

To whom it may concern,

Please accept these comments in support for the SL-7 expo proposal for the Port of Baltimore.

It has been many years since I was involved in the design and construction of Sea Land's SL-7 containerships, a program involving the most innovative man for whom I have ever worked, Malcolm McLean. The speed of the SL-7 has not been matched by any containership to this day.

The SL-7, the proposed companion vessels, the NA Savannah and the WWII Liberty Ship John W. Brown, all represent high points in the US maritime industry. While many European nations have national commercial vessel museums with floating vessels, the US does not. The German Maritime Museum displays their nuclear commercial ship the Otto Hahn, that entered service in 1968, while the US is considering scrapping the first nuclear commercial vessel, ever built, the NS Savannah, which entered service almost 10 years earlier in 1959. The Greek Maritime Museum displays a WWII US built Liberty ship, while the US does not, even though the US Liberty Ship program represents the largest such program ever. While containerized shipping was invented in the US, there is no recognition of that with a museum containing a floating containership.

The present arrangement of the SL-7 allows vehicles to drive on board and displays the other major commercial mode of dry cargo carriage, that of a Ro/Ro.