

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 PHILIPPINES	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 C10	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	2,698
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	2,306
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
Odyssey 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 Ommereen Shipping (USA) LLC
Waterman Steamship Corporation*
Weeks Marine, Inc.

*MSP Participants

**Appendix 4:
FOREIGN TRANSFERS AND OTHER SECTION 9 APPROVALS – FY 2002¹**

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	

¹Approvals 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

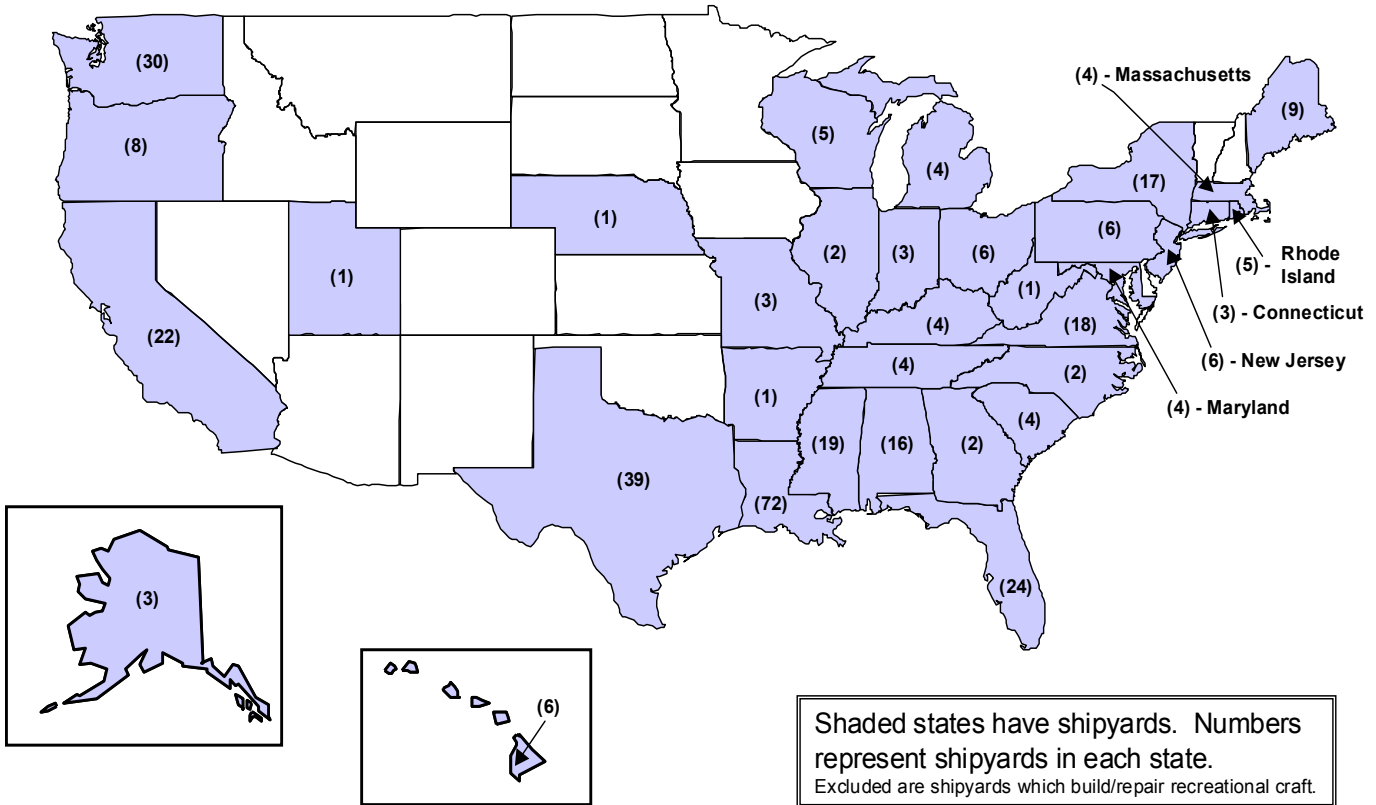
**Appendix 4:
FOREIGN TRANSFERS AND OTHER SECTION 9 APPROVALS – FY 2002
(Continued)**

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

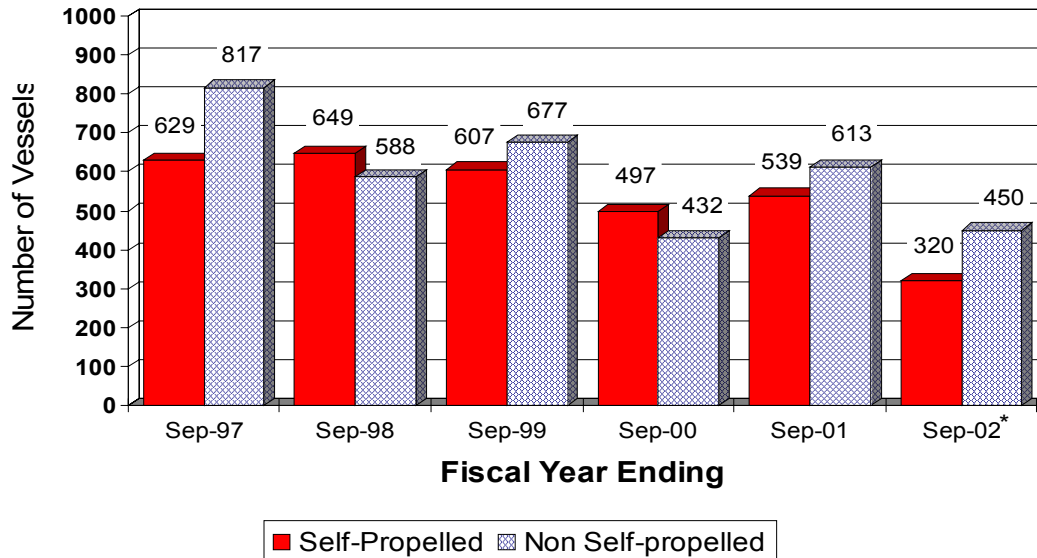
October 2002
354 shipyards in 35 states



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

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	1,020	0	0.0
TOTAL	11,564	198,216	157,612	79.9
P.L. 480 - Title II ²				
Liner	95,839	968,585	704,996	72.8 ³
Bulker	28,243	681,895	395,678	58.0 ⁴
Tanker	6,458	128,776	87,448	67.9 ⁵
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 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 ⁷
Tanker	0	7,498	0	0.0 ⁸
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	2	49	2	4.0 ¹
Western Area Power	36	266	48	18.0 ¹
Coast Guard	18	4,339	52	1.21 ¹⁰
Department of Transportation Federal Transit Administration	4,674	12,766	6,265	49.0 ⁹
Department of Energy Strategic Petroleum Reserve	0	6,014,552	0	0.0 ¹³
Department of State				
Foreign Building Office	6,848	11,231	10,335	84.5
Other Agencies	5,311	16,403	14,846	90.5
Army Corps of Engineers	703	12,616	1,087	08.62 ¹¹

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	40,845	37,425	18,355,585	16,791,244	95.1

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 ¹²

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:		24,788	87,717	65,652	74.8
Tanker:		18,600	377,170	372,780	98.8
TOTAL		43,388	464,887	438,432	94.3

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 Contracts

	Measurement Tons Dry Cargo	Percentage U.S.-Flag Tonnage Dry Cargo	Metric Tons Petroleum	Percentage U.S.-Flag Tonnage Petroleum
Military Contract Cargoes: ¹⁴				
U.S.-flag privately-owned vessels	3,381,917	74.4	n/a	n/a
Foreign-flag vessels	104,864	n/a	n/a	n/a
U.S. Government-owned vessels	259,063	5.7	n/a	n/a
Time Chartered U.S.-flag vessels	228,723	5.0	3,686,662	57.8
Time Chartered Foreign-flag vessels	n/a	n/a	n/a	n/a
Voyage Chartered U.S.-flag vessels	373,631	8.2	2,550,665	40.0
Voyage Chartered Foreign-flag vessels	200,000	n/a	139,192	n/a
Total Military Contract Cargoes:	4,548,198	93.3	6,376,519	98.0
	U.S.-Flag Revenue (\$)	Total Metric Tons	U.S.-Flag Metric Tons	Percentage U.S.-Flag Tonnage
Commercial Contractor Cargoes¹⁵	3,454,206	14,748	11,022	75%
Personal Property and POV Shipments¹⁶	750,926,132	451,168	449,780	99%

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. MARAD asked that the receiver seek a credit in the amount of the difference in cost between U.S. flag and foreign flag.
- 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 lading 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 lading 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

Calendar Year of Operation	Accruals			Outlays		Net Accrual Liability
	Subsidies	Recapture	Subsidy Accrual	Paid in FY 2002	Total Amount of Net Accrued Paid	
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-	111,846,920	-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

¹No longer operative.

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

Net Accrued	Accruals			Outlays	
	LINES	ODS	Recapture	Net Accrual	ODS Accrual
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 subsidized carrier 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.