State maritime academies to train merchant marine officers pursuant to the Maritime Education and Training Act of 1980. They are:

- California Maritime Academy, Vallejo, CA;
- Great Lakes Maritime Academy, Traverse City, MI;
- Maine Maritime Academy, Castine, ME;
- Massachusetts Maritime Academy, Buzzards Bay, MA;
- State University of New York Maritime College, Fort Schuyler, NY; and
- Texas Maritime Academy, Galveston, TX.

State maritime academy cadets who participate in the Student Incentive Payment Program receive \$3,000 annually, for a maximum of four years with satisfactory performance, to offset school costs.

Participating cadets have these obligations:

- To complete the academy's course of instruction;
- To graduate from the State academy, cadets must pass the USCG examination for a license as an officer in the U.S. merchant marine, and
- Maintain that license for at least six years from the date of graduation;
- To apply for and accept, if offered, an appointment as a commissioned officer in an armed force reserve component, and serve for at least six years from the date of graduation; and
- To maintain employment in the maritime

industry for at least three years from the date of graduation.

MARAD provides training vessels to all six State maritime academies for use in at-sea training and as seagoing laboratories. The vessels provide cadets practical knowledge of the operations on board vessels, and are part of MARAD's assistance to the academies to train highly qualified licensed officers.

The Massachusetts Maritime Academy received the most recently commissioned MARAD training vessel, the Training Ship *Enterprise*, in May 2003. This ship, the former *Cape Bon*, was converted at MARAD expense. It arrived at the Academy's Buzzard's Bay campus in April, 2003, and was formally commissioned on National Maritime Day, May 22, 2003.

**The Texas Maritime Academy and its training ship made news during FY 2003. See MARAD Update article on page 19.**

#### *Maritime Education and Training Outreach*

MARAD developed an initiative with primary schools, secondary schools and pre-undergraduate programs to support increased interest in careers afloat and in shipyard employment. This project aggressively promotes primary and secondary student interest in maritime careers.

For example, MARAD is actively participating with the U.S. Navy's Military Sealift Command, maritime industry partners and regional and local school districts to add maritime careers and training to middle and high school programs. The Mar Vista program in San Diego, CA, has been particularly successful, and provides an excellent model for other schools to emulate; nearly thirty of their pilot program graduates have

---

---

taken permanent high seas jobs. Another similar project was recently started by the Philadelphia School District and is called the Maritime Academy Charter High School.

#### *Ship Operations Cooperative Program*

MARAD leads the Ship Operations Cooperative Program (SOCP) an industry-government partnership that addresses issues affecting the maritime industry. One issue it addressed in FY 2003 is the lack of awareness among young people about employment and career opportunities in the maritime industry. The MARAD/SOCP Mariner Recruitment Working Group embarked on a campaign to raise awareness, producing print and electronic promotional material, and participating in a variety of forums to disseminate information about maritime career paths, educational institutions, and potential resources in order to attract young people to the maritime industry; especially to afloat positions.

The Working Group produced a brochure titled “A Future with Adventure”, and a 30-second Public Service Announcement titled “A Career Afloat,” which won the American Advertising Federation’s “Addy” award as Best PSA. SOCP also launched a newly designed web page titled “A Career Afloat: Gateway to the Future,” and co-sponsored, with the Propeller Club of the United States, the Adopt-A-Ship project (targeting 5th - 8th grade students), and initiated discussions with the public and private sector on mariner and shipyard apprentice programs.

#### **Research, Development, and Demonstration**

While MARAD receives no direct funding for research and development, its expertise makes it desirable as a strategic partner for other federal, state, and local government

agencies and portions of the private sector. MARAD maintained and expanded its position in the area of National Security by assisting the Department of Defense (DOD) through the professional naval architectural and marine engineering services it rendered to the Navy in connection with the DOD-funded National Shipbuilding Research Program/Advanced Shipbuilding Enterprise. Using DOD funds, MARAD allocated substantial time to the DOD-funded Integrated Computerized Deployment System (ICODES) on behalf of the Military Traffic Management Command, the U.S. Army, U.S. Navy, and U.S. Marine Corps. MARAD worked closely with an office of the Chief of Naval Operations, and the Office of Naval Research Laboratory at Carderock, Maryland, in developing concepts for fast sealift and littoral combat ships.

### **Fire Training Center**



The Maritime Administration (MARAD) provides training in fighting ship, barge, and dockside fires to a range of personnel who may have to deal with such fires. MARAD offers basic and advanced firefighting through its fire school in Swanton, Ohio. In FY 2003, the MARAD Fire Training Center trained over 450 of students in these courses. Combined basic/advanced training – 282

---

---

(149 Coast Guard and 133 merchant mariners) STCW basic training – 51  
Municipal (includes port security outreach, local municipal fire fighters, and Toledo-Lucas County Port Authority Police and Fire Team) – 131

In August 2003, instructors from the MARAD Fire Training Center traveled to Duluth, Minnesota, to educate local municipal fire departments in the proper response to a portside fire aboard ship. The training is an initiative by MARAD to increase awareness of landside responders to the important and unique differences of fighting a shipboard fire. Nearly 80 municipal fire responders from departments in Duluth, Two Harbors, and Superior, Wisconsin, attended the program over a three-day period. A morning session indoctrinated fire fighters to the special considerations and hazards of quelling a shipboard fire at a municipal dock.

Boarding and walk-through of the Great Lakes freighter the *John Sherwin*, provided a realistic view of a vessel's various components and the ship's own fire suppression system.

## Training on the TEXAS CLIPPER II Heroic Rescue at Sea, Surprise Visit by Former President George Bush, and Appearances on National Television



While on their annual summer training voyage this year, the cadets and crew of the TEXAS CLIPPER II, Texas Maritime Academy's 394-foot training ship operated by Texas A&M University at Galveston and owned by the Maritime Administration, received more than a learning experience; they actually participated in a lifesaving rescue at sea.

On Sunday, June 1, the TEXAS CLIPPER II received a radio call from the U.S. Coast Guard that a sailing vessel was in distress. The TEXAS CLIPPER II was approximately 30 miles south of the sailing vessel, "Joy," a 30-foot sailboat crewed by three Charleston, SC, college students. The "Joy" was disabled and adrift in 10- to 12-foot seas and gale force winds. The men on the "Joy" had activated their global positioning radio beacon, causing an alert to sound in the U.S. Coast Guard Rescue Coordination Center in Miami, FL. The U.S. Coast Guard then requested the crew of the TEXAS CLIPPER II to divert from their trip to Boston, MA, to rescue the three men. The crew responded enthusiastically and rescued the three who survived their misadventure in good condition.

If the successful rescue at sea wasn't enough action for the cadets and crew of the TEXAS CLIPPER II this summer, former President George Bush made a surprise visit aboard the training vessel when it passed off the coast of Maine on June 16. The TEXAS CLIPPER II made history that day as the first U.S. training ship ever to have a former President of the United States aboard.

On Monday, July 14, when the TEXAS CLIPPER II was in New York City, cadets appeared on NBC's *Today*, ABC's *Good Morning America*, and CBS's *The Early Show*.