

HORIZON RIVER VIEWS



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PRPA RELEASE

CARGO INCREASES, LAND GAINS, FACILITY IMPROVEMENTS, AND PROGRESS IN CHANNEL DEEPENING AMONG PORT OF PHILADELPHIA'S RECENT SUCCESSES

PHILADELPHIA, OCTOBER 14, 2011-- With newly-released cargo statistics showing a healthy 12 percent gain in cargoes handled at the Port of Philadelphia during the first eight months this year compared to last, cargo activity was only the latest highlight among many successes this year at Pennsylvania's international seaport. Other notable advances include:

- The acquisition of significant acreage and facilities at the former Philadelphia Navy Base, which can be used immediately for various port projects as well as become a future component of the Port's ambitious Southport project, the first major expansion of the Port of Philadelphia in more than 50 years.
- The start of a comprehensive capital program to make significant improvements to virtually all Philadelphia Regional Port Authority (PRPA) facilities along the Delaware River, based on the recommendations of a 2009 Strategic Facilities Assessment, a report commissioned by PRPA to assist the agency in charting its future;
- The release of \$15 million in state funds by Pennsylvania Governor Tom Corbett last month to permit continued work on the Delaware River Main Channel-Deepening Project, currently in the process of deepening the Delaware River's main navigation channel from 40 to 45 feet, permitting larger, more modern vessels to reach the Port.

But it was recent cargo figures that have provided the most immediate good news for the region. With 1,424,710 metric tons of containers handled this year through August compared to 1,302,386 metrics tons handled during the same period in 2010, container tonnage was up over 9 percent. Counted as individual containers, the 205,221 containers handled year-to-date in 2011 was a sizable 15 percent gain over the 178,250 containers handled during the same time in 2010.

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FUN FACT: “STEVEDORE” = STEVEDORE, DOCKWORKER, DOCKER, DOCK LABOURER, WHARFIE & LONGSHOREMAN

The word “Stevedore” can have various waterfront-related meanings concerning loading and unloading ships, according to place and country.

The word *stevedore* originated in Portugal or Spain, and entered the English language through its use by sailors. It started as a phonetic spelling of *estivador* (Portuguese) or *estibador* (Spanish), meaning *a man who stuffs*, here in the sense of *a man who loads ships*, which was the original meaning of *stevedore*; compare Latin *stīpāre* meaning *to stuff*, as in *to fill with stuffing*. In the United Kingdom, men who load and unload ships are usually called dockers, while in the United States and Canada the term longshoreman, derived from *man-along-the-shore*, is used. (Before extensive use of container ships and shore-based handling machinery in the U.S., *longshoremen* referred exclusively to the dockworkers, while *stevedores*, in a separate trade union,

For more information, visit [Wikipedia.com](https://www.wikipedia.com)



Stevedores on a New York dock loading barrels of corn syrup onto a barge on the Hudson River. Photograph by Lewis Hine, c.1912—[wikipedia.com](https://www.wikipedia.com)



EMPLOYEE BIRTHDAYS

January:

Michael Dura, Kirby Frederick, Kevin Jackson, Geno Johnsen, Jerry Liparota, Steve McCleary, and Bruce Slotterback

February:

Al Job, Allen Johnson, and Joseph Powers

March:

Sharon Bailey, Charlie Mader, Bob McLaughlin, Rich Sammons, Rick Sherard

FEATURED EMPLOYEE: RICK SHERARD

Nickname: Ricky/4701

Birth Date/Place: March 09 — Philadelphia, PA

Current Hometown: Philadelphia, PA

First Car: '79 Chevy Nova

Favorite Hobby: Gambling

All time favorite music: Rap

All time favorite movie: Scarface

Current CD in player: Bianca

Favorite Food: Cheeseburgers

Favorite Vacation Spot: Amusement Parks

Favorite Sports Team: Eagles

If I won the powerball lottery I would... "Buy this warehouse"...

Life motto: "No mis-loads!"



MESSAGE FROM THE UNION: SUN SHIPBUILDING, CHESTER, PA

Sun Shipbuilding & Dry Dock Company (Sun Ship) was developed by Sun Oil in 1916 as a tanker builder and was in continuous operation throughout the lean inter-war years. At the beginning of the WWII emergency, its 8 ways were increased to 20 with \$28mm from the USMC, and later to 28, making it the single largest shipyard in the country. At its peak it employed more than 40,000 people, organized in four adjacent yards. The most northerly of the four, known as the #4 Yard, was manned almost exclusively by African-American workers. After the war, the South Yard and the # 4 Yard were sold for industrial development and Sun continued as a merchant shipbuilder in the Central and North Yards. It was sold to Pennsylvania Shipbuilding (Penn Ship) in 1982, but closed in 1989. The North Yard is now Penn Terminals, a very successful independent cargo terminal: this was the first U.S. port facility to employ Boilermaker labor, a move that was so successful that Local 802 now also works Horizon Terminals in South Philadelphia. The Central Yard site has been sold or leased for multiple uses: the south end is now part of neighboring Kimberly-Clark (formerly Scott Paper), the parking lot to the east of Morton Avenue is now a state penitentiary and the big floating dry-dock is now in Galveston; the remainder of the Central Yard is now Harrah's Chester Casino & Racetrack.

(Article taken from <http://www.shipbuildinghistory.com>)



CUSTOMER SPOTLIGHT



JOYCE SPENCER

Joyce started in the shipping industry in 1969 working for Cilco Terminal in Bridgeport, CT. Her first job in payroll for Longshoremens, Teamsters, and Cement Workers.

Two years later, Joyce was promoted to run the Customer Service/ Imports division. They imported such items as steel, zinc, copper, tin, plywood, beams, marble, and diamond plates for various customers including Weyerhaeuser and International Forest Products.

In 1989 Joyce joined the Interoceanica team as a vessel agent. She handled US Customs, Immigrations, and Agriculture as well as accounting/billing of vessels. As the company expanded, she began handling 3rd party cargo. After 18 years in this position, she came with the same company to Philadelphia.

Joyce feels that Interoceanica/Isabella Shipping has developed a good working relationship with Horizon. She looks forward to finishing her career here in Philadelphia.

CONTACTS

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**COMMENTS?
SUGGESTIONS?**

This is your Horizon River Views! If you have ideas for future articles or information you'd like to see included in *Horizon River Views*, please let us know.

To submit ideas or suggestions, please contact Sharon Bailey at:
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FROM THE MANAGERS

*We wish you
and your family
a happy, safe
and prosperous
New Year!
2012*

