## Appendix 1: Department of Transportation – Port Security Grants Awards Announced June 17, 2002

| Name of Grant RecoAPL Limited | Award Amount |
|---|---|
| APL Limited | $1,230,490 |
| Atlantic Energy Inc. | 109,590 |
| BASF Corporation | 398,000 |
| Board of Commissioners of the Port of New Orleans | 3,684,450 |
| Boston Police Department | 2,878,947 |
| Brazos River Harbor Navigation District | 85,000 |
| Broward County Board of County Commissioners | 6,844,800 |
| Canaveral Port Authority | 1,650,000 |
| Chevron Phillips Chemical Company LP | 30,000 |
| CITGO Petroleum Corporation | 201,757 |
| City of Baltimore | 500,000 |
| City of Ketchikan | 122,721 |
| City of Norfolk | 500,000 |
| City of Valdez | 764,000 |
| Clipper Navigation Inc. | 127,000 |
| Colonial Terminals Inc. | 942,600 |
| Columbia River Steamship Operators Association | 623,000 |
| Crowley Liner Services Inc. | 268,000 |
| Cross Sound Ferry Services Inc. | 96,636 |
| Delaware River Maritime Enterprise Council Inc. | 850,000 |
| Detroit-Windsor Truck Ferry Inc. | 135,000 |
| Diamond State Port Corp./Port of Wilmington DE | 500,000 |
| Dynegy Midstream Services Inc. | 60,000 |
| Eagle Marine Services Ltd. a subsidiary of APL Ltd. Port of Los Angeles | 1,900,000 |
| Everett Police Department | 150,000 |
| Georgia Ports Authority | 1,312,000 |
| Harbor Dept. of the City of Long Beach | 4,335,000 |
| Inland Rivers Ports & Terminals Inc. | 562,722 |
| Jacksonville Marine Transportation Exchange Inc. | 220,800 |
| Jacksonville Seaport Authority | 297,000 |
| Lake Charles Harbor and Terminal District | 200,000 |
| LBC Baton Rouge LLC | 80,000 |
| LBC Houston L.P. | 142,000 |
| Maritime Exchange for the Delaware River and Bay | 250,000 |
| Maritime Incident Resource and Training Partnership | 100,000 |
| Maryland Port Administration | 3,264,000 |
| Matson Navigation Company | 125,000 |
| Memphis & Shelby County Port Commission | 198,052 |
| Miami River Marine Group | 49,157 |
| Miami-Dade County | 6,370,801 |
| Municipality of Anchorage | 458,208 |
| NaviTag Technologies | 787,073 |
| New York City Department of Transportation | 1,923,760 |
| New York City Economic Development Corp. | 2,500,000 |
| NH Department of Safety | 200,000 |
| City of Long Beach | 340,000 |
| North Carolina State Ports Authority | 250,000 |
| Pasha Stevedoring & Terminals L.P. | 80,000 |
| Port Authority of New York and New Jersey | 3,502,000 |
| Port of Beaumont Navigation District of Jefferson County Texas | 560,000 |

*Continued*

## Appendix 1: Department of Transportation – Port Security Grants Awards Announced June 17, 2002 (Continued)

| Name of Grant RecoAPL Limited | Award Amount |
|---|---|
| Port of Corpus Christi Authority | 2,273,277 |
| Port of Galveston | 1,611,206 |
| Port of Houston Authority Harris County Texas | 1,800,000 |
| Port of Los Angeles | 1,500,000 |
| Port of Oakland | 4,867,071 |
| Port of San Francisco | 500,000 |
| Port of Seattle | 4,769,724 |
| Port of Texas City | 1,735,883 |
| Port of Vancouver USA | 90,000 |
| ProvPort Inc. | 261,500 |
| Puerto Rico Ports Authority | 3,000,000 |
| San Diego Unified Port District | 2,233,000 |
| South Carolina State Ports Authority | 1,844,500 |
| State of Connecticut | 200,000 |
| State of Hawaii Department of Transportation Harbors Division | 650,000 |
| Tampa Port Authority | 3,500,000 |
| The City of Key West | 510,500 |
| The Maritime Association of the Port of Charleston | 15,000 |
| The Port of South Louisiana | 624,000 |
| Tri-state Maritime Safety Association | 150,000 |
| Virginia Port Authority | 5,293,140 |
| Washington State Ferries | 110,000 |
| Woods Hole Martha's Vineyard and Nantucket Steamship Authority | 8,000 |
| City of Portland Maine | 175,000 |
| City of Pittsburgh | 175,000 |
| Blue & Gold Fleet L.P. | 102,542 |
| **TOTAL:** | $92,206,707 |

## Appendix 2: MSP Operators and Vessels as of September 30, 2002

| Company | Ship Name | Ship Type | TEUs |
|---|---|---|---|
| American Ship Management, LLC | APL KOREA | CONT CI 1 | 3,900 |
| American Ship Management, LLC | APL PHILIPINES | CONT CI 1 | 3,900 |
| American Ship Management, LLC | APL SINGAPORE | CONT C11 | 3,900 |
| American Ship Management, LLC | APL THAILAND | CONT CI 1 | 3,900 |
| American Ship Management, LLC | PRESIDENT ADAMS | CONT C10 | 3,600 |
| American Ship Management, LLC | PRESIDENT JACKSON | CONT C10 | 3,600 |
| American Ship Management, LLC | PRESIDENT KENNEDY | CONT CIO | 3,600 |
| American Ship Management, LLC | PRESIDENT POLK | CONT C10 | 3,600 |
| American Ship Management, LLC | PRESIDENT TRUMAN | CONT C10 | 3,600 |
| Central Gulf Lines, Inc. | GREEN COVE | RO/RO | N/A |
| Central Gulf Lines, Inc. | GREEN POINT | RO/RO | N/A |
| Central Gulf Lines, Inc. | GREEN LAKE | RO/RO | N/A |
| American International Car Carrier, Inc. | FAUST | RO/RO | N/A |
| American International Car Carrier, Inc. | FIDELIO | RO/RO | N/A |
| American International Car Carrier, Inc. | TANABATA | RO/RO | N/A |
| First American Bulk Carrier Corp. | CHESAPEAKE BAY | CONT | 2,409 |
| First American Bulk Carrier Corp. | DELAWARE BAY | CONT | 2,409 |
| E-Ships, Inc. | ENDEAVOR | CONT | 1,834 |
| E-Ships, Inc. | ENDURANCE | CONT | 1,834 |
| E-Ships, Inc. | ENTERPRISE | CONT | 1,834 |
| First Ocean Bulk Carrier-I, LLC | LYKES NAVIGATOR | CONT | 2,698 |
| First Ocean Bulk Carrier-II, LLC | LYKES DISCOVERER | CONT | 2698 |
| First Ocean Bulk Carrier-III, LLC | LYKES LIBERATOR | CONT | 2,698 |
| Maersk Line, Limited | MAERSK CALIFORNIA | CONT | 1,400 |
| Maersk Line, Limited | MAERSK COLORADO | CONT | 1,169 |
| Maersk Line, Limited | MAERSK TENNESSEE | CONT | 1,325 |
| Maersk Line, Limited | MAERSK TEXAS | CONT | 1,325 |
| OSG Car Carriers, Inc. | OVERSEAS JOYCE | RO/RO | N/A |
| U.S. Ship Management, Inc. | SEALAND ACHIEVER | CONT ACV | 3,606 |
| U.S. Ship Management, Inc. | SEALAND FLORIDA | CONT ACV | 3,606 |
| U.S. Ship Management, Inc. | SEALAND PRIDE | CONT SL-31 | 2,890 |
| U.S. Ship Management, Inc. | SEALAND MOTIVATOR | CONT SL-31 | 2,890 |
| U.S. Ship Management, Inc. | SEALAND COMMITMENT | CONT ACV | 3,606 |
| U.S. Ship Management, Inc. | SEA-LAND ATLANTIC | CONT ACV | 3,606 |
| U.S. Ship Management, Inc. | SEA-LAND DEFENDER | CONT D9J | 2,306 |
| U.S. Ship Management, Inc. | SEA-LAND ENDURANCE | CONT D9J | 2,306 |
| U.S. Ship Management, Inc. | SEA-LAND EXPLORER | CONT D9J | 2,306 |
| U.S. Ship Management, Inc. | SEA-LAND INNOVATOR | CONT D9J | 2,306 |
| U.S. Ship Management, Inc. | SEA-LAND INTEGRITY | CONT ACV | 3,606 |
| U.S. Ship Management, Inc. | SEA-LAND LIBERATOR | CONT D9J | 2306 |
| U.S. Ship Management, Inc. | SEA-LAND PATRIOT | CONT D9J | 2,306 |
| U.S. Ship Management, Inc. | SEA-LAND PERFORMANCE | CONT ACV | 3,606 |
| U.S. Ship Management, Inc. | SEA-LAND QUALITY | CONT ACV | 3,606 |
| Waterman Steamship, Corporation | LYKES MOTIVATOR | CONT | 2,500 |
| Waterman Steamship, Corporation | ROBERT E. LEE * | LASH | 1,246 |
| Waterman Steamship, Corporation | GREEN DALE | RO/RO | N/A |
| Waterman Steamship, Corporation | LYKES EXPLORER | CONT | 2,698 |

*Subject to replacement in FY 2003

CONT – Container Ship
LASH – Lighter Aboard Ship
RO/RO – Roll-On/Roll-Off

## Appendix 3: VISA Participants as of September 30, 2002

America Cargo Transport, Inc.
American Automar, Inc.
American President Lines, Ltd.
American Roll-On Roll-Off Carrier, LLC
American Ship Management, L.L.C.*
American International Car Carrier, Inc.*
Bay Towing Corporation
Beyel Brothers Inc.
Central Gulf Lines, Inc.*
Coastal Transportation, Inc.
Columbia Coastal Transport, LLC
Crowley Liner Services, Inc.
Crowley Marine Services, Inc.
CSX Lines, LLC
Delta Towing
E-Ships, Inc.*
Farrell Lines Incorporated
First American Bulk Carrier Corp.*
First Ocean Bulk Carrier-I, LLC*
First Ocean Bulk Carrier-II, LLC*
First Ocean Bulk Carrier-III, LLC*
Foss Maritime Company
Liberty Shipping Group Limited Partnership
Lockwood Brothers, Inc.
Lykes Lines Limited, LLC
Lynden Incorporated
Maersk Line, Limited*
Matson Navigation Company, Inc.
Maybank Navigation Company, LLC
McAllister Towing and Transportation Co., Inc.
Moby Marine Corporation
Odyssea Shipping Line LLC
OSG Car Carriers, Inc.*
Patriot Shipping, L.L.C.
RR & VO L.L.C.
Resolve Towing & Salvage, Inc.
Samson Tug & Barge Company, Inc.
Sea Star Line, LLC
SeaTac Marine Services, Inc.
Sealift Inc.
Signet Maritime Corporation
STEA Corporation
Superior Marine Services, Inc.
TECO Ocean Shipping
Totem Ocean Trailer Express, Inc.
Trailer Bridge, Inc.
TransAtlantic Lines LLC
Troika International, Ltd.
U.S. Ship Management, Inc.*
Van Ommeren Shipping (USA) LLC
Waterman Steamship Corporation*
Weeks Marine, Inc.

*MSP Participants

## Appendix 4:
## FOREIGN TRANSFERS AND OTHER SECTION 9 APPROVALS – FY 2002[1]

**U.S. PRIVATELY-OWNED VESSELS**

| Program Summary | Number | Gross Tons |
|---|---|---|
| Transfer to Foreign Ownership and/or Registry | | |
| Vessels of 1,000 Gross Tons and Over | 43 | 974,338 |
| Vessels of Under 1,000 Gross Tons | 0 | 0 |
| **Total** | 43 | 974,338 |
| Modifications | 4 | 29,171 |
| Violations | | |
| Reported | 9 | |
| Mitigated or Settled | 9 | |
| Rescissions (Sales to Aliens) | 0 | |
| Mortgages to Aliens | 0 | |
| Denials | 0 | |
| **U.S. GOVERNMENT-OWNED VESSELS** | 0 | |

[1]Approvals granted by MARAD pursuant to Section 9, Shipping Act of 1916, as amended.

**FOREIGN TRANSFER APPROVALS – Vessels of 1,000 Gross Tons and Over**

| | Pursuant to Section 9 (U.S.-Owned and U.S. Documented) | |
|---|---|---|
| | **Number of Vessels** | **Gross Tons** |
| Barge | 1 | 4,114 |
| Cargo | 1 | 10,195 |
| Deck Barge | 1 | 7,815 |
| Fishing | 6 | 9,586 |
| Freight Barge | 1 | 1,868 |
| Mobile Offshore Drilling Unit | 8 | 41,771 |
| Passenger | 2 | 36,192 |
| Tank Barge | 1 | 1,063 |
| Yacht | 1 | 1,252 |
| **Total** | **22** | **113,856** |

## Appendix 4:
## FOREIGN TRANSFERS AND OTHER SECTION 9 APPROVALS – FY 2002
## (Continued)

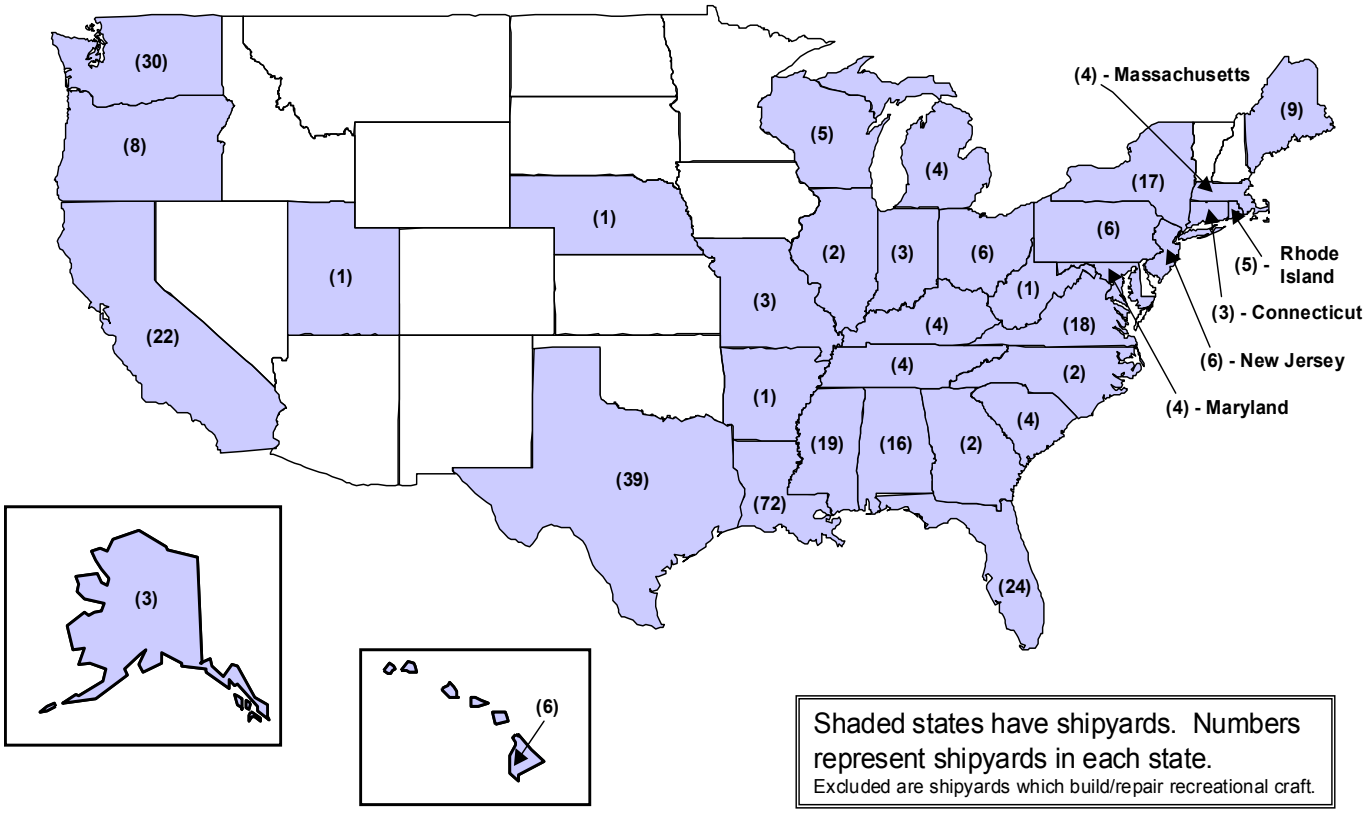
| Recapitulation by Nationality | Number of Vessels | Gross Tons |
|---|---|---|
| Bahamas | 1 | 33,930 |
| Brazil | 1 | 4,114 |
| Japanese | 1 | 1,348 |
| Marshall Islands | 3 | 19,449 |
| Mexican | 3 | 5,613 |
| New Zealand | 1 | 1,468 |
| Panama | 2 | 3,372 |
| Republic of Liberia | 1 | 4,998 |
| St. Vincent & The Grenadines | 1 | 1,252 |
| Vanuatu | 5 | 27,519 |
| Venezuela | 3 | 10,793 |
| **Total** | **22** | **113,856** |
| Sale to Foreign Nationals for Scrapping | 21 | 860,482 |
| **GRAND TOTAL** | **43** | **974,338** |

## Appendix 5: Shipyards in the United States

# SHIPYARDS IN THE UNITED STATES

October 2002

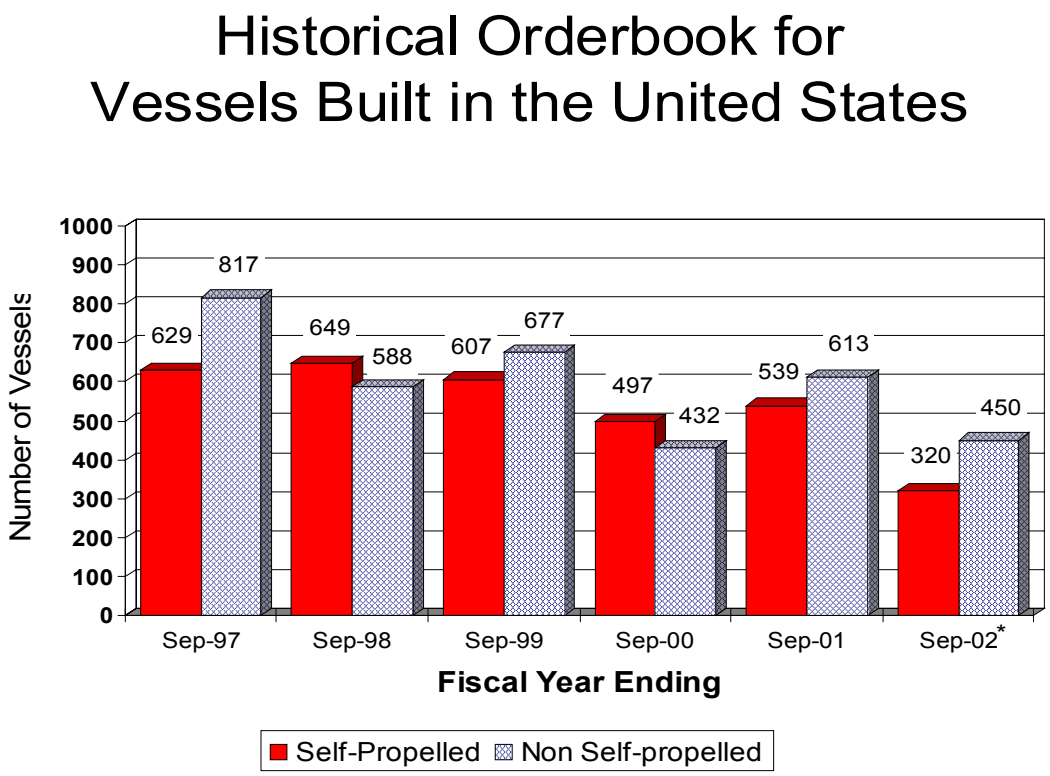
354 shipyards in 35 states




Shaded states have shipyards. Numbers represent shipyards in each state.
Excluded are shipyards which build/repair recreational craft.

The United States has six very large shipyards, which have most of the contracts for ships of 1,000 GT and over, plus 348 shipyards of varying sizes which perform a wide variety of work.

## Appendix 6: Historical Orderbook for Vessels Built in the United States




Based on data collection from industry sources and trade publications

***Estimated**

This data includes the following types of vessels: push boats, tow boats, tugs, containerships, government vessels (excluding large combatant vessels), roll-on/roll-off, tankers, T-ships, workboats, clamboats, crew boats, supply boats, cruise boats, fireboats, liftboats, patrol boats, pilot boats, service boats, utility boats, catamarans, cruise ships, drill rigs, ferries, offshore supply/ platform vessels, and research vessels.

## Appendix 7: GOVERNMENT-SPONSORED CARGOES—2002
**(Note: These numbers do not include domestic shipments)**

**PUBLIC LAW 664 CARGOES:**

| Program | U.S.-Flag Revenue ($1,000) | Total Metric Tons | U.S.-Flag Metric Tons | Percentage U.S.-Flag Tonnage |
|---|---|---|---|---|
| **U. S. Agency for International Development (USAID):** | | | | |
| Loans and Grants | | | | |
| Liner | 11,564 | 197,196 | 157,612 | 79.9 |
| Bulker | 0 | 0 | 0 | 0.0 |
| Tanker | | 0 | 0 | 0.0 |
| **TOTAL** | **11,564** | **197,196** | **157,612** | **79.9** |
| P.L. 480 - Title II [2] | | | | |
| Liner | 95,839 | 968,585 | 704,996 | 72.8 |
| Bulker | 28,243 | 681,895 | 395,678 | 58.0 |
| Tanker | 6,458 | 128,776 | 87,448 | 67.9 |
| **TOTAL** | **130,540** | **1,779,256** | **1,188,122** | **66.8** |
| **Department of Agriculture:** | | | | |
| P.L. 480 - Title I [2] | | | | |
| Liner | 6,479 | 87,499 | 69,804 | 79.8 |
| Bulker | 21,869 | 380,048 | 249,496 | 65.6 |
| Tanker | 23,008 | 286,038 | 279,844 | 97.8 |
| **TOTAL** | **51,357** | **753,585** | **599,144** | **79.5** |
| Food for Progress [2] | | | | |
| Liner | 26,136 | 157,033 | 142,587 | 90.8 |
| Bulker | 12,827 | 256,398 | 158,694 | 61.9 |
| Tanker | 0 | 7,498 | 0 | 0 |
| **TOTAL** | **38,962** | **420,930** | **301,281** | **71.6** |
| Section 416(b) [2] | | | | |
| Liner | 76,179 | 698,131 | 542,805 | 77.8 |
| Bulker | 85,680 | 1,659,666 | 1,269,513 | 76.5 |
| Tanker | 43,908 | 704,061 | 575,708 | 81.8 |
| **TOTAL** | **205,767** | **3,061,858** | **2,388,026** | **78.0** |
| **TOTALS:** | **426,626** | **6,015,629** | **4,476,573** | **74.4** |

## Appendix 7: GOVERNMENT-SPONSORED CARGOES—2002 (Continued)
**(Note: These numbers do not include domestic shipments)**

| | U.S.-Flag Revenue ($1,000) | Total Metric Tons | U.S.-Flag Metric Tons | Percentage U.S.-Flag Tonnage |
|---|---|---|---|---|
| U.S. Trade and Development Agency | 1 | 3 | 3 | 100.0 |
| National Science Foundation | 6,200 | 52,000 | 51,695 | 99.4 |
| General Services Administration | 29 | 47 | 2 | 4.0[1] |
| Western Area Power | 192 | 266 | 48 | 18.0[1] |
| Coast Guard | 664 | 4,339 | 52 | 1.0 |
| Department of Transportation<br>Federal Transit Administration | 3,863 | 9,807 | 4,756 | 48.4 |
| Department of Energy<br>Strategic Petroleum Reserve | 0 | 5,009,626 | 0 | 0.0 [15] |
| Department of State | | | | |
| Foreign Building Office | 6,788 | 11,404 | 10,127 | 88.8 |
| Other Agencies | 5,757 | 14,934 | 13,688 | 91.6 |
| Army Corps of Engineers | 703 | 6,971 | 574 | 08.2[16] |

## Appendix 7: GOVERNMENT-SPONSORED CARGOES—2002 (Continued)
**(Note: These numbers do not include domestic shipments)**

**PUBLIC RESOLUTION 17 CARGOES:**

| | Total Metric Tons | U.S.-Flag Metric Tons | Total Freight Revenue | U.S.-Flag Freight Revenue | Percentage U.S.-Flag |
|---|---|---|---|---|---|
| Eximbank | 22,180 | 21,444 | 10,370,67 | 6 9,944,856 | 96.7 |

**Israeli Side Letter Agreement**

| | Total Metric Tons | U.S.-Flag Metric Tons | Total Freight Metric Tons | Foreign-Flag U.S.-Flag ($) | Percentage U.S.-Flag |
|---|---|---|---|---|---|
| Government of Israel (GOI) | 1,066,666 | 533,333 | 533,333 | 19,733 | 50.0 |

**Defense Security Cooperation Agency (DSCA):**

| | U.S.-Flag Revenue ($1,000) | Total Metric Tons | U.S.-Flag Metric Tons | Percent U.S.-Flag Tonnage |
|---|---|---|---|---|
| Foreign Military Financing, Grant Transfers and related programs | | | | |
| Liner: | 18,913 | 64,001 | 46,796 | 73.1 |
| Tanker: | 17,050 | 345,322 | 341,425 | 98.8 |
| **TOTAL** | **35,963** | **409,323** | **388,221** | **95.0** |

## Appendix 7: GOVERNMENT-SPONSORED CARGOES—2002 (Continued)
**(Note: These numbers do not include domestic shipments)**

**CARGO PREFERENCE ACT OF 1904 CARGOES:**

FISCAL YEAR 2002

Department of Defense Military Contract[15]:

**Military Contract Cargoes[15]:**

U.S.-flag privately-owned vessels
Foreign-flag vessels
U.S. Government-owned vessels
Time Chartered U.S.-flag vessels
Time Chartered Foreign-Flag vessels
Voyage Chartered U.S.-flag vessels
Voyage Chartered Foreign-flag vessels

Total Military Contract Cargoes:

| | U.S.-Flag Revenue ($1,000) | Total Metric Tons | U.S.-Flag Metric Tons | Percentage U.S.-Flag Tonnage |
|---|---|---|---|---|
| Commercial Contractor Cargoes[16] | 2,368,164 | 13,098 | 7,567 | 58 |
| Personal Property and POV Shipments[16] | | | | |

**Notes:**

[1] Imbalance due to non-availability of U.S.-flag service.

[2] The Food Security Act of 1985 (P.L. 99-198) changed the agricultural reporting period from a calendar year to a 12-month period commencing April 1 through March 31. The required U.S.-flag share for the current reporting period, April 1, 2001 to March 31, 2002, is 75 percent.

[3] Of the 57 recipient destinations, 17 fell below the 75 percent U.S.-flag representation in this category.

[4] Eleven countries receiving bulk cargoes did not attain 75 percent U.S.-flag participation in this category.

[5] U.S.-flag tanker service did not reach cargo preference requirements.

[6] U.S.-flag bulker service did not reach the 75 percent requirement.

[7] Russia, Bosnia-Herzegovina and Guyana did not meet cargo preference requirements in this category.

[8] No U.S.-flag tankers were fixed. Honduras and Mozambique received bulk vegetable oil and tallow on foreign-flag tankers.

[9] The program tonnage is reflected in metric tons for uniformity only. Cargo preference compliance for other program involving high cube/low density cargo is achieved on a gross revenue ton basis. Percentage reflected on a weight tonnage basis for such programs do not necessarily represent the exact extent of the programs' compliance with the statute. U.S.-flag vessels received 45 percent of the revenue tons for CY 2002.

[10] The Korean supplier for the Florida Bridge project (New Orleans) failed to abide by the 50 percent U.S.-flag requirement. The vast majority of these shipments are for a road building project in Micronesia. The cargo originates outside of the United States affording little or no U.S.-flag involvement.

[11] The vast majority of these shipments are for a road building project in Micronesia. The cargo originates outside of the United States affording little or no U.S.-flag involvement.

[12] Under the "side letter" agreement, the GOI, for this fiscal year, must provide U.S.-flag vessels with 533,333 tons of bulk grain. Previous agreement historically required 800,000 to be shipped on U.S.-flag vessels, regardless of funding. Due to budget shifts this volume has been reduced. FY 01 finished with a surplus of 19,193 tons which was applied to the FY 02 agreement to meet U.S.-flag compliance.

[13] For equity purposes, MARAD monitors the SPR program on a long ton/mile basis. This program did not meet its compliance requirement for CY 2001-2002. A Memorandum of Understanding was issued on October 1982, allowing the program to be monitored on a cumulative basis. Since the program inception, U.S.-flag tankers received 45.75 percent of the cargoes.

[14] Tonnages reported by Military Sealift Command (MSC) and Military Traffic Management Command (MTMC). Tonnages are from vessel manifests and lift reports of ocean carriers that carry DOD-sponsored cargo by liner contract or charter contract during the fiscal year. Foreign Military Sales cargoes are excluded. "U.S.-flag privately owned vessels" and "foreign flag vessels" represent cargoes transported by contract with liner carriers.

[15] Tonnages and revenues for commercial cargoes derived from rated ocean bills of ladings submitted by shippers to MARAD's Office of Cargo Preference.

[16] Tonnages and revenues for DOD personal property shipments are reported by MTMC from rated ocean bills of ladings submitted for payment by carriers performing personal property shipments under MTMC contract.

## Appendix 8: Reports on Phased-out and Inactive Programs

***The Maritime Administration (MARAD) is required to report on the following:***

**Acquisition of Obsolete Vessels in Exchange for Credit:**

Section 507 of the Act provides for trade in authority of an old vessel for a credit against the construction cost of a new vessel. No new funding authority has been available under this section for a number of years and no trade-in vessels have been acquired during that time.

Updates on the Operating-Differential Subsidy (ODS) and Construction Differential Subsidy (CDS), including allocation of CDS and ODS to Port Ranges:

Both programs have been phased out. The final ODS contract ended in September of 2001; outlays on those contracts in FY 2002 were $5,087,961, as noted in Appendix 9. Subsidies paid under the CDS program were $0. Tables showing total accruals and outlays, as well as a breakdown by shipping lines, are Appendix 9 and Appendix 10 respectively. Appendix 11 shows total Maritime Subsidy Outlays for the years 1937-2002.

# Appendix 9: ODS ACCRUALS & OUTLAYS – JANUARY 1, 1937, TO SEPTEMBER 30, 2002

| | Accruals | | | Outlays | | |
|---|---|---|---|---|---|---|
| Calendar Year of Operation | Subsidies | Recapture | Subsidy Accrual | Paid in FY 2002 | Total Amount of Net Accrued Paid | Net Accrual Liability |
| 1937-1955 | $682,457,954 | $157,632,946 | $524,825,008 | $-0- | $524,825,008 | $-0- |
| 1956-1960 | 751,430,098 | 63,755,409 | 687,674,689 | -0- | 687,674,689 | -0- |
| 1961 | 170,884,261 | 2,042,748 | 168,841,513 | -0- | 168,841,513 | -0- |
| 1962 | 179,396,797 | 4,929,404 | 174,467,393 | -0- | 174,467,393 | -0- |
| 1963 | 189,119,876 | (1,415,917) | 190,535,793 | -0- | 190,535,793 | -0- |
| 1964 | 220,334,818 | 674,506 | 219,660,312 | -0- | 219,660,312 | -0- |
| 1965 | 183,913,236 | 1,014,005 | 182,899,231 | -0- | 182,899,231 | -0- |
| 1966 | 202,734,069 | 3,229,471 | 199,504,598 | -0- | 199,504,598 | -0- |
| 1967 | 220,579,702 | 5,162,831 | 215,416,871 | -0- | 215,416,871 | -0- |
| 1968 | 222,862,970 | 3,673,790 | 219,189,180 | -0- | 219,189,180 | -0- |
| 1969 | 230,256,091 | 2,217,144 | 228,038,947 | -0- | 228,038,947 | -0- |
| 1970 | 232,541,169 | (1,908,643) | 234,449,812 | -0- | 234,449,812 | -0- |
| 1971 | 202,440,101 | (2,821,259) | 205,261,360 | -0- | 205,261,360 | -0- |
| 1972 | 190,732,158 | -0- | 190,732,158 | -0- | 190,732,158 | -0- |
| 1973 | 219,475,963 | -0- | 219,475,963 | -0- | 219,475,963 | -0- |
| 1974 | 219,297,428 | -0- | 219,297,428 | -0- | 219,297,428 | -0- |
| 1975 | 260,676,152 | -0- | 260,676,152 | -0- | 260,676,152 | -0- |
| 1976 | 275,267,465 | -0- | 275,267,465 | -0- | 275,267,465 | -0- |
| 1977 | 294,779,691 | -0- | 294,779,691 | -0- | 294,779,691 | -0- |
| 1978 | 285,075,424 | -0- | 285,075,424 | -0- | 285,075,424 | -0- |
| 1979 | 279,347,897 | -0- | 279,347,897 | -0- | 279,347,897 | -0- |
| 1980 | 386,309,467 | -0- | 386,309,467 | -0- | 386,309,467 | -0- |
| 1981 | 351,675,849 | -0- | 351,675,849 | -0- | 351,675,849 | -0- |
| 1982 | 366,654,502 | -0- | 366,654,502 | -0- | 366,654,502 | -0- |
| 1983 | 278,716,168 | -0- | 278,716,168 | -0- | 278,716,168 | -0- |
| 1984 | 342,756,506 | -0- | 352,756,628 | -0- | 342,756,628 | -0- |
| 1985 | 367,368,710 | -0- | 367,368,710 | -0- | 367,368,710 | -0- |
| 1986 | 317,963,824 | -0- | 317,963,824 | -0- | 317,963,824 | -0- |
| 1987 | 183,188,408 | -0- | 183,188,408 | -0- | 183,188,408 | -0- |
| 1988 | 219,079,931 | -0- | 219,079,931 | -0- | 219,079,931 | -0- |
| 1989 | 221,564,961 | -0- | 221,564,961 | -0- | 221,564,961 | -0- |
| 1990 | 231,208,232 -0- | | 231,208,232 -0- | 231,208,232 -0- | | |
| 1991 | 216,365,214 | -0- | 216,365,214 | -0- | 216,365,214 | -0- |
| 1992 | 213,129,380 | -0- | 213,129,380 | -0- | 213,129,380 | -0- |
| 1993 | 214,105,066 | -0- | 214,105,066 | -0- | 214,105,066 | -0- |
| 1994 | 213,716,552 | -0- | 213,716,552 | -0- | 213,716,552 | -0- |
| 1995 | 197,851,660 | -0- | 197,851,660 | -0- | 197,851,660 | -0- |
| 1996 | 178,559,375 | -0- | 178,559,375 | -0- | 178,559,375 | -0- |
| 1997 | 111,846,920 | -0- | 111,846920 | -0- | 111,846,920 | -0- |
| 1998 | 27,183,866 | -0- | 27,183,866 | -0- | 27,183,866 | -0- |
| 1999 | 15,150,073 | -0- | 15,150,073 | -0- | 15,150,073 | -0- |
| 2000 | 4,412,978 | -0- | 4,412,978 | -0- | 4,412,978 | -0- |
| 2001 | 3,459,883 | -0- | 3,459,883 | -0- | 3,459,883 | -0- |
| 2002 | 32,190,260 | -0- | 32,190,260 | 5,087,961 | 5,087,861 | 32,252,808 |
| Total Regular ODS | $10,418,106,340 | $238,186,435 | $10,179,919,905 | 5,087,961 | $10,147,607,097 | $32,252,808 |
| Soviet Grain Program [1] | $147,132,626 | $-0- | $147,132,626 | $-0- | $147,132,626 | -0- |
| **Total ODS** | **$10,565,238,966** | **$238,186,435** | **$10,327,052,531** | **$5,087,961** | **$10,294,799,723** | **$32,252,808** |

[1]No longer operative.

## Appendix 10: ODS ACCRUALS & OUTLAYS BY SHIPPING LINES – JANUARY 1, 1937, TO SEPTEMBER 30, 2002

| | Accruals | | Outlays | | |
|---|---|---|---|---|---|
| **Net Accrued** | **LINES** | **ODS** | **Recapture** | **Net Accrual** | **ODS Accural** |
| Aeron Marine Shipping | $26,079,663 | $0 | $26,079,663 | $26,079,663 | $0 |
| American Banner Lines [1] | 2,626,512 | 0 | 2,626,512 | 2,626,512 | 0 |
| American Diamond Lines [1] | 185,802 | 28,492 | 157,310 | 157,310 | 0 |
| American Export Lines, Ltd. [2] | 693,821,868 | 10,700,587 | 683,121,281 | 683,121,281 | 0 |
| American Mail Lines [3] | 158,340,739 | 7,424,902 | 150,915,837 | 150,915,837 | 0 |
| American Maritime Transport | 10,813,074 | 0 | 10,813,074 | 10,813,074 | 0 |
| American President Lines[3] | 1,786,443,341 | 17,676,493 | 1,768,766,848 | 1,765.329,763 | 3,437,085 |
| American Shipping Co. | 21,220,420 | 0 | 21,220,420 | 21,220,420 | 0 |
| American Steamship Co. | 76,462 | 0 | 76,462 | 76,462 | 0 |
| Aquarius Marine Co. | 55,288,862 | 0 | 54,288,862 | 54,288,862 | 0 |
| Aries Marine Shipping | 25,291,415 | 0 | 25,291,415 | 25,291,415 | 0 |
| Asco-Falcon II | 587,268 | 0 | 587,268 | 587,268 | 0 |
| Atlantic & Caribbean S/N [1] | 63,209 | 45,496 | 17,713 | 17,713 | 0 |
| Atlas Marine Co. | 62,479,364 | 0 | 62,479,364 | 62,479,364 | 0 |
| Baltimore Steamship [1] | 416,269 | 0 | 416,269 | 416,269 | 0 |
| Bloomfield Steamship [1] | 15,588,085 | 2,613,688 | 12,974,397 | 12,974,397 | 0 |
| Brookville Shipping, Inc. | 10,777,099 | 0 | 10,777.099 | 6,143,827 | 4,633,272 |
| Chestnut Shipping Co. | 100,155,310 | 0 | 100,155,310 | 97,348,830 | 2,806,480 |
| Delta Steamship Lines | 575,053,817 | 8,185,313 | 566,868,504 | 566,868,504 | 0 |
| Ecological Shipping Co. | 4,968,943 | 0 | 4,968,943 | 4,968,943 | 0 |
| Equity Carriers, Inc. | 1,497,110 | 0 | 1,497,110 | 1,497,110 | 0 |
| Farrell Lines Incorporated | 775,439,460 | 1,855,375 | 773,584,085 | 771,778,089 | 1,805,996 |
| First American Bulk Carriers Corp. | 58,257,325 | 0 | 58,257,325 | 55,030,812 | 3,226,513 |
| Gulf & South American Steamship | 34,471,780 | 5,226,214 | 29,245,566 | 29,245,566 | 0 |
| Lachmar | 17,997,623 | 0 | 17,997,623 | 16,148,899 | 1,848,724 |
| Lykes Bros. Steamship Co., Inc. | 2,192,182,207 | 52,050,598 | 2,140,131,609 | 2,136,714,228 | 3,417,381 |
| Margate Shipping Co. | 144,603.929 | 0 | 144,603,929 | 144,603,929 | 0 |
| Moore-McCormack Bulk Transport | 137,384,014 | 0 | 137,384,014 | 137,384,014 | 0 |
| Moore-McCormack Lines [8] | 734,212,876 | 17,762,445 | 716,450,431 | 716,450,431 | 0 |
| N.Y. & Cuba Mail Steamship | 8,090,108 | 1,207,331 | 6,882,777 | 6,882,777 | 0 |
| Ocean Carriers | 45,994,825 | 0 | 45,994,825 | 45,994,825 | 0 |
| Ocean Chemical Carriers, Inc. | 35,050,463 | 0 | 35,050,463 | 30,631,310 | 4,419,153 |
| Ocean Chemical Transport, Inc. | 37,791,506 | 0 | 37,791,506 | 33,747,589 | 4,043,917 |
| Oceanic Steamship[5] | 113,947,681 | 1,171,756 | 112,775,925 | 112,775,925 | 0 |
| Pacific Argentina Brazil Line [1] | 7,963,936 | 270,701 | 7,693,235 | 7,693,235 | 0 |
| Pacific Far East Line [6] | 283,693,959 | 23,479,204 | 260,214,755 | 260,214,755 | 0 |
| Pacific Shipping Inc. | 18,840,400 | 0 | 18,840,400 | 18,840,400 | 0 |
| Prudential Lines[4] | 641,647,708 | 24,223,564 | 617,424,144 | 617,424,144 | 0 |
| Prudential Steamship [1] | 26,352,954 | 1,680,796 | 24,672,158 | 24,672,158 | 0 |
| Sea Shipping | 25,819,800 | 2,429,102 | 23,390,698 | 23,390,698 | 0 |
| Seabulk Transmarine I & II, Inc. | 35,845,320 | 0 | 35,845,320 | 35,845,320 | 0 |
| South Atlantic Steamship[1] | 96,374 | 84,692 | 11,682 | 11,682 | 0 |
| States Steamship | 231,997,100 | 5,110,997 | 226,886,103 | 226,886,103 | 0 |
| United States Lines[7] | 750,518,013 | 54,958,689 | 695,559,324 | 695,559,324 | 0 |
| Vulcan Carriers | 29,847,656 | 0 | 29,847,656 | 29,847,915 | 0 |
| Waterman Steamship Corp. | 462,755,673 | 0 | 462,755,673 | 460,289,472 | 2,466,201 |
| Worth Oil Transport | 17,428,314 | 0 | 17,428,314 | 17,428,314 | 0 |
| Total Regular ODS | $10,418,106,340 | $238,186,435 | $10,179,919,905 | $10,147,607,097 | 32,252,808 |
| Soviet Grain Programs [9] | $147,132,626 | $0 | $147,132,626 | $147,132,626 | $0 |
| **Total ODS** | **$10,565,238,966** | **$238,186,435** | **$10,327,052,531** | **$10,,294,799,723** | **$32,252,808** |

[1] No longer subsidized or combined with other subsidized lines..
[2] AEL was acquired by Farrell Lines, March 29, 1978.
[3] APL merged its operations with AML's October 10, 1973.
[4] Changed from Prudential-Grace Lines, Inc., August 1, 1974.
[5] Purchased by Lykes Bros. Steamship Co., Inc.
[6] Went into receivership August 2, 1978
[7] Ceased to be subsidized in November 1970, returned as a subsidizedcarrier in January 1981.
[8] Purchased by United States Lines, Inc. October 1983.
[9] No longer operative.
[10] Farrell Lines merged its operations with Argonaut, December 20, 1994.

## Appendix 11: MARITIME SUBSIDY OUTLAYS 1937-2002

| Fiscal Year | CDS | Reconstruction CDS | Total CDS | ODS | Total ODS and CDS |
|---|---|---|---|---|---|
| 1936-1955 | $248,320,942* | $3,286,888 | $251,607,830 | $341,109,987 | $592,717,817 |
| 1956-1960 | 129,806,005 | 34,881,409 | 164,687,414 | 644,115,146 | 808,802,560 |
| 1961 | 100,145,654 | 1,215,432 | 101,361,086 | 150,142,575 | 251,503,661 |
| 1962 | 134,552,647 | 4,160,591 | 138,713,238 | 181,918,756 | 320,631,994 |
| 1963 | 89,235,895 | 4,181,314 | 93,417,209 | 220,676,685 | 314,093,894 |
| 1964 | 76,608,323 | 1,665,087 | 78,273,410 | 203,036,844 | 281,310,254 |
| 1965 | 86,096,872 | 38,138 | 86,135,010 | 213,334,409 | 299,469,419 |
| 1966 | 69,446,510 | 2,571,566 | 72,018,076 | 186,628,357 | 258,646,433 |
| 1967 | 80,155,452 | 932,114 | 81,087,566 | 175,631,860 | 256,719,426 |
| 1968 | 95,989,586 | 96,707 | 96,086,293 | 200,129,670 | 296,215,963 |
| 1969 | 93,952,849 | 57,329 | 94,010,178 | 194,702,569 | 288,712,747 |
| 1970 | 73,528,904 | 21,723,343 | 95,252,247 | 205,731,711 | 300,983,958 |
| 1971 | 107,637,353 | 27,450,968 | 135,088,321 | 268,021,097 | 403,109,418 |
| 1972 | 111,950,403 | 29,748,076 | 141,698,479 | 235,666,830 | 377,365,310 |
| 1973 | 168,183,937 | 17,384,604 | 185,568,541 | 226,710,926 | 412,279,467 |
| 1974 | 185,060,501 | 13,844,951 | 198,905,452 | 257,919,080 | 456,824,532 |
| 1975 | 237,895,092 | 1,900,571 | 239,795,663 | 243,152,340 | 482,948,003 |
| 1976** | 233,826,424 | 9,886,024 | 243,712,448 | 386,433,994 | 630,146,442 |
| 1977 | 203,479,571 | 15,052,072 | 218,531,643 | 343,875,521 | 562,407,164 |
| 1978 | 148,690,842 | 7,318,705 | 156,009,547 | 303,193,575 | 459,203,122 |
| 1979 | 198,518,437 | 2,258,492 | 200,776,929 | 300,521,683 | 501,298,612 |
| 1980 | 262,727,122 | 23,527,444 | 265,079,866 | 341,368,236 | 606,448,102 |
| 1981 | 196,446,214 | 11,666,978 | 208,113,192 | 334,853,670 | 542,966,862 |
| 1982 | 140,774,519 | 43,710,698 | 184,485,217 | 400,689,713 | 585,174,930 |
| 1983 | 76,991,138 | 7,519,881 | 84,511,019 | 368,194,331 | 452,705,350 |
| 1984 | 13,694,523 | 0 | 13,694,523 | 384,259,674 | 397,954,197 |
| 1985 | 4,692,013 | 0 | 4,692,013 | 351,730,642 | 356,422,655 |
| 1986 | (416,673) | 0 | (416,673) | 287,760,640 | 287,343,867 |
| 1987 | 420,700 | 0 | 420,700 | 227,426,103 | 227,846,803 |
| 1988 | 1,236,379 | 0 | 1,236,679 | 230,188,400 | 231,425,079 |
| 1989 | -0- | -0- | -0- | 212,294,812 | 212,294,812 |
| 1990 | -0- | -0- | -0- | 230,971,797 | 230,971,797 |
| 1991 | -0- | -0- | -0- | 217,574,038 | 217,574,038 |
| 1992 | -0- | -0- | -0- | 215,650,854 | 215,650,854 |
| 1993 | -0- | -0- | -0- | 215,506,822 | 215,506,822 |
| 1994 | -0- | -0- | -0- | 212,972,929 | 212,972,929 |
| 1995 | -0- | -0- | -0- | 199,966,581 | 199,966,381 |
| 1996 | -0- | -0- | -0- | 164,687,965 | 164,687,965 |
| 1997 | -0- | -0- | -0- | 121,556,425 | 121,556,425 |
| 1998 | -0- | -0- | -0- | 36,671,731 | 36,671,731 |
| 1999 | -0- | -0- | -0- | 16,948,560 | 16,948,560 |
| 2000 | -0- | -0- | -0- | 9,998,665 | 9,998,665 |
| 2001 | -0- | -0- | -0- | 7,872,861 | 7,872,861 |
| 2002 | -0- | -0- | -0- | 2,941,329 | 2,941,329 |
| **Total** | **$3,569,648,434** | **$264,904,682** | **$3,834,553,116** | **$10,174,740,393** | **$14,009,293,509** |

* Includes $131.5 million CDS adjustments covering the World War II period, $105.8 million equivalent to CDS allowances which were made in connection with the Mariner Ship Construction Program, and $10.8 million for CDS in fiscal years 1954 to 1955.

** Includes totals for FY 1976 and the Transition Quarter ending September 30, 1976.

## Appendix 12: Transfers of U.S.-Flag Vessels to Foreign Ownership and/or Registry

MARAD is the agency that must approve the transfer of U.S.-flag vessels to foreign ownership and/or registry. Applications are evaluated to see if there is any need to retain a vessel for purposes of national defense, maintenance of an adequate merchant marine, foreign policy considerations, or the national interest, as well as the type, size, age, and speed of the vessel, and proposed owner and/or country of registry.

> In the absence of a national emergency, MARAD grants **general** approval for the foreign transfer of vessels under 1,000 gross tons. Ships of 1,000 gross tons must have specific approval.
>
> Ships of 1,000 gross tons and over must have specific approval for the **initial** transfer from U.S. flag.
>
> Ships of 3,000 gross tons and over require specific approval not only for the initial transfer, but also for any **subsequent** transfer of ownership and/or registry during their effective economic life, which is usually 20 to 25 years. Older vessels of more than 3,000 gross tons may also require MARAD approval for subsequent transfers if DOD has a particular national security interest in them.

During FY 2002, MARAD approved the transfer of 22 ships of 1,000 gross tons and over from U.S.-flag to foreign ownership and/or registry for operation. An additional 21 privately owned vessels were approved for scrapping in foreign countries.

In the category of 3,000 gross tons and over, MARAD approved 29 vessels for subsequent transfer. At year's end, there were 162 previous U.S.-flag vessels subject to prior MARAD approval for subsequent transfers. User charges for processing the applications for foreign transfer and similar actions totaled $22,410 in this reporting period. Activities under Section 9 of the Shipping Act, 1916, as amended, are summarized in Appendix 4.