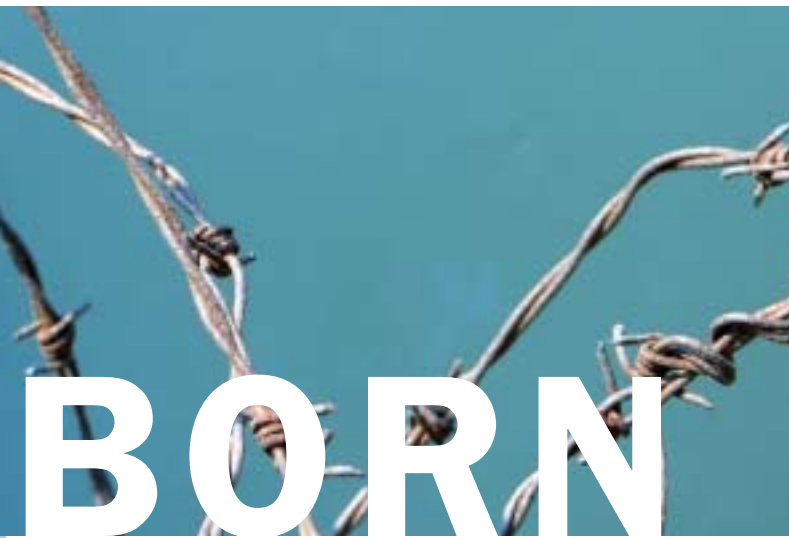


LIBERTY RE



The Liberty ship S.S. John W. Brown has become a Maritime Institute classroom, where students learn security procedures including searching vessels for suspicious items and subduing unauthorized individuals. Civilian organizations also use the John W. Brown for security training.





World War II-era Ship Does Its Part In New War On Terrorism

BY MERRILL WITTY

Arms pinned behind her, wrists bent painfully backward and a hand locked around the back of her neck, a visitor instinctively struggles against Kristen Preisch and Walter Graf on the deck of the Liberty ship *S.S. John W. Brown*.

Handcuffs are applied, a would-be intruder has been subdued and another lesson in the war against terrorism is complete.

Preisch, a Deputy Company Security Officer for Maersk Line Ltd., and Graf, a Ship's Captain for Horizon Lines, are students in a Maritime Institute of Technology & Graduate Studies (MITAGS) class that trains management-level maritime employees to combat terrorist threats.

Pier 1 on Clinton Street, homeport to the *John W. Brown*, is their classroom and with a compliance deadline looming, students from the Maritime Institute are not unlike other scholars hitting the books or cramming for an exam in the waning weeks of a semester.

Following the terrorist attacks of Sept. 11, 2001, the International Ship and Port Security Code, as part of the Safety of Life at Sea program, mandated procedural and safety changes to the international convention treaty.

"Everyone must be in full compliance of the code by July 1, 2004," says Maritime Institute Safety and Security staffer James Shelley, a former police officer who is now a major in the Army National Guard.

All sectors of the maritime industry have been working hard to come up with plans. Ocean carrier companies have prepared security assessments, as have port facility officers. Each terminal has a facility security officer. Every ship has a security officer on board responsible for implementation and maintenance of the ship's security plan.

"The goal is for the ships and the ports both to supply security procedures to make the seas safer," Shelley explains. "Ninety to 95 percent of our goods come into the United States by ship, [therefore] the whole intermodal supply chain has to be shored up."

The Maritime Institute has diligently worked to develop an

Project Liberty Ship Highlights Baltimore's Contributions

Project Liberty Ship was formed in 1978 to preserve the Liberty ship *S.S. John W. Brown* as an operating maritime museum ship and as a memorial to shipyard workers, merchant mariners and U.S. Navy Armed Guard crews who built, sailed and defended Liberty ships during World War II. During the early years of World War II, enemy U-boats, aircraft and mines seriously crippled the Allied cause by sinking a huge number of merchant ships carrying vital military equipment, supplies and troops.

In order to build ships faster than the enemy could sink them, the United States, under President Franklin D. Roosevelt, organized an emergency ship-building program. Between 1941 and 1945, over 2,700 Liberty ships, called "the cargo-carrying key to victory," were produced. The first Liberty ship, the *S.S. Patrick Henry*, was launched at the Bethlehem Fairfield Shipyard in Baltimore on Sept. 27, 1941. According to Project Liberty Ship Board Chairman and retired U.S. Navy Captain Mike Schneider, "The ships were built very speedily — in about eight weeks each — with the fastest time for building one being four days. The *John W. Brown* was built at Bethlehem Fairfield Shipyard here, where more Liberty ships were built — 384 of them — than at any other shipyard.

"During the war, about 44 civilian merchant mariners acted as the operating crew and 42 Navy personnel operated the guns. The ship carried troops and all kinds of war material, ammunition, petroleum products and vehicles."

A couple of World War II Jeeps and some old Howitzers can still be seen down in the lower cargo hold of the breakbulk ship. The tween deck forward was fitted out as a troop carrier; some of the cots, stacked in pairs five and six high, remain. Quarters were close, to say the least.

The only other functioning Liberty ship is ported on the West Coast. A few Liberty hulks sit rusting in the James River near Newport News, Va., good now only for their spare parts.

World War II photos, artifacts and ship models are aboard the *John W. Brown*, and the project's top goal is "finding a suitable pier so the ship can be opened to visitors," Schneider says.

effective, comprehensive program. "MITAGS' training program was one of the first nationally," Shelley adds.

Training includes classroom work as well as time spent aboard the *John W. Brown*. Topics covered include searching spaces for stowaways and suspicious items; restraining, handcuffing and searching unauthorized individuals; dealing with language barriers; and preventing being overcome by intruders.

Mike Schneider, a retired U.S. Navy Captain and Chairman of the Board of Project Liberty Ship, says: "With the

increased emphasis on combating terrorism and maritime security, we decided to provide the *John W. Brown* free of charge to conduct training. It has the same design elements of newer ships, so students can get hands-on training."

Four organizations used the *John W. Brown* this spring: the Maritime Institute; the Marine Engineers Benevolent Association, a marine engineers union; the National Maritime Law Enforcement Academy; and the U.S. Coast Guard.

"Three are civilian organizations that conduct security training," says Schneider.

"the Coast Guard trained their inspectors who will be visiting both domestic and foreign ships to ensure compliance with the new security regulations. And The Maryland Port Administration is conducting security workshops for people who use their facilities. Each organization has designed its own security training program."

All those aboard the *John W. Brown* abide by the CRAMPS blueprint in formulating those plans (see box below).

Retired Baltimore police officer Ed Schillo puts his 29 years of service to good use as he trains a Maritime Institute class of 25 students — including John Beebe-Center, Captain of the *Pride of Baltimore II* — to restrain and search intruders.

Schillo issues them a warning.

Unlike making arrests on the street, Schillo reminds his students that illegal aliens aboard a vessel may not care if they live or die.

"You will be dealing with a [different] mentality," Schillo says, cautioning students to take their training seriously so they can implement the procedures when necessary. 🌐

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Communications
 Internal and external.

Restricted Areas
 Managing different areas such as the bridge. An example: at level one, ship personnel have access to the bridge. At level two, they must be escorted. At level three, only authorized personnel are permitted.

Access Control
 Covering access to vessel gangway, watches, ID cards and passes, etc.

Monitoring
 Security monitoring to include intrusion alarms, closed circuit televisions, etc.

Procedures
 Response procedures to a security incident or threat.

Special Operations
 Handling of cargo, passengers, ship's stores, bunkering, etc.

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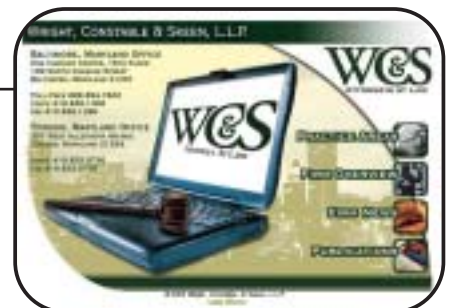


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BALTIMORE HARBOR

Though names like Lamasa Fruit Importing Co. and United Fleet Company are visible in this view of Baltimore Harbor, Charm City circa 1939 is a city primed for sweeping economic change.

Over the next several decades, much of the shipbuilding and associated industries that ringed the harbor will dissipate. Some business will fall prey to a wartime downturn of the economy,

while others will have outlived their usefulness, victims of new inventions and technological advances.

Long before the establishment of corporations that oversee economic development in Baltimore, the buildings and skyscrapers shown in this photograph still demonstrate the role of family-run businesses in the commerce of the day.

Most of the larger buildings

pictured here are family-owned and longstanding family businesses conduct day-to-day operations in them. It won't be until the 1950s and 1960s that carving up large business spaces to suit greater numbers of clients — much less razing them for new construction projects — becomes an accepted practice.

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