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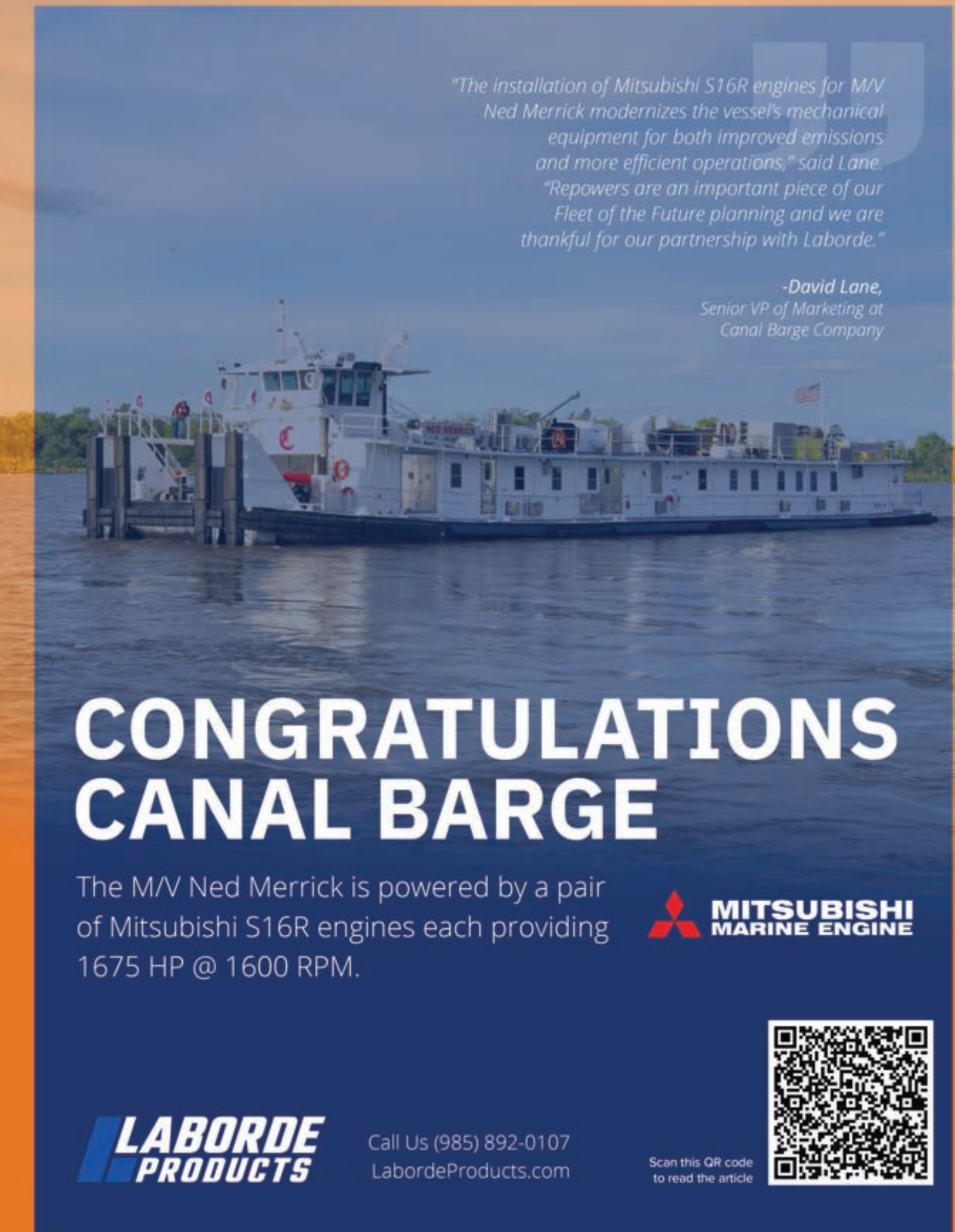

"The installation of Mitsubishi S16R engines for M/V Ned Merrick modernizes the vessel's mechanical equipment for both improved emissions and more efficient operations," said Lane. "Repowers are an important piece of our Fleet of the Future planning and we are thankful for our partnership with Laborde."

-David Lane,
Senior VP of Marketing at Canal Barge Company

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the WATERWAYS JOURNAL Weekly

Vol. 138 No. 12 SINCE 1887 June 17, 2024

By Jim Myers
WJ Washington Correspondent

Washington, D.C.—The Department of Defense (DOD) announced it is renewing the charter of the Inland Waterways Users Board (IWUB), which provides the defense secretary and Congress with independent advice on U.S. inland waterways and harbors.

The IWUB's 11 appointed members are selected to represent various regions of the country and a spectrum of the primary users and shippers utilizing the inland and intracoastal waterways for commercial purposes.

Its input ranges from development of the president's budget proposal, priorities and spending levels set after Congress receives the budget proposal, development of a long-term capital investment program and a public review of the 20-year program.

For additional information, contact Jim Freeman at 703-692-5952.

First Aid/CPR Certificates

The National Maritime Center (NMC) launched an effort to address specific issues regarding submission of First Aid and CPR training certificates, reduce processing time for merchant mariner credential (MMC) applications and avoid receiving an awaiting information letter requesting further clarification.

In 2023, NMC sent 4,646 requests for additional information or clarification associated with First Aid or CPR certificates submitted, noting incomplete or expired First Aid/CPR certif-

See WASHINGTON Page 29

$230.5 Million Committed to Port NOLA Projects

By Frank McCormack

During the 2024 regular session of the Louisiana Legislature, lawmakers committed $230.5 million to Port of New Orleans (Port NOLA) infrastructure projects, with the majority of that directed toward the port's planned container terminal in St. Bernard Parish.

"We want to thank Gov. Jeff Landry and the Louisiana Legislature for this significant funding commitment," said Ronald Wendel Jr., the port's acting president and CEO. "These critical infrastructure projects will solidify Louisiana's position as the premier global gateway in the Gulf and ensure thousands of jobs, as well as long-term economic growth for the region and state."

The Louisiana International Terminal (LIT), to be located in the St. Bernard Parish community of Violet, received $10 million in direct state general funding and $140 million in Priority 5 general obligation bond funding, essentially a planning mechanism for construction contracts that will not require cash expenditures during the current fiscal year. The state directed a total of $50 million toward the St. Bernard Transportation Corridor, a planned elevated roadway that would connect LIT directly to Interstate 10 and provide an additional access point for lower St. Bernard Parish. Lastly, the state committed $30.5 million to the rehabilitation, planning and construction of the St. Claude Bridge, a 105-year-old, four-lane drawbridge over the Inner Harbor Navigation Canal, with $3 million coming from the state's general fund.

See PORT NOLA Page 22

Coast Guard Commandant Testifies Before Senate Subcommittee

By Frank McCormack

The U.S. Coast Guard's handling of its own internal sexual assault and sexual harassment cases has been back in the headlines, with a whistleblower going public June 9 alleging a coverup of the agency's Operation Fouled Anchor investigation and Commandant Linda Fagan testifying before a Senate subcommittee just two days later.

Shannon Norenberg spent 11 years as the sexual assault response coordinator (SARC) at the U.S. Coast Guard Academy. In that role, she helped guide survivors of sexual assault on what she described as "their journey back to living lives of happiness and peace." Despite believing "this would be my life's work and that I would work at the Academy until I retired," Norenberg said she reached a point where she felt "morally and ethically compelled to resign from my position at the Academy."

"The Coast Guard lied to me," Norenberg said in a statement released through Maritime Legal Aid & Advocacy Ltd. "Worse than that, they used me to lie to victims, used me to silence victims and used me in a coordinated effort to discourage victims of sexual assault at the Academy from speaking to Congress about their assaults and about the Coast Guard's investigation of their cases."

Norenberg connected that effort to the alleged coverup of Operation Fouled Anchor (OFA), an internal investigation where the Coast Guard looked at 102 allegations of sexual assault between the late 1980s and 2006 at the Coast Guard Academy. The Coast Guard initiated the investigation in 2014, with a final report reached in early 2020.

However, according to members of the Senate Permanent Subcommittee

See COAST GUARD Page 30

California Legislators Push Back Against CARB DPF Rule

By David Murray

On June 11, the California Senate Transportation Committee voted 14-0 in favor of AB 1122, a bill authored by Assemblymember Dr. Jasmeet Bains, which would prevent the California Air Resources Board (CARB) from forcing vessels to install Diesel Particulate Filters (DPFs) on marine vessels before the devices are certified as safe. A CARB rule, the Commercial Harbor Craft Rule, which is set to take effect in December, would require all marine vessels (except fishing boats) to install such devices to reduce particulate emissions.

The American Waterways Operators (AWO) called the bill opposing the CARB rule "a major milestone for mariner safety in California." The marine industry has testified that requiring marine vessels to install untested DPFs poses safety hazards and could result in the cessation of much of the marine traffic in the state. When DPFs were mandated for trucks, they caused a number of vehicle fires and were even implicated in some wildfires.

Kyle Burleson, director of state ad-

See CARB DPF Page 26

Q&A With Kelly Teichman, New Chairman Of AWO

By Frank McCormack

Kelly Teichman, who serves as chairman of the board of T&T Marine, was recently elected to lead the board of directors of the American Waterways Operators (AWO). Teichman's father, Rudy Teichman, started T&T Marine Ways Inc. in 1957. That company has now grown into T&T Group, which includes marine, salvage, offshore, marine salvage and survey subsidiaries. The Waterways Journal recently interviewed Teichman to learn more about her family history in the maritime industry, how she got her start, what challenges and opportunities the industry is facing and how that will shape her time as chairman of AWO.

***WJ:** How did you get your start in the industry? How has multigenerational leadership at T&T Group shaped your experience and your approach to serving as chair of AWO?*

Teichman: I was originally temporarily hired at T&T to develop the company's safety manual in 1992. At the same time, the operations manager decided to put in place a retirement plan, and I was hired full-time. I worked with our inland fleet, and as our operations expanded to include oil spill response, I also began working in the field, as well as in incident command, filling positions in planning, logistics, finance, operations and eventually documentation.

I was fortunate that T&T offered me the opportunity to work in multiple areas (safety, HR, spill response, salvage) at the beginning of my career. This has proven to be invaluable in my professional development and my ability to look at issues from many viewpoints.

***WJ**: Talk about the history of T&T.*

Teichman: My father Rudy Teichman founded the company in 1957 after returning from a stint in the U.S. Army. In the beginning, when Rudy established T&T Marine Ways, my grandfather worked at the company, followed in 1966 by my mother, Donna,

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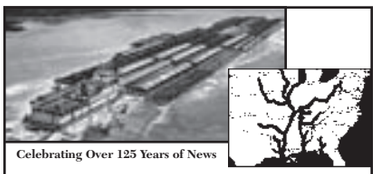

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WATERWAYS JOURNAL
Weekly

(ISSN 0043-1524) (USPS 669-380)
Published Weekly (Every Monday) by H. Nelson Spencer, Jr., The Waterways Journal, Inc., 8820 Ladue Road, Suite 301, St. Louis, MO 63124
Ph: 314, 241-7354 Fax: 314, 241-4207
www.waterwaysjournal.net
General Email: info@waterwaysjournal.net

Subscriptions ..... $45 per year
Canadian Subscriptions ..... $104 per year
Foreign Subscriptions ..... $260 per year
Single copies of this issue ..... $2 ppd.
Periodicals Postage Paid at St. Louis, Mo.
POSTMASTER: Send address changes to The Waterways Journal Weekly, 8820 Ladue Road, Suite 301, St. Louis, MO 63124

WJ Editorial

Harbor Craft DPF Story Not Over Yet

This week brought the encouraging news that a committee of lawmakers in the California legislature voted 14 to zero for AB 1122, a bill that would require safety testing before the California Air Resources Board's rule could take effect requiring marine vessels to install devices called diesel particulate filters onto their engines.

Despite evidence from the marine industry that forcing the installation of the untested—and unavailable—devices could cause safety issues even if they were available, and that an extensive testing and evaluation period was needed, CARB remained deaf to the evidence. Its rule is set to take effect this December if not repealed or altered, despite DPFs for marine vessels not being commercially available. Some marine assets have reportedly already been moved to the Gulf Coast or the East Coast in anticipation.

Who opposes CARB's rule? Every component of the marine sector: ports and harbors, the passenger boat industry, commercial fishing vessel operators (despite exemptions for some fishing boats), marinas and yachting groups. Joining the maritime industry and its advocacy groups in its opposition to the rule are virtually every labor union, organizations concerned with safety issues and the U.S. Coast Guard, which told CARB it would refuse to certify DPFs—or to certify or inspect marine engines with them. California Gov. Gavin Newsom's office could still act, but so far has been silent despite many appeals.

None of the opposition is against the worthy goal of reducing particulate emissions, but the road to that goal must be guided by common sense, science and proper testing—not fiats and mandates disconnected from reality.

Guest Editorial

My Root Cause Analysis Of McAlpine Incident

By Capt. Matt Lagarde

The NTSB recently published report MIR-24-12 detailing their investigation findings for an incident that occurred on March 28, 2003, involving a marine casualty in the Louisville, Ky., area at the entrance to Portland Canal near McAlpine Locks (See WJ, May 24). The details of the event are well documented in the report, and I'll not repeat all of that here.

We are trained and encouraged in our industry to perform detailed Root Cause Analyses through an accepted RCA process to get to the real root causes of incidents that occur in our environment. The findings of the report by the NTSB are that the operator failed to effectively compensate for the current at the time of the incident. While that certainly may be a cause for this incident, it may not reflect all the causal factors affecting this and all other transits of this area.

This area is particularly problematic from a navigation standpoint, and there is a long record of serious marine casualties at this location, with allisions of vessels with the vane dike as well as contact with the right descending bank where there is a cement wall. The draw from the dam toward the vane dike during high water is a known factor here and should not be a surprise to anyone.

For those unfamiliar with the area, there is a long right-hand bend with several bridges in the area. There is a canal at the bottom of the bend with an opening of about 600 feet that is the main channel leading down to McAlpine lock, which is about 1.25 miles below the entrance to the canal. There is a dam to the right side of the channel entrance that passes significant amounts of water downriver. About 1,500 feet inside the canal is a railroad lift bridge that has a span of about 250 feet all the way over to the left side of the channel. The towing vessel master only has about 41 percent of the available channel to get inside of the canal because of the bridge.

The report states that the vessel master told the pilot to keep the tow "above" (to the left of) the sailing line. We are trained as pilots when posting on this section of river to be left of the sailing line and the green lights on the center of the Clark Memorial Bridge and to be moving faster than the current to counteract the effect of the current. The vessel was on the sailing line, under the green lights, moving at 5.2 knots when they cleared the bridge.

I'd probably have been left of the green light on the bridge making between 7 and 8 knots to avoid the set. But one issue with running a speed that allows you to counteract the set is trying to make a bridge span that takes up more than half the canal at the entrance to the channel.

The location of the bridge and the width of the span is the single greatest risk to navigation in this area. Replacing this bridge with a wider span would be the best strategy for reducing marine casualties in this area, which have cost the marine industry and the folks we move cargo for millions of dollars in damages and delays and pose a risk to U.S. Army Corps of Engineers flood control structures. Addressing the bridge would allow for a greater margin of error in the approach, reduce allisions with the left descending bank by not having to get as deep in the bend, and would provide enough room to run headway out before getting to the lock. This is also a movable bridge, so all these navigation strategies assume the bridge will be open when you get down into the canal. Any issue with the bridge not opening makes this situation significantly worse, because the vessel would have to try to stop before getting to the bridge, fully exposing the vessel to the effect of the set towards the vane dike.

The second fix on this issue is to evaluate the placement of the sailing line. If mariners must be told to stay left of it, maybe it's not in the right spot. I'm not sure if there was an issue here of "driving by the computer" or navigating using the Electronic Charting System by keeping the tow over the sailing line. This could have been misleading in this particular situation, and that is certainly a possibility with a less experienced person navigating the vessel.

An additional measure here could be to install a device measuring surface current speed or conduct a study creating charts that would establish expected surface velocity speeds at the entrance to the canal. This would help mariners anticipate the speed they need to be making to counter the current draw towards the vane dike.

Not to discredit the work the NTSB put into the investigation or their findings, but we have been at this for a long time as an industry and it behooves us to perform a deep evaluation of the causes of all the casualties at this location, not just this one, and to evaluate long-term solutions to avoid this in the future. The NTSB may not be getting the full picture or have had access to the best expertise in navigating this area during this investigation.

In short, address the bridge width and/or placement and fix the sailing line. Otherwise, we can expect this to occur again, as it has many times in the past.

Matt Lagarde is vice president of safety, training, and compliance at Ingram Barge Company as well as chair of the AWO Interregion Safety Committee.

Special Issue: Technology

IMX Panel Discusses Subchapter M Compliance Pitfalls

By David Murray

In this year's Inland Marine Expo, most of the education sessions came in the form of panels of experts, with one acting as moderator, having a prepared but freewheeling discussion with other panel members on the topic at hand, with time for audience questions. It's a discussion format that has proven popular in other maritime forums.

That format worked especially well for a topic that engaged a large audience, "Compliance Pitfalls for Subchapter M TSMS Option Operators." Moderator Tava Foret, president and co-founder of the Towing Vessel Inspection Bureau (TVIB), one of the earliest and most prominent third-party providers of Subchapter M compliance solutions, is well known to industry operators. The impressive array of distinguished experts included John Hazel, vice president of corporate compliance and regulatory affairs at Marquette Transportation; Robert Keister, executive vice president at Sabine Surveyors; Mark McManus, vice president of operations at Lebeouf Bros. Towing; Jason Soutiere, regional director of operations for the American Bureau of Shipping (ABS); and Matt Lagarde, vice president of safety, training and compliance at Ingram Barge Company as well as chair of the AWO Interregion Safety Committee.

Foret began by asking rhetorically, "Who wants to hear about Subchapter M anymore?" The industry is well into its seventh year of compliance. But as Foret reminded audience members, Subchapter M's roots extend back to 2002, when industry leaders helped begin the process that led to Subchapter M. As Foret said to laughs, "I was Subchapter M before Subchapter M was cool."

The first question Foret posed to the panel was how crew turnover affects training and onboarding. McManus said Lebeouf Bros. has converted a barge into an orientation facility, where new recruits are housed for two weeks while learning what it's like to live on a towboat. They cook and clean for themselves, while also learning barging and towboating skills.

"How many companies still use trip pilots? The question is relevant because training crews in Subchapter M compliance and a company's particular safety management system is a big investment of time and money. McManus said LeBeouf uses three or four, with most being prior Lebeouf pilots or captains. Lagarde said his company still uses some trip pilots, with an in-house group conducting refresher training in safety and compliance as deemed necessary. He said the days of "guns for hire" may be over, since "You can only pour so much information into a new person's head at one time." Some smaller operators may still use trip pilots because they don't have a choice, but those freelancers miss out on regular training.

"What are the benefits of the annual management review?" Hazel said if the auditing system is effective, practices can't be kept the same all the time. Lagarde said the main rule is to "say what you do and do what you say." In other words, the audit can't just satisfy auditors but has to be understood by the crew. Lagarde said he is big on flow charts and visual aids to help crews understand processes. He knows of companies that want to roll the results of National Transportation Safety Board investigations into yearly audits.

McManus said his customers demand continuous improvement. Customized comments from captains on all SMS reviews are mandatory, he said, while crew feedback is solicited with four or five questions. Keister said that, as a third-party organization, Sabine has more flexibility in its own audits. Company personnel use internal data to track trends and make improvements. Non-conformities should not be dealt with at the lowest level, he said. Soutiere said the annual management review is one of ABS's most important processes.

"What happens when TSMS programs are poorly executed?" The most effective internal audits are the most extensive, said Soutiere. "My job is to verify compliance, not find non-conformities," he said. Lagarde's advice was to use audits to check "fence lines," since safety management systems are there to protect both the crew and the company.

"Are auditors seeing corrective actions?" Yes, said Soutiere, although that's not always easy to verify since some vessels can go for up to five years without external audits under current regulations. "I think companies are getting it," said Hazel, who added that creating a manual for drilling crews on standby on safety procedures is a useful practice for companies. Lagarde said using a systems approach and documenting all corrective actions is the best approach. Writing out processes for taking boats out of service, including steps such as pausing emails, should also be part of an SMS in case a company has to explain a void on documentation to an auditor. That keeps spare vessels ready to go at a moment's need, said Foret. In the past, some Coast Guard officers in charge of marine inspection have been lenient about when a vessel is inactive or when a laid-up vessel is brought back into service. Keister said most companies he knows of already have those procedures written into their safety management systems.

IMX: Shipyard Funding Opportunities Expand, But Need Is Great

By David Murray

David Matsuda, principal of Matsuda & Associates LLC, former maritime administrator and former assistant secretary of transportation, moderated an Inland Marine Expo panel of highly experienced leaders in the maritime world, who led listeners through the world of federal funding opportunities for American shipyards. The expert panelists included David Gilmore, director of financing for the Maritime Administration; Brian Mueller, CEO of Heartland Barge; and Josef Vlach, vice president of compliance for James Marine.

Gilmore noted that the Federal Ship Financing Program recently got its biggest funding infusion in 25 years, and the program is now extended to include shipyards as well. The approximate credit subsidy available for Title XI is $86 million, as of March 2024. Based on the "average risk" for previously approved projects, Marad could support approximately $1.3 billion in new loan approvals. The program (commonly referred to as "Title XI," based on the part of the Merchant Marine Act of 1936 that established the program) provides low-cost, long-term loans by MarAd to promote the growth and modernization of the U.S. Merchant Marine and U.S. shipyards. The program also assists U.S. shipyards with modernizing their facilities for building and repairing vessels. The repayment term allowed under the program generally is much longer, with a higher funding level and lower interest rates than those available from the commercial lending market. MarAd itself monitors and services the loans; third-party trustees and financial institutions are no longer part of the program.

As Mueller pointed out, most U.S. shipyards are decades old and need to be updated.

"There is older equipment everywhere in U.S. shipyards, in machine shops and tool shops," Vlach said.

The advent of Subchapter M increased demand for shipyard equipment and repairs.

"In my world at MarAd, the lightbulb has gone off," Gilmore said. "We can't continue to ignore shipbuilding. Decades of neglect are showing, while other countries support their shipbuilding capabilities."

Mueller added that skilled labor shortages at shipyards are also a key part of the need.

"We need smart immigration policies as well as automation," he said. "Our hopper dredge fleet is also aging, and keeping up with new barge construction will continue to be a challenge."

Small Shipyard Program Cut Back

While the Title XI program has seen funding increases, the MarAd program most familiar to Waterways Journal readers, the Small Shipyard Grant Program, was actually cut back at the last minute this year, to a funding level of $8.75 million. Grants from that program are announced annually and can be used for worker training as well as updating equipment. Mueller said his company has successfully applied for Small Shipyard Grants "many times" and won five grants for a total of about $3 million. Companies must meet specific conditions and provide a 50/50 or 60/40 match. Mueller said for his shipyard the funds went to buy machine-automated robotic welding equipment, as well as a crawler crane and paint booth. All equipment must be American-made, which Mueller admitted sometimes can be a challenge.

Vlach said James Marine won Small Shipyard Grants in 2011 and 2020.

Asked what could be done to make the program more efficient, Mueller had a quick answer: more dollars. He noted that the United States is short about 400,000 welders, with the average age of U.S. welders at 57.

"We have to continue automation," he said. "[The Small Shipyard Grant Program] helps us accelerate investments we were already going to make. Twenty million dollars is a drop in the bucket. Any piece of equipment you need costs at least a million dollars. Every shipyard could put an extra $5 million or $10 million to work right now."

See FUNDING Page 8

Horizons:

U.S. Inland Barge Fleet Aging Despite Getting Bigger

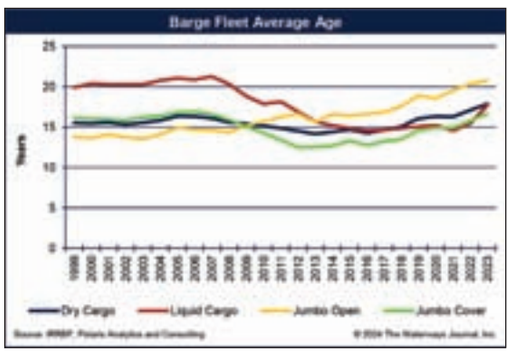
Summary Of The 2024 Barge Fleet Survey

By Ken Eriksen

The fleet of barges plying the inland rivers and waterways of the Mississippi River and Gulf Intracoastal Canal are aging, and that process is not likely to slow down anytime soon.

There are two main types of barges used to move commercial traffic on the inland waterways: dry hopper barges and liquid tank barges. Open and covered barges are dry barges. The average age of the open barge fleet hovered below 15 years of age from the late 1990s until 2009. Starting in 2009, the open fleet, which is primarily used to haul coal, soil, sand, rock and stone, slowly started to age to about 17 years old in 2017. Then it accelerated in age to nearly 21 years during 2023. Liquid tank barges were older early on, above 20 years on average from the late 1990s to 2008, dropping to 15 years by 2021. Since 2021, the age of the tank fleet has turned higher, averaging 18 years during 2023. The covered fleet hovers on either side of 15 years old and since 2021 has been getting older, averaging about 17 years in 2023.

The average age of the U.S. inland barge fleet by barge type is shown in the chart below.



Barge Fleet Survey

The Waterways Journal is about to release the complete results of the 2024 survey. The survey strives to identify the line haul, commodity-carrying fleet of inland barges operating on the inland rivers by barge operator. The key data gathered is the number of barges in revenue service at the end of the calendar year by barge type and by year of construction. Other questions asked of the operators include the number of barges retired during the year, what is the value of a vintage aged, covered barge and the average number of trips per year, among others.

The age of a barge is reflective of the condition of the fleet. For example, if the fleet is getting younger, that means newer barges are entering service, older barges are being retired at an accelerated pace or a combination of both.

Barge Fleet Size Varies By Type, Impacting Age

The fleet of barges increased 1 percent during 2023 to 22,356 barges, which is static since 2016. Based on the responses of the operators and industry data, there are differences by equipment type, however. The size of the barge fleet by equipment type is shown in the accompanying chart.

The tank fleet has increased steadily, nearly doubling from about 2,000 barges in 2000 to about 4,000 in 2019 through 2023. As the tank fleet size has stagnated, though, its average age has not, signaling that operators are holding on to older equipment for longer periods without replacement.

The size of the dry fleet is moving in opposite directions. The number of dry open barges in operation has shrunk 31 percent since its recent peak of 7,325 in 2013, dropping to 5,088 in 2023. The open fleet has fallen with the drop in domestic coal production (down more than one-half from its peak of 1.2 billion short tons in 2008) and subsequent usage in the United States due to energy transition and carbon sequestration efforts. One upside for open barges is strong coal exports, which have doubled over the past 20 years to more than 100 million short tons.

As much as the dry open fleet has shrunk, the dry covered fleet has expanded. At the end of 2023, the covered fleet totaled 13,321 barges, an increase of nearly 1 percent from 2022, and a record fleet size. Nearly 16 percent of the covered fleet was built prior to 1998, and that portion of the fleet is quickly aging without new equipment being added to offset the aging effect. The covered fleet, which is mostly used to haul farm and grain commodities and other weather-sensitive products, bottomed out in size between 2010 and 2012. Since 2013, the industry added more than 2,900 covered barges to the fleet.

Better With Age, Given Limited Fleet Expansion Capability

The reality is the respective barge fleets will not expand rapidly anytime soon. There are a handful of shipyards that build barges, with one larger operator, a steady builder, and a few that specifically build tank barges. Otherwise, a lack of shipyard capacity is a governor on how fast equipment can be added to the fleet. Not only that, but the shipyards also have challenges attracting skilled labor, while experiencing higher steel costs to build equipment. Both issues are exacerbating the difficulties of building new equipment.

Let the survey respondents be an indicator of the cost of equipment. They reported the value of a 10-year-old covered barge averaged a record $613,000 in 2023. If a used 10-year-old barge is record high, then a new barge is higher still.

Retaining older equipment then becomes an insurance to have equipment to deploy. Shippers, like it or not, will have to be accustomed to older equipment.

Brief Barge Fleet Survey History

The barge fleet profile survey, first launched in 1988 by Jack Lambert at Leeper, Cambridge & Campbell Inc., together with Gerry Brown of Cargo Carriers, has been an indispensable management tool for the water transport industry and a valued reference to allied services and suppliers. Lambert sold the survey to Sparks Companies Inc. in 1997, which was bought by Informa plc as Informa Economics in 2003, which in turn was sold to IHS Markit in 2019. IHS Markit discontinued the survey in 2022, which is when *The Waterways Journal* acquired the survey and data.

Polaris Analytics & Consulting compiled this year's survey for *The Waterways Journal* and appreciates the participation of barge operators and industry participants.

The Waterways Journal will make the 2024 report, and the companion barge commodities report, available at the end of June.

Funding

(*Continued from Page 7*)

He said there are 698 inland vessels requiring drydock over the next four years alone.

Gilmore said he is seeing more awareness of and interest in the Title XI program from shipyards and shipbuilders. In Washington state, Nichols Bros. Boat Builder recently applied to the program to buy a plasma cutter and panel line.

Capital Construction Fund

Gilmore returned to moderate another IMX panel on the Capital Construction Fund Program, which was recently expanded significantly in December 2022 with the passage of the National Defense Authorization Act for Fiscal Year 2023. Section 3544 of the act expanded the use of the program to all U.S.-built vessels that are engaged in the domestic or foreign commerce of the United States, doing away with some previous geographical limitations. Now any vessel that "carries people or passengers over water" is eligible.

Panelists Jim Kearns, an attorney with Jones Walker, and Bill Finnecy, a tax specialist and managing director of Forvis Mazars U.S., a large accounting firm, explained the options for vessel owners. Under this program, income from qualifying vessels is tax-deferred from the normal capital gains taxes. Gilmore called it an "IRA for ships." Kearns said the application process is simple and quick because, unlike the other programs, "It's your money" that's being used—and tax-sheltered. "It's different from a grant program where you are asking for free money," Kearns said.

Vessel owners are given up to 25 years to reinvest sheltered money. While the details can be complicated and may sound arcane, the program can save vessel owners significant amounts of money over the program's term. Kearns said the agreement between the vessel owner and MarAd can be amended as conditions change.

While MarAd administers the program, the Internal Revenue Service is the "enforcer" to make sure that tax laws are followed. Kearns noted that "MarAd can't provide tax advice, just tell you how the program works."

40 Under 40 Awards: Ballard, Benken, Berendes And Blackmon

By Shelley Byrne

For the seventh year, 40 of the industry's future leaders were honored at the Inland Marine Expo with the "40 Under 40" award, which recognizes individuals for their outstanding contributions to the inland marine transportation industry in a variety of fields. All 40 honorees were nominated by executives and peers for their hard work and dedication to the industry.

Over the course of 10 weeks, The Waterways Journal is featuring recipients. This week we recognize Jacob Ballard, Dan Benken, Paul Berendes and Bradley Blackmon.

Jacob Ballard

Jacob Ballard, 38, is site operations manager for Yager Materials in Owensboro, Ky.

Jacob Ballard

Ballard has worked with Yager Materials since 2010, starting as a maintenance welder and deckhand. He then became a leadman on the aggregate side of the business, working his way up to become a drydock supervisor in the marine division.

"As site operations manager of the aggregate yards in Owensboro, he manages three towboats, 30 barges and a dredge," said David Graves, site operations manager.

Ballard's operation moves about 1.5 million tons of aggregate each year, he added.

Ballard is also president of the Owensboro Spill Group, which consists of member companies along the Ohio River in the region who are trained in spill prevention and response.

Dan Benken

Dan Benken, 28, is director of port and barge line services for Parker Towing Company in Northport, Ala.

Dan Benken

In nominating him, Parker Towing Company President Tim Parker III said Benken was deserving because of his outstanding contributions in the realms of sales and business development.

"Dan has been instrumental in expanding Parker Towing's presence in the inland marine industry," Parker said. "Through targeted business development efforts, he has identified and capitalized on new markets, resulting in increased market share and enhanced visibility for the company within the industry. In a rapidly evolving industry, Dan has demonstrated a keen ability to develop and implement innovative sales strategies. Whether through the introduction of new service offerings, or the creation of strategic partnerships, his forward-thinking approach has kept Parker Towing at the forefront of the inland marine sector." Additionally, Parker said, Benken's strong relationships with clients have not only led to the acquisition of new clients but have also fostered long-term partnerships.

"His dedication to understanding client needs and delivering tailored solutions has contributed to high levels of customer satisfaction and repeat business," Parker said.

As director of port and barge line services, Benken has also played a key role in shaping the company's business development strategy, aligning it with industry trends and ensuring that the company remains competitive in a dynamic market, Parker said. He praised Benken's dedication, strategic vision and tangible results, crediting him for individual excellence as well as having a significant impact on the company's overall success in the inland marine sector.

Paul Berendes

Paul Berendes, 37, is director of asset management for La Crosse, Wis.-based J.F. Brennan Company Inc.

Paul Berendes

Berendes has a degree in aviation mechanics and started his career at Brennan working in shop logistics and operations. He quickly took over managing yard operations and equipment repair. In that position, Berendes led a group of highly skilled mechanics and fabricators.

In his current role, Berendes leads many facets of Brennan asset management, including equipment specification, purchasing and repair, logistics, Department of Transportation compliance, equipment rental, and fabrication. He oversees the maintenance, work order and inspection system that ensure Brennan's marine assets are maintained to the highest industry standards.

"Paul has guided Brennan's internal operations through all of our past growth and continues to lead in our present growth," said Ken Peterson, Brennan's vice president of asset management. "Paul is one of the many employees that embodies the culture of Brennan."

Bradley Blackmon

Bradley Blackmon, 38, is vessel maintenance supervisor for Golding Barge Line in Vicksburg, Miss.

Blackmon joined the Golding Barge Line team five years ago.

Bradley Blackmon

"Bradley has a tremendous amount of experience and knowledge about the types of equipment that we have on our vessels," said nominator Hannah Lewis, Golding's health and safety director. "He has been a part of our lead group on brand-new builds, drydockings, incident repairs and routine maintenance. Bradley is talented and mechanically savvy, which provides the best care and maintenance to GBL's equipment."

Lewis praised Blackmon's work ethic and integrity.

"Bradley never turns down a phone call or a request for assistance," she said. "He is able to diagnose a problem over the phone and walk our crew members through the repair process. Not only does he keep most of GBL's repair costs in-house, but he trains our own team on how to work on our equipment."

Lewis added that one of Blackmon's best talents is his ability to explain how equipment is supposed to work on a level that everyone can understand.

"After an incident or maintenance repair, if Bradley is asked why the event took place and how we can prevent it, he makes you feel like you are a pro by the time the reports are finished. This makes Bradley easy to work with and learn from."

Outside of work, Blackmon enjoys spending time with his wife and two daughters.

Operators Urged To Upgrade From Coastal Explorer To Rose Point ECS

By Frank McCormack

Rose Point has been producing electronic charting and navigation software since the 2003 debut of Coastal Explorer.

Originally designed for PCs, Coastal Explorer is now designed for both Android and Apple platforms as well. With searchable charts, route planning, virtual instrument displays and other features, like obstacle alerts, Rose Point's Coastal Explorer is an extremely popular platform.

"We have over 10,000 Coastal Explorer licenses out there," said Joe Sluka, commercial marine sales director for Rose Point Navigation Systems.

Sluka estimates 70 percent of the licenses for Coastal Explorer are held by recreational boaters.

"But 30 percent of 10,000 is still 3,000," he said.

Between 2003 and 2009, Coastal Explorer was the only electronic marine charting software Rose Point offered, and many commercial mariners, like towboat captains, bought the software to aid in their operations.

For the U.S. Coast Guard, that presents a problem. Coastal Explorer is a recreational boating platform, rather than a tool for commercial marine operators. The Coast Guard recognizes Rose Point's other platform, ECS, a commercial grade electronic charting and navigation software, as an acceptable companion to or replacement for paper charts.

And while Sluka estimates about 80 percent of the inland towboat fleet in the United States is using Rose Point ECS, that leaves an estimated 1,000 vessels that are likely using Coastal Explorer for their electronic charting needs.

"For the other 20 percent, we believe they're still operating on paper or are using Coastal Explorer," Sluka said.

Sluka pointed to Coast Guard Navigation and Vessel Inspection Circular (NVIC) 01-16 that states "official" electronic charts "can provide the mariner with substantially more navigational information than a paper chart."

R. David Lewald, navigation systems program analyst for the Coast Guard's Navigation Information Management System (USAIMS) and program manager of the Office of Navigation Systems, confirmed that Coastal Explorer does not qualify as an alternative to paper charts.

"Rose Point has informed the U.S. Coast Guard that their Coastal Explorer does not meet the carriage requirements as set forth in our NVIC 01-16 chapter 2 and has not provided a 'Declaration of Conformity' for this product," Lewald said. "Therefore, the U.S. Coast Guard will not accept Coastal Explorer as an ECS to meet carriage requirements.

"Additionally," Lewald added, "and in recognition of misunderstanding among some of our inspectors related to this issue, a guidance letter was issued to OCMIs to clarify."

According to Sluka, that memo to Officers in Charge, Marine Inspection, sent earlier this year, directs Coast Guard inspectors to issue a Code 60 deficiency, which must be corrected "prior to movement."

Sluka said he's aware of at least eight companies that have encountered that issue during inspections, with some upgrading their entire fleet to Rose Point ECS at once and others upgrading as their boats come up for inspection.

Besides simply meeting Coast Guard regulatory requirements, Rose Point ECS has 55 features not included in Coastal Explorer, Sluka said, including a vessel data recorder. Rose Point ECS also includes a tow configurator feature, which transmits tow dimensions to other vessels in the vicinity.

"When you're trying to make the bend at Vicksburg, or if you're trying to determine if you can pass a certain boat, you can actually see what their makeup consists of," Sluka said. "There are just certain things about this program that make it commercial."

After the initial licensing fee for Rose Point ECS, operators pay a $500 subscription fee per vessel per year. More information is available online.

> ***"The U.S. Coast Guard** will not accept Coastal Explorer as an ECS to meet carriage requirements"*
> -R. David Lewald

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IMX Panel Tackles The Nature Of Decarbonization

By Frank McCormack

Towboat operators looking to cut vessel emissions and boost efficiency have options available to them now, and even more are on the horizon. That was the takeaway of a panel of experts speaking on "Marine Future Fuels on the Path to Decarbonization" as part of IMX 2024, held May 29-31 in Nashville, Tenn.

What's driving that shift toward low-carbon energy sources? And can it be economically feasible? Those are two of the questions that Tony Odak, chief operating officer of John W. Stone Oil Distributors, posed to the other panelists, which included Mike Complita, principal and vice president of strategic expansion for Elliott Bay Design Group; Gary Sarrat, tug and inland waterways account manager for Caterpillar Inc.; and Brian Rafferty, vice president of business development and sustainability at Marquette Transportation Company.

A panel of experts discusses future fuels and the path to decarbonization at IMX 2024, held May 29-31 in Nashville, Tenn. *(Photos courtesy of Event Coverage Nashville)*

Complita said he doesn't see inland-specific regulations driving decarbonization efforts. Rather, regulations and mandates in other regions may indirectly affect the inland market. Regulations put in place by the California Air Resources Board (CARB) are a major driver.

"That's obviously driving massive change on the West Coast," Complita said. "We're also starting to see Washington and Oregon follow that lead. They're proposing legislation to follow and adopt similar rules."

Complita said he's heard rumors that New York and even Texas are considering similar air pollution restrictions.

"So my expectation is that, in very short order, we will start to see those regulations in the coastal states," Complita said, "with the changes they make moving their way into the inland river system."

Already, some inland and coastal ports have put "net zero" goals in place, with year targets like 2040 or 2050, Complita said.

"I do think that, even without the regulations, we're going to see a lot of interest in some of these new technologies and really pushing toward that in the next five to 10 years to make those goals," he said.

And while crafting and passing a mandate or regulation might not take too long, the research and development required for an engine to meet that regulation does take time. Sarrat offered the engine tier system from the Environmental Protection Agency (EPA), which was phased in over many years, as an example.

"Different regulations … are not necessarily aligned with what the U.S. EPA is doing," Sarrat said. "So as an engine manufacturer, it presents quite a challenge, and I wish that we could put all our R&D in one place, snap our fingers and have the technology ready for you in advance. We're doing our best to do that, but it is difficult to take an engine platform and technology adapted to the particular regulatory needs of a certain region, and then get that proven, fleshed out, tested and certified. That process does take a little while."

Rafferty, speaking from an operator perspective, underscored each panelist's—and more broadly each maritime company's—commitment to find a way "to decarbonize in a safe and reliable

way." More than that, he challenged those present to remember one of the strengths of the maritime industry.

"We have to keep in mind that inland marine transportation is the greenest form of transportation already," he said. "And we actually have a relatively small footprint in the overall scheme of things, so there is a perspective that needs to be maintained here."

Rafferty added that, so far, Marquette hasn't had end users come to the table to pressure the company into a radical change in operation.

"That pressure doesn't exist, and so until that happens, we're going to continue to be cautious, studious observers, trying to find the right solution for our operations and people and move forward that way," Rafferty said.

Odak said that approach bears some similarities to John W. Stone's, which dates back to 2014 when the company began to "tier up" the engine packages in its fleet. The company later went down the road of biodiesel and shore power, and most recently it secured a ratable supply of renewable diesel, which is a drop-in fuel that's indistinguishable from conventional diesel but derived from renewable feedstocks.

"By August, we should be at a million gallons of renewable diesel, which should, generally speaking, reduce our greenhouse gases by 75 percent," Odak said.

Odak said that, for John W. Stone at least, the effort to decarbonize was driven by internal and external forces and not by subsidies, like in other parts of the country.

Odak then turned the conversation to drop-in fuels easily available now versus so-called alternative fuels, like methanol and ammonia. Sarrat offered an all-of-the-above approach.

"There is no one silver bullet for the industry or for a particular marine operator to decarbonize," Sarrat said. "It really depends on your operations, your vessels, the capability of your people on board the vessels. Those things are very important."

For some vessels, a hybrid system might work. For others, the solution may be biodiesel, which has to be part of a blend, or renewable diesel. Other companies may have the means and logistical capability to look at using methanol, ammonia or an all-electric system.

"As we work through this and develop technologies, it's imperative that you work with us, we work with you, to understand your particular operation," Sarrat said. "Let's sit down and talk about what's a good fit for your operation. It may not be one path. It may be entirely another path that we're working on that makes sense. And it may be that you have multiple paths in your fleet, depending on the type of boats that you have. That's why at Caterpillar we're working on multiple paths with alternative fuels, multiple ways to turn that propeller and create less carbon while we do it."

Tony Odak (left), chief operating officer of John W. Stone, and Mike Complita, principal and vice president of strategic expansion at Elliott Bay Design Group, discuss the ins and outs of decarbonization for marine operators.

Methanol has been generating a lot of headlines, and Sarrat said Caterpillar is well on the way to bringing a methanol-burning engine to market. The company has been running methanol engines at its testing center in Peoria, Ill., for a few years. Caterpillar is also working with Damen Shipyards to develop a methanol dual-fuel 3516E engine, with plans to deploy that in 2026.

Complita then described Elliott Bay's work in the methanol space, particularly the Hydrogen One project, which is a partnership between Elliott Bay, American Commercial Barge

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Decarbonization

(*Continued from Page 13*)

Line and Maritime Partners. Complita shared a graphic comparing a traditional towboat, a towboat running on pure hydrogen and the Hydrogen One, which will feature a methanol-hydrogen reformer that will then power a fuel cell. Using the methanol-hydrogen reformer will allow Hydrogen One to essentially fit within the general footprint of a traditional towboat, whereas running on pure hydrogen would require a much larger vessel.

"It's just impractical," Complita said regarding a pure hydrogen application. "That thing is longer than one of the barges it would be pushing. It would be heavy, and it would be probably $40 to $50 million to build that towboat. So when people see that [graphic] they're like, whoa, OK, now we get why we can't do hydrogen."

Energy density is also a concern, with methanol and ammonia having about half the energy density of diesel. In addition, ammonia has to be stored under pressure, which adds to the complexity of the vessel design.

"Whatever the case may be, energy density is the No. 1 driver of cost, weight, size and volume of everything that's making these new vessels so expensive and so complex," he said.

While regulations, mandates and other internal and external forces are driving a shift to low-carbon energy sources, and while engine manufacturers ramp up research and development, agencies like the Coast Guard are grappling with how to license and permit those projects. At the same time, operators have to consider crew competencies in terms of operating and maintaining the new systems and safely handling new kinds of liquid fuel.

Sometimes, it's easy for the simple things to get lost in the fray, Complita said.

"What can we be doing on an incremental basis?" he said. "That is one thing that I think is really important to consider."

For a very low cost, Complita said, operators can install equipment to monitor and optimize engine performance and anticipate maintenance issues before something breaks. Complita said he's heard that captains sometimes are reluctant to throttle back a small amount, which can actually save a significant amount of fuel burn over time. A way to get buy-in, Complita said, is to "game-ify" that situation.

"Have a challenge among your masters and say, 'Hey, anyone who saves the most amount of fuel this month, or whatever, gets some kind of award," he said.

Bottom coatings can also achieve greater efficiency and, as a result, reduce emissions. A 2 percent or 5 percent reduction may not sound like a lot, Complita said.

"But that's a huge change," he said, later adding, "We really need to be looking at and implementing together these little, smaller steps to make changes now that add up over time."

MobileOps, Central Boat Rentals Announce Partnership

Central Boat Rentals Inc., a Berwick, La.-based provider of marine transportation services, recently announced a strategic partnership with MobileOps, a provider of operations management software for the maritime industry.

With an extensive fleet of marine vessels, barges, repair facilities and docks, Central Boat Rentals has been providing marine transportation services since 1967, primarily to companies exploring and producing natural gas and oil in the inland and offshore waters of Louisiana, Texas, Mississippi and Alabama.

Through this partnership, Central Boat Rentals will leverage MobileOps' software platform to enhance safety management, streamline maintenance processes, track credentials, manage crewing and more. The MobileOps product suite will help Central Boat Rentals optimize its operations, improve efficiency and ensure compliance with regulatory requirements.

"At Central Boat Rentals, our fleet has continued to grow to over 30 boats and 200 barges," said Mike Defelice, HSE director of Central Boat Rentals. "We have realized how essential it is to be able to track internal and external inspections, maintenance records, mariner credentials and Subchapter M-related documents across our fleet. MobileOps has given us the tools to do this so that we can continue to focus our time and attention on delivering unparalleled service to our customers."

"Central Boat Rentals is a leader in marine transportation, and we are honored to be their chosen partner," said Michael Armfield, CEO and cofounder of MobileOps. "By combining our software suite with their industry knowledge, we are poised to deliver transformative results and drive positive impact across their operations, and beyond."

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Teichman

(*Continued from Page 5*)

my brother, Kevin, and me in the early 1990s, and finally my nephew, Curtis, in 2022.

Donna would become an integral part of T&T's success. While Rudy was the "face," and admittedly the genius, Donna was the silent behind-the-scenes financial controller. It was through her careful accounting that Rudy had the capital needed to expand and improve throughout our history. Although there have been many influential women who have been mentors to me, it was Donna who taught me the quiet strength of influence.

Like many AWO member companies, we are still family-owned and -operated and, as AWO President and CEO Jennifer Carpenter recently observed, T&T "has that small company vibe." Working with family is not always easy, but it is the most rewarding. As anyone employed in a family-owned business knows, there are no job titles, just work that needs to get done! I think this "all hands on deck" mentality set the stage for my "all-in" engagement with AWO and its initiatives. T&T was able to take advantage of all the member benefits, and I would eventually be nominated for vice chairman due to this involvement.

T&T is a group of independent companies working cohesively to provide our clients with unparalleled support. T&T owns and operates a large assortment of equipment, providing a wide range of marine services around the world. With a number of locations in the United States and its territories, South America, Europe, Asia and Africa, T&T has strategically positioned offices and alliances across the globe to provide a full range of maritime services and emergency response solutions. T&T owns state-of-the-art portable equipment capable of being dispatched anywhere in the world on a moment's notice. The equipment is packaged so it can be easily transported by air, land or sea.

Kelly Teichman

WJ: *How has T&T's global operation shaped or informed your approach to your role with AWO?*

Teichman: T&T's work in this area has allowed me to gain a different perspective as well as insights into international initiatives and cultures. I believe that my early exposure to numerous aspects of the industry, coupled with the global awareness I gained from working at a company that operates internationally, gave me an appreciation for the many similarities and differences that make the industry unique, both in terms of challenges as well as the strengths.

WJ: *You have described the maritime industry as having a place for everyone and have highlighted the rising role of women in the maritime workforce. Can you discuss workforce challenges facing the industry? What are we doing well? What needs to be improved?*

Teichman: People are our most important asset.

Recruitment and retention are both challenges that have become increasingly apparent in all business sectors. AWO has established its Workforce Action Plan to address the barriers that impede companies' ability to recruit, retain and advance the next generation of mariners.

When I first started working with our inland towboats, most of our personnel were from farming areas, and we gradually started recruitment in inner cities. Today, traditional techniques are not sustainable to recruit future mariners. Social media content, especially when developed by current mariners, is the most effective tool for recruiting and for highlighting the benefits of our industry. The importance of getting our message to potential mariners is key for future recruitment—and this occurs by educating middle school and high school students on what the industry does and what it has to offer.

This recruitment also includes one segment of the population that has not typically considered the maritime industry as a viable career: women. Through increased education, including a strong focus on bringing females on board as mariners and shoreside personnel, more and more people are viewing the maritime industry as a viable career option. Are there opportunities for improvement in this area? Always.

As the industry looks to recruit new mariners, we also are focused on retention. This aspect of employment is as important as recruitment. Our industry strives to provide an inclusive and safe workplace and continues to offer positive pay scales, ability for promotion, use of advanced technology, flexibility and a host of benefits. Increasingly, we are challenged with the expectation for work/life balance, and we will continue to address this challenge given the nature of our business models and work environment.

As an industry, we are getting better at developing platforms attractive to potential mariners and getting the positive message out to a broad audience about our industry and its critical role in the American and global supply

chain. To further this, AWO has developed a platform to recognize our mariners and at the same time highlight what the industry has to offer. AWO created the American Waterways Honor and Excellence in Rescue Operations (or HERO) Awards to document and recognize rescues undertaken by AWO member company employees that demonstrate selflessness, skill and bravery, and that embody the safety culture of the American tugboat, towboat and barge industry.

WJ: *Speak a little more about safety and sustainability. How is safety culture a hallmark of the maritime industry? How do we continue to improve?*

Teichman: Safety and sustainability together are an important aspect (and foundation) of our industry and an area where AWO has had notable achievements, while always pursuing continuous improvement. The industry has shown its dedication to the health and safety of our personnel through our continued support of the Responsible Carrier Program as a condition of membership. The RCP, in turn, played a critical role in the development and adoption of Subchapter M, which was itself the product of close collaboration with the Coast Guard over many years through the Coast Guard-AWO Safety Partnership.

From its inception to today, there have been many changes to the RCP, but the underlying commitment and work product continue to evolve through the Safety Leadership Advisory Panel and its associated subcommittees, as well as the Safety Committees' annual meeting.

As I reflect on my introduction to the industry, it is safety that defined my initial participation with AWO. I had a lot to learn and a very limited amount of time to get up to speed on the most important job—keeping the T&T team safe. Thankfully, we are an industry that helps one another whether on the water or shoreside, and I had quite a few mentors who helped along the way.

WJ: *You've spoken about the importance of building a strong foundation. What gives the towboat and barge industry a strong foundation? What are some of your priorities as chairman of AWO?*

Teichman: In 1944 the American Waterways Operators was established and over time would incorporate other associations to become the tugboat, towboat and barge industry's advocate, resource and united voice for safe, sustainable and efficient transportation on America's waterways, oceans and coasts. AWO has continually built on our foundations of advocacy (a major focus of which includes defending and expanding support for the Jones Act), safety and member service to meet our mission statement and achieve our long-term goals and operating values.

On diversity of membership: geographic region, company size, services provided, operational areas, ownership types, weather challenges (ice, high/low water, inclement weather) all contribute the uniqueness of our industry and collectively create a vast network of opportunities for members to share experiences, challenges, lessons learned and even services. On the water, this allows for mariners to work together while maintaining their individuality as well as company "colors" to ensure safe and efficient transportation of commodities. In Washington D.C., or state capitals, this diversity allows policymakers to get a fuller picture of our workforce and the impact of our industry on the economy and the supply chain. Through our diversity of membership and the diversity of services offered by our affiliate members, we can tell the whole story of our role in moving the nation's commerce.

AWO's immediate past-chairman, Rick Iuliucci, stressed "Diversity of Thought" and his roots as a hawsepiper as part of his chairmanship. I also consider diversity of thought to be important and have the utmost respect for those who not only started on the deck but remember their foundation. Rick has become a mentor and friend, and as I approach my chairmanship, I realize diversity and respect can only be achieved by acknowledging different perspectives. My focus will be ensuring that diversity of thought continues to be prioritized and that there is a platform for all members to voice their questions, comments or concerns, no matter how large or small their company, what region they operate in or how forward-thinking the topic.

As AWO approaches the end of the current three-year cycle of its strategic plan, the board of directors can evaluate this plan and determine the metrics for the next three years with input from the membership. I encourage all members whether carrier or affiliate to become part of the process through participation at regional roundtables.

As we celebrate 80 years of American Waterways Operators, we also remember the generation 80 years ago that brought together "the land, air and sea forces of what became known as the largest amphibious invasion in military history" to begin the liberation of Europe, D-Day.

Military service has been a common theme (and foundation) within our industry both with mariners as well as two of our regulatory partners, the Army Corps of Engineers and the United States Coast Guard. Service, respect, honor, integrity and courage are

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Proactive Fall Protection Solutions Can Save Lives

By Philip Jacklin

Diversified Fall Protection

A commitment to worker safety is an effective way for an organization looking to protect its greatest asset—its people. It can also help attract the best talent, differentiate the organization from competitors and lower overall worker's compensation costs.

In a U.S. Bureau of Labor Statistics (BLS) report with data spanning 20182022, more than 1,000 people were fatally injured from falls or falling objects each year. In another BLS report covering FY 2021–2022, more than 1.3 million occupational injuries occurred due to slips, trips and falls. Most companies could greatly benefit from evaluating their current fall protection program and seeking methods and solutions to improve safety to ensure they do not further contribute to those statistics.

Knowing federal, state and industry-specific regulations is also important in order to maintain minimum legal compliance. For example, employers who have workers in shipyards must provide fall protection to employees exposed to a fall hazard of 5 feet or greater, per the OSHA 1910 standard. However, longshoring operations, defined by OSHA 1918 as "the loading, unloading, moving or handling of cargo, ship's stores, gear or any other materials, into, in, on or out of any vessel" are only subject to provide fall protection to workers exposed to falls of 8 feet or greater. Further safety requirements specific to the maritime industry are also detailed in the OSHA 1918 standard. Additionally, OSHA requires employers to provide information and training about workplace hazards and how to prevent them.

This article will highlight two incidents to learn what went wrong, how the worker was fatally injured and what actions, methods or solutions could have prevented these incidents. OSHA believes all fall injuries are preventable, and with the proper investment in proactive measures, they certainly can be avoided.

Overhead truss fall protection system installed at a marine terminal.
(Photo courtesy of Diversified Fall Protection)

Incident No. 1

A crane operator, two dump truck drivers and a laborer were unloading scrap steel from a barge moored to a floating dock. The crew was almost finished unloading the barge but had to reposition to finish the job. The crane operator instructed the two drivers to leave their trucks and release mooring lines so the barge could be moved forward along the dock. One driver went to the barge's bowside to loosen ropes and the other to the stern, but the second driver could not reach the barge. The second driver climbed atop a concrete barricade on the floating dock to try and mount the barge. As he attempted to pull himself onto the barge and grab the ropes, the barge began to drift away from the dock. This put the worker in a risky position where his hands were on the barge, but his feet were on the dock. The laborer was near the stern and attempted to grab the prone worker by his clothing but was unsuccessful, and the worker fell into the water head-first.

The driver was wearing a personal flotation device, but before a rescue could be accomplished, the barge drifted back toward the dock and pinned the victim. The crane operator reacted quickly to try and use the crane's grapple to move and hold the barge away from the victim. Unfortunately, the driver died as a result of being crushed

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FABICK CAT | Thompson Marine CAT | MUSTANG CAT | Puckett CAT | Louisiana CAT

Fall Protection

(*Continued from Page 18*)

by the barge.

This incident's victim was employed as a locomotive engineer and truck driver, not a skilled maritime worker. The task he was performing at the time of the accident was not one of his regularly assigned tasks. He had also received insufficient training in marine terminal operations five months before the incident occurred. Additionally, the employer failed to provide a safe means of access from the floating dock to the barge. The only ladder available on the site had been removed to avoid being damaged by a front-end loader.

A few proactive measures could have saved the life of this worker. Additional training should have been performed to ensure the worker was made aware of the unique risks associated with working in marine terminals. This training could have educated the worker that gangways or secured ladders should be used to access a barge and that climbing atop the concrete barricade was an unsafe practice. At the very least, the worker's training could have empowered him to recognize the hazard and request better means of accessing the barge before proceeding. Additionally, the removed ladder could have simply been moved to an area accessible to the unloading crew so they could use it when needed. In this case, the ladder could have provided the victim with a means to mount the barge when adjusting the mooring lines.

A davit arm system installed on this barge could have provided an overhead anchorage and a means to connect a personal fall arrest system for workers on nearby docks or floating docks. At the very least, it could prevent workers from accidentally falling into the water, thus make their rescue much easier. In the case of this incident, it would have prevented the victim from being crushed by the barge. With the use of a self-retracting lifeline (SRL), the victim likely would not have fallen far enough to be submerged at all and could have avoided being pinned between the barge and floating dock.

Incident No. 2

A crew of longshoremen and their supervisors were working to unload boxes of frozen fish onto a tramper vessel from two catcher/processor vessels rafted to the sides of the tramper. After completing an exhausting 10-hour shift, three longshoremen prepared to take the tugboat back to shore. On these specific vessels, the typical method of exiting the tramper was a Jacob's ladder placed over one side of the vessel. But with the two fishing vessels rafted to the side of the tramper, the crew had to prepare a 20-foot single-rope, rung-style Jacob's ladder on the tramper's stern. The ladder was not secured at the bottom, and there was only one deckhand aboard the tugboat attempting to hold the bottom of the ladder in place while the crew began their descent. Strong winds and high waves were rocking the vessel, making it even more difficult to hold the Jacob's ladder steady.

The first of the three longshoremen successfully descended the ladder onto the tugboat. However, the second crew member paused approximately 5 feet into his descent. The longshoreman froze, began shaking and told the crew he did not think he could continue. Another longshoreman tried talking to him to calm his nerves and convince him to finish the descent, but the victim fell backward off the ladder and struck his head on the housing of the tugboat's wheelhouse before landing on deck. The victim unfortunately died from his injuries.

In this incident, the supervisors or workers present should have taken the time to construct an OSHA-compliant Jacob's ladder before descending onto the tugboat, at the very least. OSHA 1918.23(a) states "Jacob's ladders shall be of the double rung or flat tread type [wood steps]." Additionally, the Jacob's ladder was not secured to the tugboat. A properly secured and more stable Jacob's ladder could have prevented the worker from feeling uneasy about the climb and pausing during descent.

Furthermore, fall protection controls and equipment like Jacob's ladders are only as effective as their construction. This incident is another example of, if solutions were present to provide crew members with anchor points to connect fall protection systems, they could more safely climb on and off their vessel with control measures to mitigate the risk of falling. Many davit arm systems are removable and only require flush-mount bases to hold the system when needed. With multiple bases installed, these portable systems can provide crews with multiple options for overhead tie-off in case their normal means of disembarking from the vessel are compromised. For this incident, one could make the case that if a system like this were present, nothing else in the scenario would have to change (even if the non-compliant Jacob's ladder was still used), and an SRL would have arrested the victim's fall.

Overhead Truss Systems

In both incidents, the addition of overhead truss fall protection systems could have provided overhead anchorage options for those workers attempting to disembark or reach the barge. If the victims in the incidents were tied into an overhead truss system, both

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Louisiana Governor Has Aggressive Port, Waterways Agenda

By David Murray

Louisiana Gov. Jeff Landry signed a bill on June 11 to enact a key part of his aggressive economic development agenda for his state—a plan in which a revamp of ports and waterways policy plays a big role. Landry's agenda aims to leverage the experience of private industry players to "operate at the speed of business" and overcome what he has portrayed as a tangle of siloed agencies and authorities, pointless port rivalries and bureaucratic deadlock. Landry has called for a more coordinated, better focused statewide economic development policy.

The new law, SB 494, titled "Positioning Louisiana to Win," modernizes the organizational structure of Louisiana Economic Development (LED) so it can better attract new business and more effectively support businesses already invested in the state, according to the governor. On the same day, LED's secretary, Susan B. Bourgeois, announced her senior leadership team, which adds extensive private sector, economic development and change management experience at a pivotal moment in the agency's history.

"Today, we signed bills into law that will open Louisiana's economy and bring about much-needed government reform," Landry's office posted on Facebook. "I appreciate the legislators and stakeholders who made this possible! We are on the path to making Louisiana a state as good as her people!"

SB 494 establishes a private sector-led board—the Louisiana Economic Development Partnership (LEDP)—to craft an economic development strategic plan and advise on policies, programs and initiatives that promote economic growth in the state. The law eliminates the former statutory requirement that the governor appoint an assistant secretary and undersecretary.

Message of Change

On April 24, James "J.T." Hannan, Landry's representative and southeast director for governmental affairs, delivered a blunt message to attendees at the Greater New Orleans Barge Fleeting Association's River and Marine Industry Seminar: "The status quo for ports and waterways in this state is not working." He said Landry's intention was to change it.

Landry was elected governor in October 2023 when he received 51 percent of the vote in a crowded open primary field of 14 candidates. Landry got his start in public service as a police officer in the Village of Parks. He later served as a member of Congress, representint St. Martinville, and as the state's attorney general. He took the oath of office as the state's 57th governor in January.

Transition Councils

Landry appointed 14 transitional councils to develop and guide various parts of his agenda. Many were staffed by current or former members of the barge industry and waterways community. Shane Guidry, chairman of the board and CEO for HIM Corporation, chaired Landry's transition committee. Guidry is the third generation in his family to lead Harvey Gulf and has been the CEO of the company since 1997.

The Council for Economic Development and Fiscal Policy was led by Bollinger Shipyards CEO Ben Bordelon. Another council for New Orleans was led by former Bollinger CEO Boysie Bollinger. Marc Hebert, a maritime attorney with Jones Walker and a co-organizer of the GNOBFA seminar, served on the Infrastructure Council, along with other industry leaders, and Hebert was also the team lead for the council's Multimodal Team, which included ports and waterways. "Louisiana's ports were a major topic of discussion" in several other councils as well, Hannan said.

Infrastructure And Ports Agenda

Each of the advisory councils released agendas in January just before Landry's inaugural speech. The Infrastructure Transition Council's statement said, "The council believes there is a need for revolutionary change to modernize [the Louisiana Department of Transportation and Development] into a more agile and responsive agency led by a dynamic and aggressive secretary closely aligned with the governor's stated vision that the status quo is unacceptable."

Among the list of 13 action items the Infrastructure Council recommended are the following:

- Replace the five outdated movable bridges operated by DOTD on the Gulf Intracoastal Waterway (GIWW). These bridges have been identified as "most critical/in need of replacement" to facilitate safe and efficient inland maritime transportation and storm evacuation.
- Establish an advisory task force that includes the DOTD's bridges office, the Louisiana Association of Waterways Operators, the Gulf Intra-

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Gov. Agenda

(CONTINUED FROM PAGE 21)

coastal Canal Association and the local DOTD offices—including the U.S. Coast Guard and the Army Corps of Engineers in an advisory capacity—to develop a strategic plan within 45 days for maintenance and bridge replacement.

• Establish a "one-stop shop" for all permits. This state "czar" should define exact requirements and institute timelines before projects start.

• Retain and fully fund the current Port Priority Program for small and non-deep-draft ports.

• Establish a Port Advisory Committee (PAC).

• Mandate the PAC to develop a Port Strategic Plan (PSP) to submit to the PMC commissioner and meet at least semi-annually to approve the strategic plan and make annual updates, with approval by no less than a two-thirds vote.

• Set a goal of increasing state port funding from $40 million per year to $150 million per year, with $100 million for the six deep-draft ports and $50 million for other ports.

• Immediately take steps to install navigational safety aids on Lower Mississippi River bridges. This likely refers to, among other things, air gap sensors, the installation of which has been a longtime priority for Mississippi River pilots. Only two of the six bridges between New Orleans and Baton Rouge have NOAA P.O.R.T.S. Real Time Air Gap Sensors.

Port NOLA

(CONTINUED FROM PAGE 5)

"The legislature's backing of infrastructure funding to support the Louisiana International Terminal builds upon commitments of more than $1.1 billion from the federal government and private sector," said Julia Fisher-Cormier, commissioner of the Louisiana Office of Multimodal Commerce. "These are the type of public investments Louisiana must make to transform our trade-based economy and secure our position as a future leader of global trade."

LIT, which carries a price tag of $1.8 billion, will be located 17 miles below the Crescent City Connection bridge, which poses air draft restrictions for vessels calling on Port NOLA's upriver terminals, including its existing Napoleon Avenue Container Terminal. LIT will have no such air draft restrictions.

The port, which is in the midst of the federal permitting process for LIT, expects construction on the project to get underway in 2025, with the first phase of the terminal coming online in 2028. By 2050, the terminal is expected to account for 32,000 new jobs nationwide, with more than 18,000 of those in Louisiana and 4,300 in St. Bernard Parish. The port expects LIT to generate more than $1 billion in new state and local tax revenue.

"Louisiana lawmakers have clearly spoken with this legislation, which will help build one of the state's most critical transportation assets—the Louisiana International Terminal," said Michael Hecht, president and CEO of Greater New Orleans Inc. "Not only will this project generate thousands of jobs and millions of dollars in tax revenues. It will ensure that Louisiana continues to lead in international trade, its raison d'être."

Besides the $230.5 million commitment from the state, LIT has garnered $300 million in federal funding and an $800 million commitment from New Jersey-based Ports America and MSC's Terminal Investment Limited. The port has also committed $500 million of its own funding for the project.

A rendering of the planned Louisiana International Terminal. *(Courtesy of Port NOLA)*

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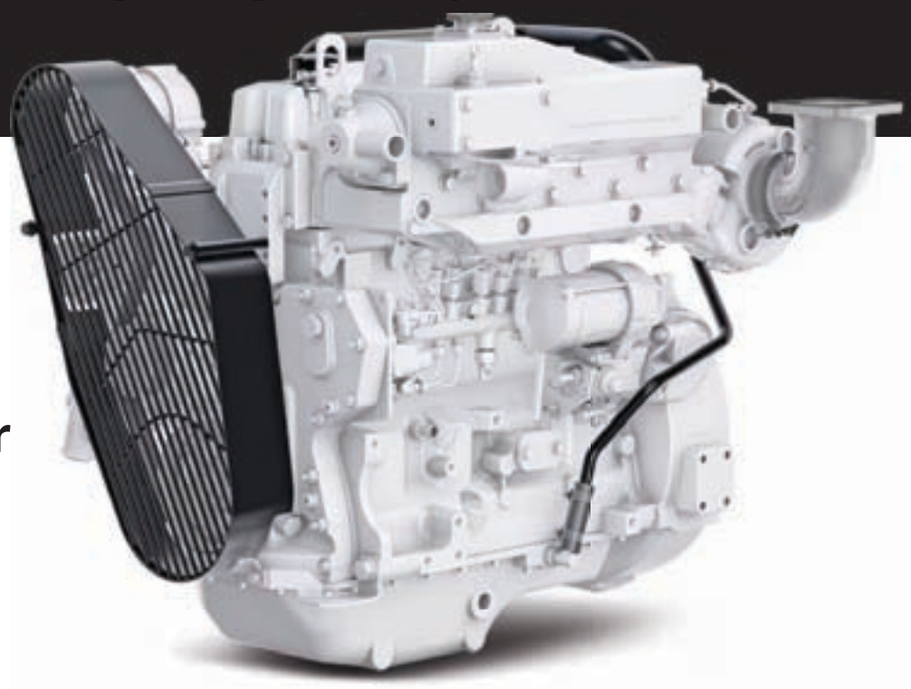

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Testing Underway On Great Lakes Voyage Information System

By Christi Kleiner

In a joint effort between the Canadian St. Lawrence Seaway Management Corporation (SLSMC) and the U.S. Great Lakes St. Lawrence Seaway Development Corporation (GLS), testing is now underway on a new navigation and scheduling system called the Voyage Information System (or VIS) that will utilize the power of artificial intelligence (AI).

Since opening in 1959, the Great Lakes St. Lawrence Seaway System has remained a vital mode of maritime transportation for the movement of goods between North America and international markets, moving more than 2.5 billion metric tons of cargo, with an estimated value of $375 billion. Hundreds of commercial vessels from more than 50 countries make 3,000 to 4,000 transits each year on the system.

G3 Marquis at Welland Canal *(Photo by Bill Salton Photography)*

How It Developed

Over the last 66 navigation seasons, the system has seen significant transformations in infrastructure and technological advancements, all aimed at creating a more efficient and streamlined supply chain corridor. The St. Lawrence Seaway became the first waterway in North America to introduce Automatic Identification System (AIS) technology for vessel traffic management and shore-to-shore communication. Within the last decade, modernization of the locks and bridges on the waterway led to remote operations, hands-free mooring and redesigned traffic control centers.

"Artificial intelligence wasn't a topic when we started these modernization projects, but in 2021, as technology evolved, we began looking into what more we could do, and AI became a topic of conversation," said Jack Meloche, general manager of marine information systems for the SLSMC.

In 2022 a team was put together to research the capabilities of AI, along with the formation of budgets and funding for the bi-national project. In early 2023, the joint venture between the Canadian and U.S. agencies operating on the Great Lakes St. Lawrence Seaway System started the process of creating a data sharing program that will include the carriers, shippers, pilotage authorities, ports, terminals, ship agents or agencies and the Canadian and U.S. Coast Guards. Meloche said this program will go through multiple versions over the next several years. He hopes that by 2027 most stakeholders doing business on the system will have provided data exchange processes and be utilizing the new system as a support for their operations.

What Is VIS?

Meloche said the VIS is an algorithm and connectivity platform that can connect all stakeholders, both external and internal, on the Great Lakes St. Lawrence Seaway System.

The VIS has two functions—to serve as an all-encompassing platform for external stakeholders, from ports to carriers, where they will be able to access information on locks, bridges and canals within the Seaway System. At the same time, staff in the traffic control centers can use the platform internally to improve maritime traffic management efficiency on the seaway.

Meloche said the system is being built mostly through data sharing and application programming interface (API). An API is a set of protocols that enables software applications to exchange data and communicate with each other. Travel booking sites, rideshare apps, Google Maps and PayPal all use APIs for actions like payments, reservations and locations. Meloche said not all stakeholders currently have APIs.

"We don't want to be a burden or create extra costs to users and stakeholders," he said. "Through our conversations we can see what information ports, terminals or carriers have and how that data can be utilized within the VIS."

There are currently five stakeholders testing the VIS, two oceanfront companies and three inland companies. Meloche hopes their input and data sharing will be able to improve the system from version 1.0 to 1.1 by early this summer. By then, the goal is to have other stakeholders involved who want to participate and possibly have version 1.2 up and running for the 2025 navigation season.

Some of the third parties helping to build the AI platform are companies already involved in AI and in the marine industry. The Volpe Center, a division of the U.S. Department of Transportation, provides multimodal transportation expertise. The Volpe Center created the connectivity program the U.S. airline industry uses and has provided transportation support for more than 50 years. Halifax-based Global Spatial Technology Solutions (GSTS), which has helped build ETA schedules for CSL and the Port of Montreal, creates AI platforms for the maritime industry. Spiria, a firm specializing in website design and user experience, is also working on the VIS. Meloche said the advanced graphics will eventually allow vessels to add certain layers like weather radar over the top of the system graphics, allowing them to see what the weather will be as they travel the seaway. Both the U.S and Canadian Coast Guards are working on e-navigation, new standards on water levels, surface currents and electronic buoys, so these types of maps may also be available to users in the future.

Northern Spirit *(Photo courtesy of McKeil Marine)*

What It Can Become

Over the last few months, Meloche and his team have been meeting with a variety of stakeholders, including ports, terminals, representatives from the Soo Locks and the U.S. Army Corps of Engineers to show them how they can utilize VIS for traffic management.

"We are going to look to see if we can expand some of our data points," Meloche said. "We want to build something that everyone sees value in. Down the line, we might be able to create a transit for a ship leaving the Port of Thunder Bay, for example, and provide an expected arrival time at a lock, such as the Soo Locks."

Once the system is available and a stakeholder has access to the VIS, the information they can see depends on their role in the industry. For example, carriers will only be able to see specific route details related to their vessels, not a competitor.

"If you are a carrier, you can see details for your ships, as well as lock schedules, vessel speeds and ETAs at seaway structures," Meloche said. "But, if you click on a competitor's ship you will see the basic information that the AIS transponder is giving out, nothing more."

Benefits To The Seaway

Meloche believes all stakeholders can benefit from the VIS. Ports will be able to keep track of ships coming in and out and the type of cargo is being unloaded or loaded. Carriers and ship captains will see how many vessels are waiting in line at a lock and possibly decide to slow down to save fuel.

"This is our way to validate what AI can do for traffic planning on the seaway," he said. "Our plan is to build in more information over time. AI is a planning tool. We will be able to see in real time where the congestion is on the seaway."

Meloche said the creation of the system continues to evolve.

"AI wasn't part of the discussion when we started modernizing the seaway seven or eight years ago," he said. "And we have no idea what type of technology will exist three years from now."

Meloche pointed out that the maritime world is conservative, so just building the connectivity platform is a big step toward embracing what technology can do for the industry.

"We have many stakeholders that see the need to move forward," he said. "We need to be at the forefront, not the backend, of this new technology."

Memphis Engineer District Christens Drydock Manley

The Memphis Engineer District christened its newest drydock April 2 at the Ensley Engineer Yard.

The 1,000-ton-capacity drydock is 168 feet long with a 77-foot beam and a draft of 4.5 feet. It was constructed at Conrad Shipyard in Morgan City, La., and arrived at Ensley on December 15, 2023.

The new drydock is named Manley, in honor of Billy Manley, a former yards and docks chief for the Memphis before he died in 2020.

Before joining the Memphis District in 2014, Manley served in the U.S. Army for more than 25 years and the U.S. Army Reserves for another 27. He started as a supervisor at Ensley before his promotion to yards and docks chief in 2015.

"It was an honor to have known Billy for the few years we spent at Ensley together," Operations Division Chief Andrea Williams said. "I selected Billy as chief of yards and docks in 2014 because of his technical and supervisory acumen. In doing so, I gained a great work partner and friend."

Manley was fun to work with, Williams said. "He made me buy a truckable towboat that we unofficially named the SS Manley because he would tool around in it while also supervising drydock operations and using it to push a single barge from one end of the string-out to the other."

Teresa Manley christens the drydock Manley, named for her late husband Billy Manley, who was yards and docks chief for the Ensley Engineer Yard. *(Photo by Vance Harris/Memphis Engineer District)*

Williams learned of Manley's passing while deployed in Afghanistan and remembers thinking about how his family, the Corps of Engineers and the Ensley Engineer Yard team had all suffered a significant loss that day.

"So, when I returned to Ensley and the opportunity to name our newest drydock presented itself, we all agreed unanimously that it should be the called Dry Dock Manley, in honor of our friend and co-worker, Mr. Billy Eugene Manley," Williams said.

Family members of Billy Manley pose in front of the newly christened drydock Manley at the Ensley Engineer Yard. *(Photo by Vance Harris/Memphis Engineer District)*

More than 80 people attended the christening, including several members of Manley's family, his friends and district employees.

Manley's wife, Teresa Manley, broke a bottle of champagne on the drydock to christen it. Memphis District Commander Col. Brian Sawser then directed the drydock into service to Dennis Lewis, the current chief of yards and docks.

Ensley Engineer Yard professionals use drydock structures approximately 310 days a year to repair and maintain marine vessels belonging to the Memphis District, its sister districts and partner agencies.

CARB DPF

(Continued from Page 5)

vocacy for AWO, said in his testimony to the committee:

"We are asking that before [DPFs] are required to be installed that a standard safety process is followed. Whenever new equipment is installed on a vessel, a third-party auditor vets the product to ensure it is safe and will not catch fire under duress. For whatever reason, CARB has bypassed these safety experts."

Burleson added, "In our 80-year history, our trade association has never asked a legislature to intervene to protect lives on board a vessel, but that is what is needed because CARB did not act before, and we do not expect them to prioritize mariner and workplace safety in the future."

Members of the California federal delegation, led by U.S. Rep. Michelle Steel, expressed their concern at the Commercial Harbor Craft Rule updates, and a joint letter from maritime unions supported AB 1122 to fix the rule. The California Labor Federation has also pledged its support.

Next, the bill is supposed to go to the Senate Environmental Quality Committee.

Ill. Port District Applies For $85 Million In Federal Grants

Pursuing a broad transformation of its facilities, administrators with the Illinois International Port District (IIPD) and Advanced Energy Group (AEG) announced on June 3 their grant submission for an estimated $85 million project, funded primarily by Clean Port Program funding available through the U.S. Environmental Protection Agency. AEG provided assistance in drafting the grant application. The IIPD is an Illinois municipal corporation created to promote the shipment of cargoes and commerce through its nearly 2,000 acres of industrial and recreational land on Chicago's southeast side. The IIPD contributes more than $700 million to the economy per year through its ship and rail ports.

The application, completed through a collaborative partnership with the Illinois Environmental Protection Agency and Canadian Pacific Kansas City Railroad, would fund the installation of solar panels on warehouse roofs throughout the port. It would also finance the construction of battery charging and storage centers for electric-powered equipment such as forklifts and cranes.

The IIPD is partnering with Zeem Solutions, a leading provider and operator of fleet charging infrastructure, to bring electric trucks and charging to the port, effectively creating an e-truck corridor through Illinois.

Hydrogen Infrastructure

Hydrogen storage would also be installed for fueling and use by rail locomotives in a further effort to reduce pollution and improve air quality.

"Receiving this grant would be transformational for the port and the city of Chicago's southeast-side neighborhoods and the region," said Erik Varela, executive director of the IIPD. "Other ports across the United States, including here in the Great Lakes, are seeing positive results by pursuing green technology. This grant, combined with our efforts to become more sustainable, will help continue the tradition of being the best, and one day greenest, multimodal port in North America."

With this work, IIPD continues its strides toward reducing its environmental footprint, as outlined in its first-ever master plan.

"This work is imperative to not only our operations, but to our planet," said Ivan Solis, chairman of the IIPD board of directors. "We share the EPA's vision for an emission-free port and know this additional funding will help make it happen." Port leaders have also partnered with the Nature Conservancy and Wetlands Initiative to focus on a $3 million conservation project to restore Square Marsh, a 137-acre-open water area within the port. A study, in partnership with the Delta Institute, will investigate installation of stormwater mitigation wetlands in Lake Calumet. The IIPD is developing a climate and resiliency plan, funded by a Statewide Planning and Research Grant from the Illinois Department of Transportation.

Fall Protection

(Continued from Page 20)

of their falls would have been arrested, and their fatalities could have been prevented. These systems require permanent infrastructure to install, and marine terminal stations would have to control where boats dock to ensure they are within range of the system. However, most people would agree that when worker safety is the goal, minor adjustments to established procedures are more than worth the effort.

Conclusion

When it comes to hazards in the workplace, statistics prove that falls from heights can be expected. A proactive safety and fall protection program seeks to prevent falls from occurring and users from being exposed to potential falls. Disembarking vessels, securing mooring lines on nearby floating docks or any task that could subject workers to falling into nearby water can be mitigated by incorporating proactive fall protection solutions.

The United States Department of Labor guarantees maritime and longshore workers the right to a workplace that does not expose them to risk of injury or death. Companies like Diversified Fall Protection can assist organizations and business owners in creating a safer workplace by assessing docks, vessels or any maritime work site to identify solutions that can prevent falls from occurring in the future. Together, we can decrease the severity of incidents like the ones mentioned in this article and potentially save lives.

Philip Jacklin is continuing education program manager for Diversified Fall Protection.

The Heroes Of D-Day: The Importance And Role Of LST Ships In Victory

By William Kay Jr.
Special To The Waterways Journal

During the first week of June, the thoughts of many turned toward the pivotal events surrounding D-Day, June 6, 1944, the beginning of the end of World War II. This year, the reverence and honor were amplified by the realization that Americans and the world could reflect on the 80th anniversary of that seminal moment. Memories of the events of that day are quickly passing into history, as the last of the men who remember the bravery and courage of their fellow soldiers are approaching the century mark in age, with some having already celebrated their 100th birthdays.

One group on the inland waterways that continues to honor this important history is the USS LST Ship Memorial Inc., a 501(c)3 that aims to educate its visitors regarding the role of the LST in World War II, Korea and Vietnam.

LST-325 at Omaha Beach. *(Photos courtesy of PTL Marine)*

LST stands for Landing Ship, Tank. These amphibious vessels were designed to land battle-ready tanks, troops and supplies directly onto enemy shores and were first developed during World War II. Ships of this type proved to be enormously useful because the shallow draft, bow doors and ramps enabled amphibious assaults on almost any beach.

LST with amphibious tanks.

The LST-325, now homeported at Evansville, Ind., is the last remaining fully functioning LST in the country.

On June 6, 1944, the LST-325 was part of the largest armada in history by participating in the Normandy landings at Omaha Beach. It is believed to have arrived on the beach on June 7, mere hours after 2,501 Americans died in battle. It carried 59 vehicles, 30 officers and a total of 396 enlisted men on that first trip.

The LST-325 stands alone in the history of this unique class of vessel. "Our military leadership knew how important the LST would be in the success of Operation Overlord, its codename, and what became known as the largest amphibious invasion in military history," said Chris Donahue, vice president of USS LST Ship Memorial Inc.

Among the Navy's inventory of ships, the LST was known to be the only vessel that could carry large numbers of heavy trucks and tanks and land them on a hostile beach. "The Allied forces weren't ready with enough LSTs in early May of 1944 believed to meet the need, so this vessel changed the course of history as to when D-Day would actually occur," Donahue continued.

The PTL Marine team members at its Memphis location had a very special customer in April of this year, when the USS LST-325 dropped in for a fuel delivery.

"It was an amazing honor to work with the current crew of the LST-325 to get her fueled up," said Travis London, PTL Marine operations manager-Memphis, "especially since we're all remembering the bravery that this vessel witnessed on D-Day, 80 years ago this year."

The USS LST-325 is open for tours seasonally throughout the year in Evansville. Donahue, who has spent 18 years of weekends volunteering to take legions of visitors through the historic vessel, proudly points out that the shipyard in Evansville built more LSTs (167) than any other American shipyard. "In many ways, she's home when she docks here, even though the 325 was actually built in Philadelphia," he said. "We're extremely proud that of the 229 LSTs built for D-Day, the LST-325 is the only one in its original configuration that sails under its own power. She's a beautiful floating and traveling museum," Donahue added.

The LST-325 leaves port in the early fall to sail the nation's inland rivers. Its crew of volunteers shares the history of these incredible vessels, the men and women who built them and those who served on them. The popular attraction is a moving target in the summer and a huge draw wherever it docks locally. This summer the LST-325 will travel to meet visitors in Pittsburgh, Pa.; Wheeling, W.Va.; and Marietta, Ohio.

For more information on the opportunity to visit the LST-325 at any of its destinations or its home port in Evansville, Ind., please visit the LST-325 website at www.lstmemorial.org.

Washington

(*Continued from Page 5*)

icates are the second-most common reason for additional information needed found in MMC applications.

Other key takeaways on the program can be found at www.dco.uscg.mil/national_maritime_center under announcements.

Ballast Water Record-Keeping

The Coast Guard is seeking public comments about record-keeping and reporting procedures required under its ballast water regulations issued in 2012 and 2015 and the monitoring, record-keeping and reporting required under the Environmental Protection Agency (EPA) 2013 Vessel General Permit (VGP).

Due by July 22, the comments are to be used to evaluate new and updated solutions that inform data-driven policymaking, reduce the reporting and record-keeping burden on industry and confirm environmental compliance.

Comments may be submitted at www.regulations.gov by using Docket No. USCG-2024-0046.

For additional information, contact Joseph Adamson at 206-836-3831 or CG-OES@uscg.mil.

Marine Engineering Standards

The Coast Guard is updating its marine engineering standards that are incorporated by reference and eliminating outdated or unnecessarily prescriptive regulations in the Code of Federal Regulations.

Effective September 10, the final rule will be consistent with the standards currently used by industry and support the Coast Guard's maritime safety mission.

Documents can be viewed at www.regulations.gov under Docket No. USCG–2020–0634.

This rule incorporates by reference updated marine engineering standards in Title 46 of the Code of Federal Regulations (CFR) subchapter F, including standards for boilers, pressure vessels, auxiliary machinery, piping, valves and fittings for various types of vessels.

The rule also adds a limited number of alternative standards and eliminates outdated or unnecessarily prescriptive regulations.

For additional information, contact Thane Gilman at 202-372-1383 or thane.gilman@ uscg.mil.

Autonomous Systems

The Coast Guard Office of Commercial Vessel Compliance (CG-CVC) published Change 1 of CG-CVC Policy Letter 22-01 Change 1 updating Guidelines for Human-Supervised Testing of Remote Controlled and Autonomous Systems on Vessels.

According to the Coast Guard, the policy letter provides direction and guidance to Officers in Charge, Marine Inspection (OCMI) and Captains of the Port (COTP) in response to industry requests seeking to test remote control and autonomous systems on vessels.

The letter is also designed to streamline the process for OCMIs/COTPs to address requests to test remote control and autonomous systems on vessels and to promote consistency across the Coast Guard.

"The implementation of new technology on vessels has the potential to increase efficiencies and reduce accidents on vessels and the greater Marine Transportation System (MTS), but also introduces new safety risks and security challenges in the MTS," the Coast Guard stated.

The policy letter is accessible on the Office of Commercial Vessel Compliance website.

Questions concerning this policy should be directed to CG-CVC@uscg.mil.

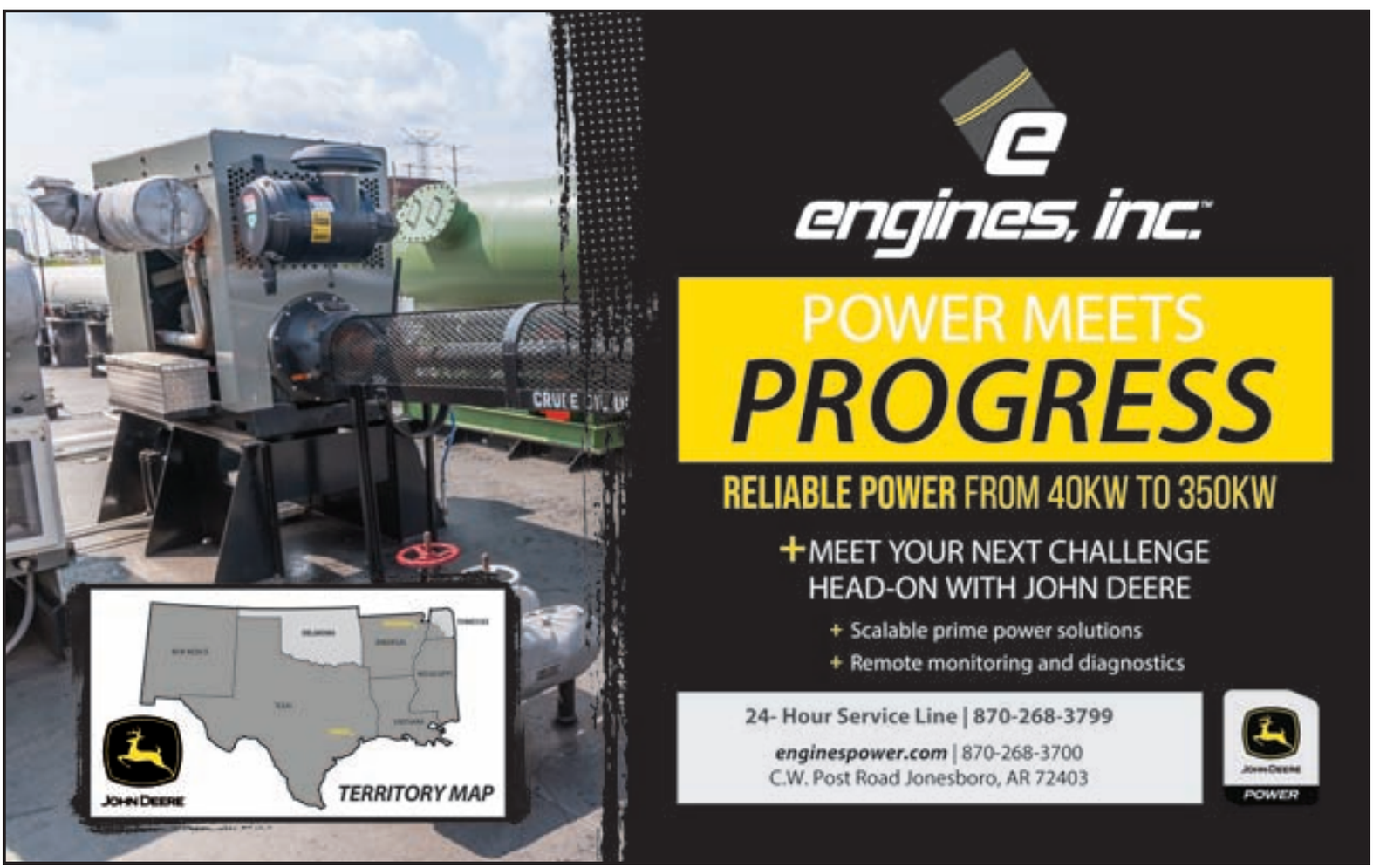
Cargo Bureau MOU

The Coast Guard has signed an updated Memorandum of Understanding (MOU) with the National Cargo Bureau (NCB) that reaffirmed their longstanding relationship focused on the safety of hazardous material shipments through ports and at sea.

Rear Adm. Wayne Arguin, the assistant commandant for Prevention Policy, and NCB President Ian Lennard signed the MOU May 8 at Coast Guard Headquarters in Washington, D.C.

According to the Coast Guard, the updated MOU continues to encourage port-level coordination between the Coast Guard and NCB while adding new responsibilities for sharing trend analysis and other information that can aid risk-based container targeting efforts and investigations.

The full MOU can be found at dco.uscg.mil/Portals/9/CG-FAC/Documents/MOU USCG-NCB.pdf?ver=Lny7XhQ7wdpXSNKGcAU_Yw%3d%3d. (See this story on www.waterwaysjournal.net for a clickable link.)



Coast Guard

(*Continued from Page 5*)

on Investigations, OFA "was not disclosed to Congress or otherwise made public until June 2023." According to a September 2023 letter from the subcommittee to Coast Guard Commandant Adm. Linda Fagan, OFA "ultimately determined that during the years reviewed, dozens of allegations of sexual assault at the Academy—implicating 43 individuals—were not properly handled."

In his opening remarks during the June 11 hearing, subcommittee chairman Sen. Richard Blumenthal (D-Conn.) shared an internal memo that listed pros and cons of making OFA public.

"In deciding to keep Operation Fouled Anchor out of the public view, the Coast Guard leaders believed, as these handwritten notes on documents obtained by this subcommittee show, that, in fact, the problem was 'one of the past,'" Blumenthal said.

Blumenthal argued that the problem remains.

"What we know from Operation Fouled Anchor and the way that it was concealed is that our investigation has shown a deep moral rot within the Coast Guard now," he said, "one that prioritizes cronyism over accountability, silence over survivors. And the whistleblowers who came to us just six months ago and testified before us describe that culture of cover up that led to their cases being dismissed or degraded or disregarded or treated as trivial administrative matters."

In her opening statement, Fagan said the Coast Guard is striving to provide members the "workplace culture they expect and deserve."

Operation Fouled Anchor, Fagan said, "began to reveal that in some places throughout our service, we failed to ensure a culture that is safe for all, where every member feels connected, supported and free from harm."

Fagan admitted that she's heard people "in and out of government" state that "this kind of thing happens all across society."

"And my response to that is it is unacceptable," Fagan said. "Not in my Coast Guard. Sexual assault and sexual harassment are crimes that harm our members, and it is not who we are."

Fagan further acknowledged the error of the Coast Guard withholding Operation Fouled Anchor from members of Congress and the public.

"Our failure to share the report with Congress was a mistake that prevented appropriate oversight and further eroded trust," she said. "This subcommittee and others, as well as the inspector general, are investigating the Coast Guard's handling of the report. We continue to cooperate with these investigations. We've devoted significant resources and have been fully responsive to the subcommittee."

Fagan drew the ire of Blumenthal and ranking member Ron Johnson (R-Wis.) for the agency's responsiveness to record requests. Fagan said the Coast Guard "conducted the broadest possible sweep of records, reviewing nearly 2 million pages, and all responsive documents have been provided to this committee."

Johnson, in his opening statements, flipped through a packet of documents, much of which had been redacted prior to delivery. He also questioned why the Coast Guard had failed to provide the initial OFA report, which was 11 pages, rather than just the six-page final report.

"When can we expect to see the original draft, the 11-page initial draft, of the report?" Johnson said.

"I continue to work with my general counsel and am taking advice with regard to—" Fagan began.

"What excuse would be given to not turn over the initial draft of the report, if you want to be fully transparent?" Johnson asked.

"I continue to work in good faith with the committee to provide documents and will provide—" Fagan said.

"Good faith is always the excuse you hear," Johnson said.

Blumenthal criticized the Coast Guard for a June 10 "document dump" that afforded little time for review.

"I refer to it as a document dump because 1,000 pages of documents were provided in a form that is very difficult to decipher and interpret," he said.

When asked about publicizing an ongoing inspector general investigation, Fagan said she was committed to the process.

"I commit to continuing to support and work with the IG process and then will divulge information to the fullest extent that I am allowed—" she began.

"You can't commit to making anything public right now?" Blumenthal said.

"I'm working in full support of the IG committee," Fagan said. "I want that information. I want those insights. I want it to be public."

Fagan later admitted she had not yet read Norenberg's statement. Blumenthal challenged Fagan to not only read it but to meet with Norenberg as well.

"And as I said before, what's required of the Coast Guard at this moment is an unsparing commitment to truth telling," he said. "Following the facts and the evidence wherever they lead, even if they are embarrassing to former members of Coast Guard or present members. That is what serves the interests of the nation as well as the Coast Guard."

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Laborde Products Opens New Operational Facility In Paducah

Covington, La.-based Laborde Products has announced the opening of its newest operational facility in Paducah, Ky.

"This strategic move enhances our capacity to provide parts and service support for Mitsubishi engines and other power products to the upriver market, while solidifying our commitment to inland river waterways," the company said in the announcement.

Laborde said the new Paducah operational facility marks a significant milestone in the company's mission to boost customer satisfaction and operational efficiency, with faster response times, improved accessibility and a more robust supply chain for operators.

"We are excited to open our new facility in Paducah," said Brian Laborde, president and CEO of Laborde Products. "This expansion underscores our dedication to meeting the growing needs of markets along inland river waterways. Our new location will significantly enhance our ability to provide timely and efficient service and parts support, reinforcing our commitment to excellence in the marine engine industry."

The Paducah office will serve as a central hub for parts distribution, technical support and service coordination, supporting Mitsubishi engines and other Laborde power products.

"With this new office, Laborde Products continues to expand its regional presence and capabilities, offering unparalleled support to our customers," the company said. "We look forward to delivering the same dedication and excellence that have defined Laborde Products for years."

The company is currently hiring personnel and plans to hold a grand opening in the near future.

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Teichman

(*Continued from Page 17*)

values that the industry exemplifies.

It is also interesting to note that during World War II, women were exposed to the workplace and increased their earning power when they were called to fill the employment void left by departing soldiers. Maybe it is fate, maybe coincidence, or maybe just plain luck that I would be the first female AWO chairman during this time, when we commemorate 80 years since the defining military campaign of that era—a time that was also a defining moment for women in the American workplace. As a student of history, I have to acknowledge the significance as well as the responsibility to females both in the industry today and those to come.

AWO's 80th anniversary year is a year in which to be proud of the organization's many achievements in pursuit of our vision since 1944. I'm very much looking forward to working with all our members in building tomorrow's legacy.

Wooden Boat

(*Continued from Page 34*)

from the Kanawha River to Cincinnati and Louisville. Capt. Homer Varian was long the Fleischmann's master, and Capts. William D. Curry, Loyal Wright and Tom Woodward also served aboard it. It sank after striking a rock at Beech Hill, Kanawha River, on July 27, 1930, but it was successfully raised and returned to service. In late fall 1935 it made a trip to Pittsburgh with Capts. Tom Woodward and George T. Hamilton manning the "knowledge box" and may have gone up the Monongahela as far as Clairton, Pa. In November 1936, the wheel shaft broke at Point Pleasant, and it was replaced with one that came from the retired W.K. Field (T2577, WJ January 23, 2023).

At 6:30 a.m. on March 21, 1945, the Fleischmann was upbound with an empty tow on the Ohio River and running close to the Ohio shore opposite Catlettsburg, Ky. Near Mile 319 it struck a new intake pier, causing the boat to capsize. The crew at the time included Capt. Moten Stanley, master; Arlin Austin, pilot (I think he was later with The Ohio River Company); Herb Stanley, chief engineer; Fred Wiseman, second engineer; Charles Barr, mate and Capt. William D. Kimble, steersman. This spelled the end to nearly 50 years of service, a long career for a boat of wooden construction.

Though it was wrecked 10 years before I was born, this boat has always been interesting to me. My long-time late friend Capt. Charles Henry Stone of Point Pleasant, W.Va., has told me of steering on the Fleischmann under Capt. Homer Varian in order to extend his license from Cincinnati to Louisville. The boat turned turtle and sank opposite my hometown of Catlettsburg, Ky., and the late Capt. G. Ed Young, whom I worked with many times when he was in his 70s, often talked of his coming up on the boats of the Campbell Creek and Hatfield-Campbell Creek companies. He also related that he and his son drove to the wreck site of the Fleischmann the day it sank and saw the overturned hull.

Capt. David Smith can be contacted at davidsmith1955obc@gmail.com.

The vessel as the Julius Fleischmann, O&K Transportation. *(From the author's collection.)*

Forthcoming Events

The Waterways Journal will be glad to list the city, date and place of your meeting in this column, provided it is of interest to the barge and towing industry or allied businesses, is national or regional in scope, and is received at least three weeks prior to the meeting date. Please send event information to frank@wjinc.net.

June 24–27, 2024. Western Dredging Association, Dredging Summit & Expo '24, JW Marriott, Tampa, Fla. Website: www.dredging-expo.com.

August 6–8, 2024. Marine Compliance Alliance, Annual Workshop/ABS Root Cause Analysis training for MCA members, Carson Center, Paducah, Ky. Website: www.marinecompliancealliance.com.

August 14–16, 2024. Tennessee-Tombigbee Waterway Conference, Grand Hotel Marriott, Point Clear, Ala. Website: www.tenntom.org.

August 16, 2024. Ceres Barge Line, Pushing Hope Charity Golf and Cornhole Tournaments, Spencer T. Olin Golf Course, Alton, Ill. Website: www.ceresbarge.com.

September 18–20, 2024. National Waterways Conference, 2024 Annual Meeting, Hilton Riverside, New Orleans, La. Website: www.waterways.org.

September 24–26, 2024. Inland Rivers, Ports & Terminals, 50th Anniversary Annual Conference, Memphis, Tenn. Website: www.irpt.net/event/irpt-50th-anniversary-annual-conference/

November 12–14, 2024. Diversified Communications, International Workboat Show, Morial Convention Center, New Orleans, La. Website: www.workboatshow.com.

November 13–15, 2024. Waterways Council Inc., WCI Board of Directors Meeting and Annual Waterways Symposium, Omni La Mansión del Rio Hotel, San Antoniio, Texas. Website: www.waterwayscouncil.org.

September 15, 2025. PIANC-USA, Smart Rivers 2025, Memphis, Tenn. Website: https://pianc.us/event/smart-rivers-2025/

BARGE GRAIN MOVEMENTS (1,000 tons)

	Week Ending 6-8-24					Week Ending 6-10-23				
River/Lock	Corn	Wht.	Soy.	Other	Total	Corn	Wht.	Soy.	Other	Total
Miss./15	25	0	51	0	75	169	0	82	0	251
Miss./25	99	0	65	0	164	217	0	70	0	287
Miss./MP	172	0	84	0	256	266	0	84	0	350
Miss./27	172	0	89	0	261	275	0	86	0	360
Ill./LaGrange	44	0	21	0	65	84	0	18	0	101
Ohio/Olmsted	73	2	28	0	103	34	0	21	0	55
Ark./1	0	0	1	0	1	0	4	0	0	4

Cumulative to date for Miss./27, Olmsted and Ark./1:

Year	Corn	Wheat	Soybeans	Other grains	Total
2024	6,276	678	5,037	89	12,080
2023	6,879	542	5,344	152	12,917

0*Other grains include barley, sorghum and oats. Totals may not add due to rounding.

Source: USDA, Agricultural Marketing Service, Transportation & Marketing Division/U.S. Army Corps of Engineers

SOUTHBOUND BARGE FREIGHT RATES

	Date	M/SP	MM	Ill. R	StL	Cinc	L. Ohio	C/M
Rate (actual)	6-4-24	363	331	315	217	246	246	203
	5-28-24	359	340	315	221	247	247	205
Rate (future)	July	359	330	314	218	246	246	204
	September	541	516	516	497	509	509	484
$/Ton	6-4-24	22.47	17.61	14.62	8.66	11.54	9.94	6.37
	5-28-24	22.22	18.09	14.62	8.82	11.58	9.98	6.44

Current week percentage change from same week:

Last year	3	18	29	7	12	12	-3
3-yr. avg.	-21	-14	-11	-16	-19	-19	-19

Notes: M/SP: Minneapolis/St. Paul MM: Middle Mississippi C/M: Cairo/Memphis
Rate = percent of 1976 tariff benchmark index.
Source: Transportation and Marketing Programs/AMS/U.S. Department of Agriculture

A Wooden Boat That Was in Operation Nearly 50 Years

By Capt. David Smith

While the Howard Ship Yard & Dock Company, dating back to 1834 at Jeffersonville, Ind., gained fame as a builder of fine steam packets, the company also built many great towboats. In 1897, the firm constructed a steam sternwheel towboat named Dolphin No. 3 for the Dolphin Transportation Company of St. Louis. Dolphin No. 3 had a wooden hull that was 155 by 32 by 5 feet and was fitted with four return flue boilers. Being a Howard product, it had fine lines and some packet attributes, such as a fancy dome atop the high pilothouse that was situated on the roof.

According to *Way's Steam Towboat Directory* (which assigned the vessel the designation T0619), the engines were 20's–7½ foot stroke that had been built by Ainslee-Cochran for the sidewheel packet Calhoun (*Way's* 0800), which was built in 1876 and dismantled in 1892. *Way's Packet Directory*, however, states that the cabin and machinery from the Calhoun went to the packet Grey Eagle (2463), which Howard built in 1892. The listing for the Grey Eagle only mentions that most of the superstructure came from the Calhoun. At any rate, the engine size is listed as the same on all these boats. The Towboat Directory says the engines were converted for sternwheel service by Hegewald, New Albany, Ind., prior to placement on the Dolphin No. 3.

In 1905, the Dolphin No. 3 was sold to the Anderson-Tully Company of Memphis. This company, founded in 1889 and later headquartered in Vicksburg, Miss., was involved in the timber and lumber business in the lower Mississippi Valley and continued in business until 2018. Anderson-Tully operated the Dolphin No. 3 with Capt. J.F. Walton and later Capt. W.C. "Chess" Wilcox as master. In November 1916, the boat was sold to the E.J. Hickey Transportation Company of Cincinnati and renamed Harry Anderson (T1046). It was then engaged in towing Kanawha River coal to Cincinnati and Louisville with Capt. Charles Gebhardt as master.

On July 16, 1917, the pilothouse and part of the cabin was destroyed by fire. After rebuilding, the boat came out as the Julius Fleischmann (T1476), with the owning firm now the Hatfield Coal Company, later becoming the Hatfield-Campbell Creek Coal Company with the boat operated by a subsidiary, the Ohio & Kanawha Transportation Company. At the 1917 rebuilding, the fancy dome was still on the new pilothouse, but by 1920 it was gone.

Julius Fleischmann was a businessman, the head of the Fleischmann's Yeast Company, and once was mayor of Cincinnati. His daughter, Louise, married another Cincinnati businessman named Henry C. Yeiser Jr. Both men must have had ties to the Hatfield Coal Company since the Hatfield and later Hatfield-Campbell Creek firms had boats named for them (Henry C. Yeiser Jr, T1093, *The Waterways Journal*, February 26, 2024).

As it had as the Harry Anderson, the Fleischmann usually towed coal

See WOODEN BOAT Page 33

The Dolphin No. 3, new in 1897. *(Photo by Capt. James Howard, from the author's collection.)*

This Week
(From back issues of the WJ)

TEN YEARS AGO, President Barack Obama signed the historic Water Resources Reform and Development Act; a 400-pound bear was found sleeping in the bottom of an empty mud barge in Clairton, Pa.; and Horizon Shipbuilding delivered the mv. Capt. Philip Box to Florida Marine Transporters.

TWENTY YEARS AGO, TMM Lines began a new container service linking the Port of New Orleans with ports in the Caribbean and South America; and Dal-Tile opened a new facility at the Muskogee City-County Port Authority.

THIRTY YEARS AGO, the operator of the mv. Repent was charged with negligence after it struck a 17-foot pleasure boat on Lake Pontchartrain, killing one occupant; FP Diesel bought Meridian Parts Corporation, another heavy-duty diesel parts supplier; and the hull of the showboat Branson Belle was completed.

FORTY YEARS AGO, the new Lock & Dam 1 on the Red River opened with a new computerized lock operation system; Yellow Creek Port opened a new 15,000-square-foot warehouse; and Arthur Wilson said he would retire as president of Dixie Carriers for health reasons.

FIFTY YEARS AGO, Barbour Metal Boat Works completed the 60-foot-long Jess Woolridge for Massman Construction Company; two crewmen were reported missing after the American Viking sank in the Gulf of Mexico 70 miles southeast of Cameron, La.; and the Corps of Engineers celebrated 200 years of service.

ONE HUNDRED YEARS AGO, Sherbburne Transportation Company bought the str. Harry Lee from the Valley Line; and the hull of the new Chris Greene was towed from Charleston to Gallipolis, where boilers and cabin were to be installed.

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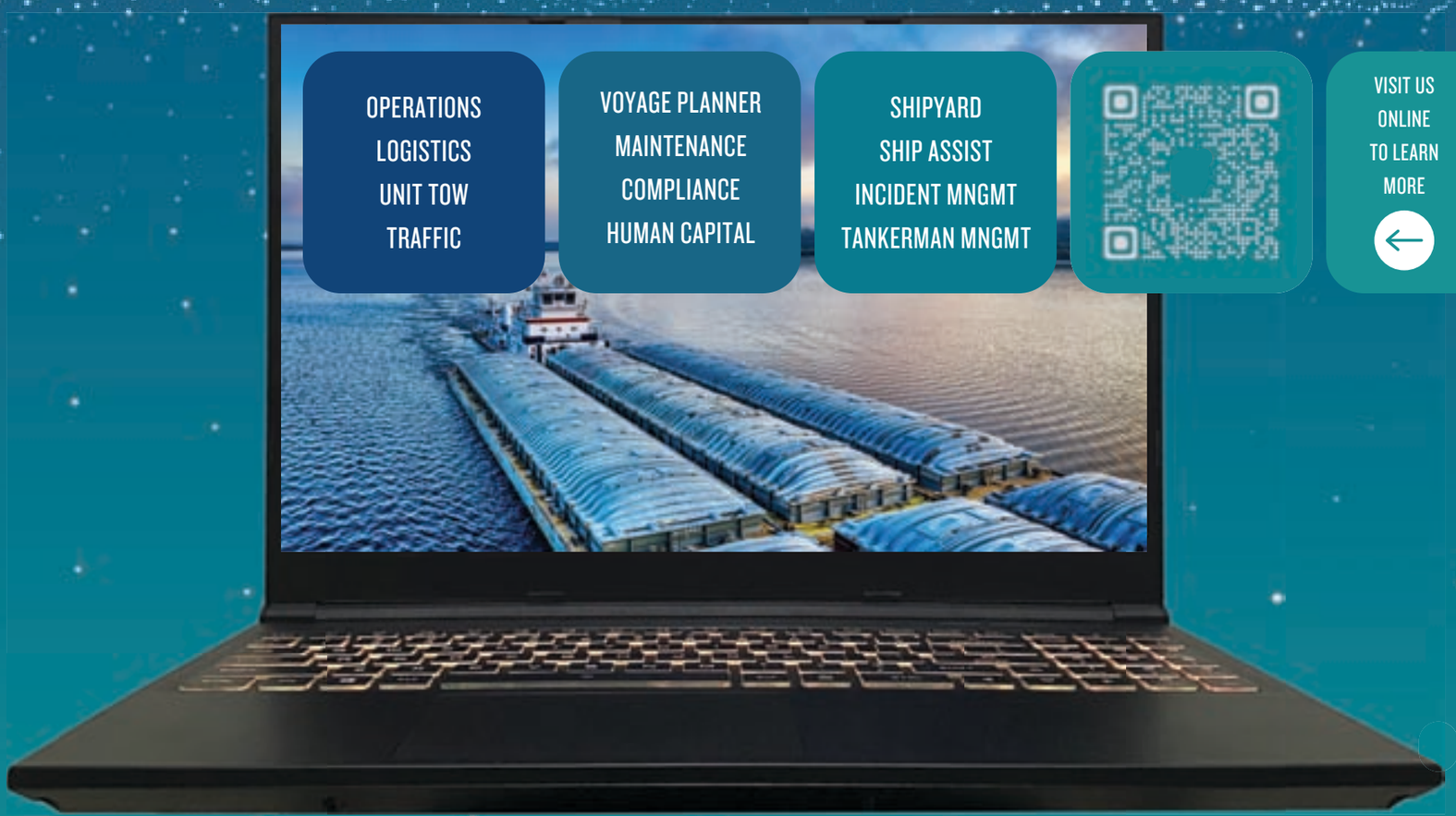

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