

BALTIMORE CHAPTER

September 2010

Moving Baltimore's Port Forward

Thirty members and their guests boarded the historic Chesapeake Bay skipjack SIGSBEE on July 21st. Owned and operated by the Living Classrooms Foundation, as part of its education fleet, the 1901 vessel was captained by Joe Persinger. He and his crew navigated a 3-hour tour of Baltimore's waterfront. This excursion provided an opportunity to view architecture and recent land use changes along the inner harbor to Key Bridge while hearing an update about business in the 304 year old Port. The chapter's last guided tour was in July 2008 (see LAI KeyNotes, August 2008).

According to Rupert Denney, General Manager of C. Steinweg's operations in Locust Point, tonnage is off in Baltimore's Port. Historically, this strategically located East coast port generates greater bulk business than container business. Due to the challenging economic conditions, Mr. Denney said an enormous volume of inventory of aluminum currently is being stored awaiting consumers to start spending (e.g., windows, refrigerators, stoves, autos). Also stockpiled by private terminals are break-bulk metals not shipped inside containers (e.g., copper, tin, zinc) that are traded on the London Metal Exchange. He expects when the widening of the Panama Canal is completed in 2014, Baltimore's port will experience an uptick in the container volumes coming from the Far East.

Serving as the former president of the Baltimore Port Alliance (a 501(c)(6) organization with 146 members representing all facets of the maritime community in Baltimore and throughout the Chesapeake Bay), Denney salutes MD's Secretary of Transportation, Beverly K. Swaim-Staley and the Port's Director and Assistant Executive Director, Jim King and Kathy Broadwater for their leadership; and he acknowledged the importance of the state's stimulus and investment in maritime related improvements. In spite of the difficult economic conditions, the Port laid off few from the 16,700 direct jobs. He remarked that the private and public parts of the Port provide important blue-collar employment (e.g., stevedores, truck drivers) for many of the City's undereducated youth who have been failed by the City's school system.

While sailing along the waterfront, Darrell Doan, Baltimore Development Corporation's (BDC) Director of Development for East Baltimore, www.baltimoredevelopment.com, pointed to the recently dedicated Morgan Stanley business services center. Considered fortunate are the 600 employees who now work in the Thames Street Wharf, an 8-level office tower, developed by H&S Properties Development Corporation. Morgan Stanley is the first tenant in the 27-acre area called Harbor Point, a peninsula between the Inner East Harbor and Fels Point. The plan calls for a 5 million square feet mixed-use community with homes, offices, hotels and shops on the remediated property where the Allied Signal Chromium plant once stood.

[Tara B. Clifford](#), Scribe



LAI-Baltimore Seagoing Members are Greeted by Vice President Jim Leanos, left; Rupert Denney, C. Steinweg Inc; Chapter President Rachel Edds, along with President Emeritus, John Murphy and Darrell Doan, Baltimore Development Corporation



Heave Ho! LAI members Help Haul Sail



Photos by Robert West Madden