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SPECIAL ISSUE:
Safety & Environmental Stewardship

- Tenn-Tom Anniversary 7
- LL&W Adds To Fleet 9

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Study Reveals Tenn-Tom Value On Waterway's 30th Anniversary

BY FRANK MCCORMACK

Tennessee-Tombigbee Waterway operators and stakeholders gathered August 25–27 in Point Clear, Ala., for the 33rd annual Tenn-Tom Waterway Development Opportunities Conference. The gathering celebrated 30 years since the 234-mile-long manmade channel opened to commercial use.

Though only in operation three decades, the idea for connecting the Tennessee and Tombigbee rivers is nearly 300 years old, first proposed by French colonial official Marquis de Montcalm in the mid-1700s. Congress authorized the design and construction of the waterway in 1946, with construction finally beginning in 1972.

When the U.S. Army Corps of Engineers completed the waterway in 1984, more dirt had been moved to build the Tenn-Tom than in the construction of the Panama Canal. In January 1985, the mv. Eddie Waxler, pushing a tow of 2.7 million gallons of petroleum, became

the first vessel to traverse the waterway. Today the Tenn-Tom Waterway, comprised of 10 locks and dams and 17 ports and terminals, is a busy channel within a 1,300-mile inland waterway system that serves as an eastern alternative to the Mississippi River.

Economic, Social Impacts

Coinciding with the 30th anniversary of the waterway, the Tennessee-Tombigbee Waterway Development Council commissioned a study to identify the economic and social impacts of the Tenn-Tom, both now and in the future.

Mississippi State University's National Strategic Planning and Analysis Research Center (NSPARC) conducted the study, along with an advisory group of scientists from the University of Tennessee, the University of Southern Mississippi, the University of Alabama, Auburn University and the University of Kentucky.

Domenico "Mimmo" Parisi, executive director of NSPARC, presented his agency's findings at the Tenn-Tom opportunities conference, held at Point Clear's Grand Hotel.

Parisi pointed to the effort to construct the Tenn-Tom Waterway as evidence for its continued presence as a key inland waterway route.

"This was a strategic decision," Parisi said. "The Tenn-Tom is strategically positioned in an area that really connects north and south in a way no other parts of the country can do."

The study pointed out that many operators may head south on the Mississippi River then make use of the Tenn-Tom's slower current to head back north. The easier current also means heavier loads may achieve more fuel efficiency on the Tenn-Tom, according to the study. Also due to the waterway's more eastern location, it sim-

SEE TENN-TOM PAGE 20



BY CARLO J. SALZANO

WJ Washington Correspondent

Washington, D.C.—The American Association of Port Authorities (AAPA) said September 8 that its members will push for full funding of "critical freight mobility" provisions in the surface transportation legislation that Congress is expected to finalize this fall.

Both the Senate and House passed a short-term highway bill in July. Before leaving Washington for its August recess, the Senate also passed a \$350 billion, six-year surface transportation measure—with money only for the first three years of the legislation (WJ, August 10).

"With port activity accounting for more than a quarter of the entire U.S. economy, it's critical that our seaports have seamless links to other segments of the nation's freight transportation network," said Kurt Nagle, president and chief executive officer of AAPA. "We will deliver the urgent message to Congress that fully funding landside seaport connections is required to keep freight moving for American manufacturers, workers, farmers, consumers and communities nationwide."

Nagle said that the ability of U.S. seaports to "efficiently move freight is threatened by conditions that severely limit productivity and competitiveness. Fully funded freight provisions in the next surface transportation bill will help us build world-class port connections and maintain a leading role in global trade and domestic job creation."

The Senate's six-year bill, the DRIVE Act (Developing a Reliable and Innovative Vision for the Economy Act), includes \$11.7 billion for a new National Freight Program and \$2.1 billion for a new Assistance for Major Projects Pro-

SEE WASHINGTON PAGE 50

Safety Partnership Celebrates Two Decades Of Accomplishments

BY JENNIFER CARPENTER

Executive Vice President,
American Waterways Operators

As the meeting begins, the participants offer handshakes and warm welcomes. To the casual observer, this is just another business gathering between colleagues. However, the August 2015 meeting of the U.S. Coast Guard-American Waterways Operators Safety Partnership's National Quality Steering Committee (NQSC) offers a look into the unique relationship the towing industry shares with its most important regulator.

The Safety Partnership—the oldest public-private partnership of its kind between the Coast Guard and its stakeholders—is celebrating its 20th anniversary, offering agency and industry participants an opportunity to reflect on two decades of work through more than 40 cooperative initiatives to improve marine safety and protect the environment.

NQSC co-chairmen Rear Adm. Paul Thomas, assistant commandant-prevention policy, and Tom Allegritti, AWO

president and chief executive officer, both make note of the milestone.

"Since its founding, the Safety Partnership has been distinguished by its cooperative, non-regulatory, results-oriented approach to advancing marine safety and environmental stewardship at every level," Allegritti says, making particular mention of its work to reduce crew fatalities, decrease oil spills, and build agency-industry relationships.

Shared Goals

The seeds of the Safety Partnership were planted during the fall of 1994 in discussions between AWO and Vice Adm. James C. Card, at that time the assistant commandant-marine safety and environmental protection at the Coast Guard headquarters in Washington, D.C. Those discussions, and the recommendations of a specially convened Coast Guard-AWO Quality Action Team, emphasized that the agency and the industry shared the same goals—to improve marine safety and stewardship—and recognized the need for a cooperative, non-regulatory approach

WJ Special Issue:

Safety & Environmental Stewardship
See Page 9

driven by data and focused on results.

In 1995, the Coast Guard and AWO signed a Memorandum of Understanding to establish the Safety Partnership, with the stated purposes of "[improving] vessel and personnel safety within the barge and towing industry and [enhancing] the protection of the environment along our nation's waterways," as well as "[strengthening] the communication and working relationship between the Coast Guard and the barge and towing industry."

Driven By Data

By the end of 1995, the NQSC held its first meeting and charged its first Quality Action Team (QAT) with developing a comprehensive assessment of the causes of towing vessel crew fatalities, finding that falls overboard were the predominant cause of fatality incidents onboard

SEE PARTNERSHIP PAGE 10

Vectora Opens Two New River Terminals

BY HEATHER ERVIN

Vectora Transportation, Chicago, Ill., recently opened two multimodal bulk transload river terminals on the Ohio and Illinois rivers.

In November 2014, Vectora opened its terminal in Peru, Ill., at Mile 223 on the Illinois River. The facility includes a 40,000-square-foot storage building, six acres of outdoor storage, a new dock wall and a state-of-the-art loading system for bulk products.

The Peru terminal can hold two barges at the dock while its fleet, adjacent on the river, can store 40 barges and load up to four barges a day. Local rail connections include BNSF, IAIS and CSX, and it is located three miles away from Interstates 39 and 80.

Chris Ball, president of Vectora Trans-

portation, said the facility is equipped to handle sand and aggregates in addition to grain, fertilizer, salt, cement, building materials, supersacks and other dry and general cargoes.

Vectora's Hannibal (Ohio) terminal opened July 2015 on the Ohio River at Mile 123 in the heart of the Utica shale play. The terminal once belonged to Ormet Aluminum Corporation and operated as an aluminum smelter until it went out of business in 2013.

The site was bought and developed into an industrial park, with Vectora being its first tenant.

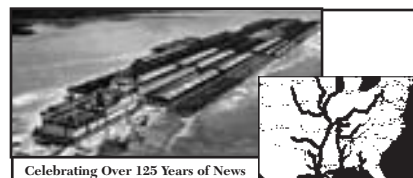
The site is 800 acres and near the natural gas and frac sand market hub with connections on the NS railroad. The terminal itself includes a 55,000-square-foot

SEE VECTORA PAGE 40

Inside This Issue

WJ Editorial: *Coast Guard/AWO Safety Partnership Celebrates Milestone...8*

<i>Living Lands & Waters.....</i>	<i>9</i>
<i>Mat-Sinking Unit.....</i>	<i>37</i>
<i>On The Move.....</i>	<i>42</i>
<i>Obituary Notices</i>	<i>51</i>
<i>Forthcoming Events</i>	<i>52</i>
<i>Advertisers Index.....</i>	<i>58</i>
<i>Classified Advertising</i>	<i>59</i>
<i>Professional Directory.....</i>	<i>65</i>
<i>Old Boat Column.....</i>	<i>66</i>



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WJ Editorial

Coast Guard/AWO Safety Partnership Celebrates Milestone

It has been said often that nothing worthwhile comes easily. Marine safety is like that. However, on August 5 the National Quality Steering Committee (NQSC) of the Coast Guard-AWO (American Waterways Operators) Safety Partnership held its semiannual meeting in Arlington, Va., and marked the 20th anniversary of the Safety Partnership by recognizing its work over the past two decades to reduce crew fatalities and oil spills and to prepare the industry for towing vessel inspection under Subchapter M.

The partnership has worked through more than 40 cooperative initiatives to improve marine safety and protect the environment.

Among critical areas of concern for the NQSC have been crew fatalities and oil spills. The AWO *Letter* (September 1) cites Cmdr. Mike Simbulan, Office of Investigations and Casualty Analysis, when it reports that last year saw record low of four crew fatalities. Simbulan said that falls overboard, a focus of consistent attention from the Safety Partnership over the past two decades, continue to be the leading cause of crew fatalities. As for oil, the volume spilled from tank barges in 2014 increased, but he observed that 99 percent of the oil spilled was attributable to two incidents. He said the overall oil spill rate is low, given the growing amount of oil being transported by barge.

It was during discussions in 1994 that the Coast Guard-AWO Quality Action Team recognized that the agency and industry shared the same goals—to improve marine safety and stewardship. Participants recognized the need for a cooperative, non-regulatory approach driven by data and focused on results. By the end of 1995, the NQSC held its first meeting and charged its first Quality Action Team (QAT) with developing a comprehensive assessment of the causes of towing vessel crew fatalities. The team found that falls overboard were the predominant cause of fatality incidents onboard towing vessels. Since the establishment of the Safety Partnership, safety statistics have demonstrated that the towing industry has achieved level shifts downward in crew fatalities and the average annual number has fallen by more than half to four in 2014, the lowest number on record.

Environmental stewardship is another goal of the Safety Partnership. A second Partnership Quality Action Team investigated the causes of tank barge transfer spills and made recommendations for managing toward the Coast Guard's and the towing industry's shared goal of zero spills. In 2013, the NQSC review of statistics revealed that small, so-called "operational"

spills from towing vessels had exceeded the number and volume of tank barge spills caused by casualties. It was agreed in the August 2015 meeting that more needs to be done to ensure that the best practices to reduce operational spills compiled by the QAT are widely disseminated and adopted.

Not to be overlooked is AWO's ongoing, comprehensive campaign to educate members about the board-approved changes to the Responsible Carrier Program (RCP). Rear Adm. Paul Thomas, assistant commandant for Prevention Policy, who with AWO President Tom Allegritti, co-chaired the August 5 meeting, wrote a letter stating that the revised RCP will allow the Coast Guard to accept it as a Towing Safety Management System following publication of the Subchapter M final rule. Adm. Thomas expressed his confidence that any company that implements the revised RCP "will be very well positioned to comply with the Subchapter M final Rule," the AWO *Letter* reported.

The Coast Guard and the towing industry at every level, from senior leaders at headquarters to marine inspectors in the field, and from chief executive officers to vessel crewmembers, have participated in these cooperative initiatives.

One initiative, perhaps more than any other, has helped to improve the working relationship between the Coast Guard and the towing industry. In 2009, anticipating the new regime that will be established under the forthcoming towing vessel inspection regulations (46 CFR Subchapter M), the Safety Partnership established the Bridging and Implementation Team to guide the implementation of the Towing Vessel Inspection Bridging Program. Under this program, Coast Guard examiners have boarded more than 6,000 towing vessels at the invitation of their operators to conduct voluntary examinations, with the goal of ensuring compliance with existing regulatory requirements, a first, crucial step on the road to Subchapter M compliance.

Resulting from the August meeting were mutual commitments to move forward on a number of important issues, including an examination of towing vessel allisions and cooperative efforts to prepare for the publication and implementation of Subchapter M.

Thomas noted at that meeting that the National Quality Steering Committee provides an important opportunity to anticipate and address emerging safety and environmental issues. He said further, "non-regulatory solutions are the right way to go," considering the current budget-constrained environment.

Industry most likely said, "Amen to that."



Return Of 'Bull' Dennison

Once again this year, *The Waterways Journal* is proud to feature the cartoons of Orville "Bull" Dennison, who works in the safety department of AEP River Operations in Paducah, Ky., in our Safety and Environmental Stewardship special issue. You will find Dennison's cartoons sprinkled throughout the issue this week. For more on Dennison, see the WJ of June 10, 2013.

WJ Special Issue: Safety & Environmental Stewardship

With A Little Help From Industry, Living Lands & Waters Gears Up For Bigger Challenges

BY NELSON SPENCER JR.

Living Lands & Waters (LL&W), a non-profit that provides river cleanup and other environmental services throughout the inland waterways, is building up its arsenal to take its war against garbage to the next level. Thanks to the support of several companies with ties to the river, LL&W on September 2 took delivery of a new crane barge, a new crane with a custom reach and grapple, and a new truckable towboat.

With the new equipment, the already busy group expects to be even more efficient.

"What used to take 30 minutes, like removing a drum filled with dirt, will now take about one minute," said Chad Pregracke, president and founder of LL&W. "In certain areas, we would get several boat loads of garbage from the river in one day. Now, we might fill an entire barge in one day."

The crane barge is 150 by 32 by five feet, with two spuds with a cable lifting system. It was designed by Ed Shearer of The Shearer Group and built at Yager Marine.

One of the unique features of the barge is that it has a ramp built in the stern for loading LL&W's new truckable towboat for when the boat is not in use, which is the case in the off-season or when the barge is in transit to a new area and getting a tow from a larger towboat. "The aft compartments are designed to be filled with ballast water to lower the barge so the small towboat can float on and then be pulled via winch for storage," said Jeff Hamilton, Yager Marine. The ramp deck has two 30- by 30-foot Teflon-coated skid bunks mounted on the deck to allow the boat to slide easily without damage.

Another unique feature is "coam-



—photos by Nelson Spencer Jr.

The new crane barge for Living Lands & Waters, built by Yager Marine, splashes into the Ohio River at Mile 752.6.

ings along a portion of each side of the deck to retain trash being collected," said Shearer.

The crane is a 2014 Deere 210G LC Hydraulic Excavator with a Pierce 50-foot-long reach and 4x3-tine rotating grapple. Its reach and grapple were specifically designed by Pierce Pacific Manufacturing to efficiently gather and crush river debris from a barge.

The new truckable towboat was built by Marine Inland Fabricators. It is 25 feet, 11 inches by 14 feet by five feet. The twin-screw boat has GM 6V-71 Detroit Diesels rated at 220 hp. each, with Twin Disc MG-5075 gears. The boat features hydraulic steering to twin main rudders. The size of the boat will allow LL&W to maneuver the crane barge at all times, without the need for a licensed pilot.

According to Pregracke, this expansion was a team effort. It was "a lot of people coming together to help us meet and exceed our goals."

Support for the new equipment came from American Commercial Lines (ACL), ADM, Cargill, Ingram, John Deere, Marquette Transportation, Pierce Pacific, Sherwin Williams, The Shearer Group and Yager Marine.



Chad Pregracke, president and founder of Living Lands & Waters, and Jim Yager, president of Yager Marine.



The new Deere 210G LC Excavator with a Pierce 50-foot long reach and 4x3-tine rotating grapple, shown here at the 2015 Inland Marine Expo, will enable Living Lands & Waters to lift heavy items with ease and work more efficiently.

Partnership

(CONTINUED FROM PAGE 7)

towing vessels. At the NQSC's August 2015 meeting, Allegretti traced the impact of this first QAT's report on the direction of the Safety Partnership: "It helped us to realize the importance of safety statistics, both as a driver of the work of the partnership and as a measurement of our success in improving performance."

Since the Safety Partnership was established, safety statistics have demonstrated that the towing industry has achieved level shifts downward in crew fatalities, and the average annual number has fallen by more than half. When, in 2011, the data indicated that despite the declining rate of crew fatalities, the majority of deaths continued to result from falls overboard, the partnership set up a QAT to conduct an in-depth examination of these incidents and make a comprehensive set of recommendations to prevent them.

The safety statistics compiled for the NQSC's review at its August 2015 meeting bring validation of the Safety Partnership's ongoing focus on crew fatalities: in 2014, crew deaths fell to four, the lowest number on record.

Protecting The Environment

The Safety Partnership's results-oriented approach directs its work in other areas as well, including environmental stewardship. The Safety Partnership's second major QAT investigated the causes of tank barge transfer spills and made recommendations for managing toward the Coast Guard's and towing industry's shared goal of zero spills.

In 2013, the NQSC's annual review of safety statistics revealed that small, so-called "operational" spills from tow-



—photo and charts courtesy of AWO

Tom Allegretti, AWO president and chief executive officer, and Rear Adm. Paul Thomas, Coast Guard assistant commandant for prevention policy, listen to discussions during the 20th-anniversary National Quality Steering Committee meeting in August.

ing vessels had exceeded the number and volume of tank barge spills caused by casualties. With the goal of zero spills in mind, the partnership stood up a QAT to make recommendations to reduce operational spills.

At its August 2015 meeting, the NQSC discusses another of its focuses: effective

implementation. There is agreement that more needs to be done to ensure that the best practices to reduce operational spills compiled by the QAT are widely disseminated and adopted.

The Path To Inspection

Through these and other coopera-

Highlights Of Work Completed By Quality Action Teams

Crew Fatalities: First comprehensive effort of its kind; focused on falls overboard and human factors as the predominant cause of towing vessel crew fatalities.

Towing Vessel Inspection: a direct outgrowth of the work done through the Partnership. This QAT made the recommendation that the Coast Guard and AWO jointly go to Congress and request the legislative authority for the Coast Guard to develop a towing vessel inspection regime, which led to the development of Subchapter M.

Bridging and Implementation Team: provided consultation and served as a forum for problem-solving during the establishment and implementation of the Towing Vessel Bridging Program. Forward-thinking effort to position the tug, towboat and barge industry to make the forthcoming towing vessel inspection program a success.

Downstreaming Report and Video: an example of work done at regional level to address a known operational safety issue in the field.

ative initiatives, the Safety Partnership has involved the participation of the Coast Guard and the towing industry at every level, from senior leaders at headquarters to marine inspectors in the field, and from CEOs to vessel crewmembers. But perhaps one initiative more than any other has helped to improve the working relationship between the Coast Guard and the towing industry.

In 2009, anticipating the new regime that will be established under the forthcoming towing vessel inspection regulations in 46 CFR Subchapter M, the Safety Partnership established the Bridging and Implementation Team to guide the implementation of the Towing Vessel Inspection Bridging Program. Under the Bridging Program, Coast Guard examiners have boarded more than 6,000 towing vessels at the invitation of their operators to conduct voluntary examinations, with the goal of ensuring compliance with existing regulatory requirements, a first, crucial step on the road to Subchapter M compliance.

Many AWO members credit the Bridging Program with expanding the Safety Partnership from the meeting room to the deckplate, fostering understanding and mutual respect between Coast Guard personnel and vessel crewmembers.

A Foundation for Success

The August 2015 meeting of the NQSC ends with mutual commitments to move forward on a number of important issues, including an examination of towing vessel allisions and cooperative efforts to prepare for the publication and implementation of Subchapter M.

Rear Adm. Thomas notes that, given the demands on both the Coast Guard and the towing industry to accomplish

SEE PARTNERSHIP PAGE 12

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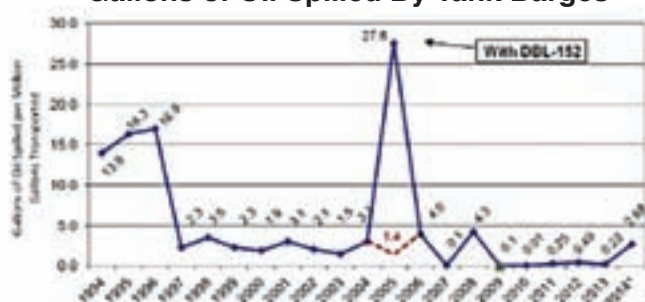
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Crew Fatalities By Calendar Year



Crew fatalities per 100,000 towing industry workers.

Gallons of Oil Spilled By Tank Barges



In 2014, there were 2.68 gallons of oil spilled per million gallons transported.

Partnership

(CONTINUED FROM PAGE 10)

more with less, “non-regulatory solutions are the right way to go,” and the Safety Partnership provides an important opportunity to anticipate and address emerging

safety and environmental issues.

Allegretti agrees: “We haven’t solved all our problems—we still have fatalities, and spills and accidents. We’re fortunate to have a vehicle like the partnership available to help us work together to tackle those problems.”

Software Eases Compliance Burden

BY DAVID MURRAY

The effort to constantly improve worker safety on the rivers and terminals goes hand in hand with documentation of those efforts—a task that could end up consuming a lot of time and resources all by itself.

Fortunately, in the age of big data, barge operators have an increasing range of electronic tools to help them stay safe and compliant, while still reducing the burden of documentation on managers.

With headquarters in Tuscaloosa and offices in Northport, Ala., Parker Towing Company is a middle-sized operator working on the Warrior-Tombigbee, Tennessee, Alabama, Mississippi and Ohio rivers. This region is traditional coal country, but as coal cargoes decline and are unlikely to recover substantially due to the rise of fracking and new federal restrictions on coal plants, Parker finds itself, like several other traditional coal carriers, diversifying into liquid cargoes.

This entails learning several sets of new guidelines and regulations. There are the Responsible Carrier Program rules developed by The American Waterways Operators and spun off to be administered by the Towing Vessel Inspection Bureau. There are the strict requirements of the major oil companies, with which all liquid towing companies must comply. There are OSHA and EPA rules. And there are the Vessel General Permit environmental regulations.

“The big regulatory issue is obvious-

ly the introduction of [the final version of] Subchapter M, which is expected to go in to effect in 2016,” Chris Bushhorn, director of administrative services at Parker Towing, told *The Waterways Journal*.

Bushhorn said his company turned to a company called Cadre Analytics for help with their data compliance and documentation needs. With Cadre’s help, Parker developed tablet computers with training modules. The tablets record and upload all audits and test results to the cloud in real time over a 4G network.

Different Requirements

These sets of rules and regulations all have slightly different documentation and reporting requirements, an issue that has led some industry leaders to talk about harmonizing them. “With parallel safety management systems, sometimes you need two separate audits, since one may not apply to the other. The new documentation/auditing requirements and maintenance costs add additional burdens to an industry that is already heavily tasked,” said Bushhorn.

With Cadre’s help, though, Bushhorn said Parker was ready and able to adapt. “Parker Towing has always been well managed and will remain a leader in the industry.”

Parker’s experience with the tablet system has been valuable, and Bushhorn said it is sharing its experience with other towing companies.

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TMSA Reduces Safety And Environmental Risks

BY HEATHER ERVIN

Tanker Management and Self Assessment (TMSA) standards are being used on the inland rivers to increase the effectiveness of operators' safety management systems (SMS) to reduce risk to personnel, the environment and stakeholders.

Established in 2004 by the Oil Companies International Marine Forum (OCIMF), TMSA was used as a tool to help vessel operators assess, measure and improve their SMS as a complement to industry codes to self-regulate and promote continuous improvement among operators.

TMSA is considered a success in the tanker market; Richard Dunn, president of SafeMARINER LLC, said the same is proving to be true for the barge and towing industry as more operators embrace the TMSA standard.

After retiring from ExxonMobil in 2013, Dunn established SafeMARINER LLC in Houston, Texas. The small consulting firm focuses on helping companies improve their management and safety processes, which includes TMSA standards.

"We provide processes and training for root cause analysis, risk assessments, safety leadership, management of change and internal auditing effectiveness," said Dunn. "Safety and environmental performance is a journey and there's a lot of misinformation in the marine industry about what makes an effective safety process."

TMSA, a voluntary standard, is pri-

marily used by oil majors and towers that want to improve their performance.

The TMSA Framework

The framework for TMSA is based on 12 elements of management practice, with each one containing a clear objective and a set of support key performance indicators (KPIs) to help operators assess the level of attainment in their company.

The 12 elements include: management, leadership and accountability; recruitment and management of shore-based personnel; recruitment and management of vessel performance; reliability and maintenance standards; navigational safety; cargo, ballast and mooring operations; management of change; incident investigation analysis; safety management; environmental management; emergency preparedness and contingency planning; and measurement, analysis and improvement.

Dunn said river operators can benefit from TMSA by figuring out ways to use the assessment to their competitive advantage. "It comes down to management commitment, accountability and leadership," he said. "It's hard work, but when done properly, it will reduce the risk of serious injuries, spills and fatalities so that everyone on the waterway benefits."

According to Dunn, the ineffective implementation and application of the International Safety Management (ISM) Code led to the development of TMSA to help reduce safety and environmental mishaps on vessels.



"TMSA provides tank-ship and barge operators a best-practice guide to self-assess their safety management systems and practices with the goal of continual improvement," said Dunn. "TMSA includes provisions beyond what the ISM Code requires and is used as a measure of maturity and integrity by operators."

Dunn said that although TMSA is not

perfect, it can improve industry standards by using TMSA's established KPIs and best practices. "An operator that just creates a simple check box list of procedures will not really benefit," said Dunn. "They have to figure out ways of using TMSA to their competitive advantage. A good approach is to ask 'How can I do this to better my company' versus 'I have to do this because someone is making me.'"

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Houston Awaits New SCI Simulator

By DAVID MURRAY

Some time in the first quarter of 2016, the Seamen's Church Institute's Center for Maritime Education facility in Houston will see a grand reopening and installation of a brand new towboat bridge simulator. The simulator has been in climate-controlled storage in Connecticut since January, awaiting its new home.

Now that the SCI has a lease with the Port of Houston Authority, and a permit from the city of Houston to begin construction, the opening can't arrive soon enough. The SCI's simulator in Paducah, Ky., is currently at full utilization and has 45 weeks of booked, contracted training, according to Stephen Polk, the Director of SCI's Center for Maritime Education Programs.

A big part of the reason is that oil companies, through the Tanker Management Self-Assessment (TMSA) guidelines, now require simulator training for all captains, pilots and steersmen who push their products. With the new Subchapter M

regulations looming as well, barge companies are pushing to secure their time at SCI's facilities.

Polk told *The Waterways Journal* that the upgraded Paducah simulator, which opened last December, has had excellent reviews, along with its new facility layout, a new pilothouse design, and updated features, including night-time scenarios. "The night-time scenes are spectacular," he said.

The Houston simulator will include scenarios similar to Paducah's with extra attention given to coastal areas due to customer requests.

Polk has no doubts about the safety benefits of the simulators, although they are hard to quantify exactly (you can't measure the accidents that didn't happen).

But the simulator programs "save barge companies a lot of time and headache" in training pilots, Polk said. Some scenarios can be run as many as five or six times a day. "It may sound strange, but the ideal situation for us is simulating a near miss," said Polk, because trainees tend never to forget them and they learn a lot.

Interactive Scenarios

The bridge scenarios are "interactive" and allow up to four "boats" and eight "pilots" at one time. Other scenarios are "stacked," or involve situations in which all four pilothouses are on the same boat type, in the same area, with all conditions equal, allowing staffers to compare performances.

"I am proud of how Paducah turned out—the newly renovated facility, new simulator, and outstanding new staff members, and we eagerly await these changes in Houston," said Polk. "As technology, regulations and expectations evolve, SCI is excited to meet today's challenges and continue our calling of providing outstanding training."

Wise Offers OSHA Training Programs

By HEATHER ERVIN

Wise Safety & Environmental, a St. Louis-based national distributor of safety, health and environmental products and services, is offering a series of OSHA outreach training programs to the maritime industry.

Three, 10-hour courses are available for entry-level maritime workers. The courses include: OSHA for Shipyard Employment, Marine Terminals, and Safety and Health Regulations for Longshoring. These courses are intended to provide information about how to abate, avoid and prevent job-related hazards on a job site.

These classes are also available as 30- and 35-hour training programs. Those who complete the courses receive a certificate and a Department of Labor completion card. Costs for each course range from \$150 to \$600 per person depending upon class size.

Conducted by an OSHA-authorized instructor in accordance with applicable standards, classes are held in St. Louis at Wise's corporate office or at the customer's facility by request.



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For Environmental Pioneer, Being Green Is An Ongoing Process

BY DAVID MURRAY

From the time of its founding in 1980, Custom Compounds Inc., based in Arnold, Mo., has been in the forefront of pioneering companies supplying non-toxic, environmentally friendly products to the marine and other industries. Its trademark product, L-44 ECD degreaser, is one of very few products able to display the Environmental Protection Agency's new Safer Choice logo, which requires rigorous testing and documentation, for its family of products. It also requires a three-year contractual relationship with EPA that includes regular self-audits.

Along the way, Custom Compounds has developed extensive expertise in compliance with EPA regulations even as they change and develop, echoing Kermit the Frog's famous refrain: it's not easy being green.

But according to Custom Compounds' statement of its business model, "our model is a reflection of support to the river transportation and marine industry's

corporate mission for 'Best Environmental and Workplace Practices.'...We are determined to give back to the industry what it continues to give us."

Bob Jaudon, founder of Custom Compounds, says it's the right thing to do. Jaudon recently visited the offices of *The Waterways Journal* to talk about Custom Compounds' ongoing commitment to worker safety and the environment.

Harmonization

The commitment to keep up with EPA standards is an ongoing one. According to Jaudon, both the EPA and the Occupational Safety and Health Administration (OSHA) are in the midst of an effort to harmonize their regulations with international standards. The new "world" standards became effective on June 1. "The language has to change for some sheets, and compliance standards are much stricter," Jaudon told *The Waterways Journal*.

In March, President Obama issued

an executive order (EO 13693) requiring government contractors and federal purchasers to buy Safer Choice products "to the maximum extent practicable."

For companies like Custom Compounds, that means producing pages of safety data sheets (SDSs) with each sale.

The company must submit an SDS for every chemical it produces, and must also commit to training customers in the safe and effective use of the product. Producing just one of these sheets costs about \$450, Jaudon estimates.

The advent of the new regulations and requirements has provided an opportu-



nity for some companies that specialize in helping manufacturers prepare their SDSs. Custom Compounds uses a company called Aqua Tox to run toxicology studies on its products.

"Most labels that say 'biodegradable' refer to single ingredients; our entire product rates that label," says Jaudon.

Every three years, companies with the "Safe Choice" logo must undergo an on-site audit and review for each recognized product. (Custom Compounds has three of them.)

Custom Compounds sells its products to non-marine customers, including United Airlines and power company Ameren UE. But Jaudon has made barge operators a special focus of his sales efforts. He will often send demonstration pails of his degreaser and invite operators to do trial runs against competing products. "It's not the cheapest product out there, but it is concentrated, designed to be diluted with nine parts of water to one part of product. It still outperforms competing products that are designed to be used 'as is,'" Jaudon claims.

Satisfied customers of Custom Compounds products include SCF, Lewis & Clark, Blessey, Luhr Bros., Seabulk Towing and AEP River Operations.

Jaudon says he is focused on creating relationships with midstream marine suppliers. If he is as successful as he hopes, Custom Compounds may expand its plant to keep up with the increased demand.

"The challenge," Jaudon says "is getting customers to use and test the products against their competitors. In the old way of doing business, many operators would simply ask a midstream supplier for whatever degreaser they had on hand, with price as a main consideration. Educating customers about these new EPA regulations is a big part of my presentations. A lot of customers find it eye-opening. The consequences of discharging unapproved or toxic chemicals into the waterways lead many to realize that they have to look at a bigger picture than price per pail."

"We want to send the message that we are indebted to the industry (companies who have specified L-44) but dedicated to verify and substantiate, as a method to return our respect," said Jaudon. "As regulatory issues continue to expand, our company is focused on being the forefront/leader for the industry. Our goal is to support the industry with respect to all regulatory measures with which the industry is required to pay heed; i.e. TMSA, TSMS etc."



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Crews Can Stay Healthy With 'Mindless' Eating Tactics

BY DAWN NULL

"Drop 25 Pounds In Two Days!"

If you see a diet product claiming to help you lose weight fast, save your money. (Or send it me!) To permanently lose a large amount of weight in a short time period, you'd have to cut off a limb—and I don't think that's the result you're looking for. To lose weight and maintain the weight loss, you have to make permanent lifestyle changes. Diets don't typically lead to permanent changes, which is why folks often regain the weight. Making small, realistic changes is one of the best ways to approach weight loss.

Maintaining a healthy weight or losing weight while working on a towboat is challenging, at best. The confined spaces on the boat and the amazing all-you-can-eat food, combined with the shift work, can wreak havoc on your health. However, for the past several years, I've worked with towboat cooks and presented to

crewmembers on the concept of mindlessly eating better.

It is a concept well-researched by Dr. Brian Wansink, a food psychologist and professor at Cornell University, and former amateur stand-up comedian (which explains why his book, *Mindless Eating*, is as entertaining as it is informative). Applying his techniques to your industry, I've come up with a few tools and tactics to help you mindlessly eat better to attain or maintain that slick, healthier physique—and reduce health risks associated with obesity such as lowered testosterone, sexual dysfunction, metabolic syndrome, type 2 diabetes and cardiovascular disease.

Smaller Plates

I've met with hundreds of men and women who work on towboats, and of those who have successfully lost weight, they've used one simple tool to do it—a smaller plate. While this seems too easy to



—photo courtesy of AEP River Operations

A fruit bowl in the galley lets crew members partially fill up with healthier foods before a meal.

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be true, it works. By using a smaller plate, you automatically take less food. We eat with our eyes, not our stomachs. Think about it: if your plate isn't covered with food, what do you automatically think? There's not enough food. It has nothing to do with the amount of food that is actually on the plate. Therefore, cover your plate with food—just use a smaller plate. Sure, you can still go for seconds, but odds are you're still going to eat less than had you used a large plate (or a platter!) in the first place.

The same concept can be used when eating out of bowls. Go for the cereal bowls (instead of mixing bowls!) when eating ice cream, cereal or soup. By using smaller dinnerware, you can indulge in the same great foods you always do on the towboat, but you'll eat a little less without having to think about it.

Furthermore, next time you go to the galley for a meal, fill up your plate first with the healthier foods. We cover about two-thirds of our plate with the first three items we take. Therefore, you won't have much space left to fill with the foods that aren't as healthy.

Snacking Behaviors

If you are snacking, limit snacking from larger containers. We tend to eat more when we can't tell how much food we've eaten. Chips, for example, if you eat from a single-serving bag, you stop when it's gone. If you eat from a 10-serving bag, you stop when you feel like it. Unfortunately, you may be five servings into it by the time you put the bag away. Another example is peanut butter: take a spoonful, put the lid on, put it away and walk away. It's too easy to keep eating out of an open jar. Many snack foods such as chips and peanut butter pack in a lot of calories, especially when eaten in larger portions. Only 100 extra calories per day (over what your body needs) results in a 10-pound weight gain in a year.

Consider storing all of your snacks in the galley so that you have to make a trip to get it. Sometimes that alone is enough to keep us from snacking!

Where you eat and who you eat with

also impacts how much you eat. If we are focusing on something other than eating—say navigating the boat, chatting with the crew, watching TV or perusing Craigslist—we are more likely to overeat without knowing it. Distractions of any kind make us eat, forget how much we ate, and encourage us to eat for a longer period of time—even when we're not hungry. To prevent overeating, avoid eating while multi-tasking.

For the cooks reading this article, hide the Little Debbie's! Out of sight, out of mind. Keep healthier items within eyeshot. Have a bowl of fresh fruit displayed on the counter. Put out a tray of cut fruits and vegetables as an appetizer along with a pitcher of water. Let the crew partially fill up with healthier foods and water before the main meal. Though it's important to help prevent dehydration and fatigue, most of us aren't drinking an adequate amount of water every day. Having pitchers of water readily available will increase water consumption significantly.

Back to the goodies: we have to have them on occasion. If you've made homemade desserts, only put out a small amount at a time. People tend to take less when less is available. However, if you put out three entire pies at once, your crewmen may sample each one. Same with cookies; put fewer on a plate—not a platter—and refill as needed. If you keep cookies tucked away in the freezer, consider putting two to three cookies together in a baggie so that if your crewmen have a sweet tooth, the cookies will be pre-portioned for them.

Weight-Loss Tips

A few extra tips to drop unwanted pounds:

- Enjoy a hot breakfast within an hour of waking up.
- Put down your utensils between bites to slow down your eating.
- Avoid sugar-sweetened drinks including regular soda, sweet tea, and fruit juices. Those calories add up quickly and we don't eat less because we drank our calories.
- Don't clean your plate!
- Don't go more than two to three hours without eating. Having a healthy snack like a ½ turkey sandwich will help stave off hunger until your next meal. It will also give you a little boost in energy.
- Don't eat a large meal before going to bed. If your shift just ended, have a smaller meal before heading to sleep.

• Leave the galley when you're done eating. The longer you stay, the more you tend to eat.

Applying even one of these simple, painless techniques may help you attain the body weight you are hoping for, decrease your risk for chronic disease, and also increase your healthy years on the river as well as in retirement. I hope this information proves to be useful. As always, if you have any nutrition related questions, shoot me an email at towboat-dietitian@gmail.com.

Dawn Null is a chocolate-loving Registered Dietitian who is eternally optimistic, finds challenges irresistible, and believes laughter and red wine is the best medicine.

Safety, Compliance Reporting App Now Available For Smartphones

BY HEATHER ERVIN

WorkplaceAware has launched a workplace reporting solution in the form of a mobile app for iPhones and Android devices for use by the maritime industry. The app provides clients with a single, secure online location to capture report information in order to track, manage and resolve incidents as they are reported in real time.

The app includes a location map, a description of the report, and a picture of the issue along with the time and date of the report. It is supplemented by an online dashboard that captures reports submitted by the mobile app.

According to Rob Sweeney, founder and chief executive officer of WorkplaceAware, authorized administrators are able to view the report online, assign each report to a category, and set a status of each report.

"Administrators may also enter comments regarding actions taken for each report, and all such comments are cap-

tured and viewable through the dashboard by authorized users," said Sweeney. "Reports can be forwarded to others in the organization for viewing on their mobile devices and computers, too."

Sweeney said administrators can send alerts as push notifications to all mobile app users—or a subset of mobile app users—and reach them instantly.

"Most clients use WorkplaceAware for near-miss and safety hazard reporting," said Sweeney. "By giving safety managers the information they need regarding such instances, they're able to recognize the threats and take corrective action immediately."

Sweeney said the idea behind WorkplaceAware came about when a safety manager for a major food manufacturing company expressed its desire to have a more robust reporting method for reporting near misses and safety hazards.

"This company used paper reports to handle such reports for 500 employees,"

said Sweeney. "In 2013, a total of only nine near-misses were reported using the paper method. While using the initial version of WorkplaceAware in early 2014, the company was able to report 36 near-miss and safety hazards in the first quarter alone. This gave the managers the information they needed to identify and take action on issues of which they were previously unaware."

The most current version of WorkplaceAware, version 2.0.2, was released in May. Prospective clients are provided a 30-day free evaluation of the app to ensure it meets their needs. More information on WorkplaceAware is available at www.workplaceaware.com.

Dresden Island Gates

The Rock Island Engineer District has awarded a \$929,486 contract to G&G Steel Inc., Russellville, Ala., for construction of tainter gates for Dresden Island Lock and Dam.



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Tenn-Tom

(CONTINUED FROM PAGE 7)

ply proves more convenient to some businesses in Alabama, Mississippi and Tennessee. The study connects those navigational advantages to the waterway's relatively fast recovery from the "Great Recession" of 2008 and 2009.

"We on the Tenn-Tom have rebounded better than any other waterway or any other regional economic area in the United States. It was actually amazing how this region has rebounded," Parisi said. "Again, that tells you how strategic this place is, how important it is as far as the viability and sustainability of the region, how interconnected and valuable it is to you and your communities."

The Tenn-Tom's ton-miles dropped from 1.1 billion in 2008 to 1.0 billion ton-miles in 2009 and 2010, but it's been on a steady increase ever since. The ton-mile total for 2014 is expected to reach 1.4 billion. Similarly, the waterway's overall tonnage shipped saw an estimated 40 percent increase from 2009 to 2014. Parisi said it's important to always highlight that resiliency to potential businesses.



—photo by Frank McCormack

From left to right, Mark Burton, professor at the University of Tennessee; University of Mississippi State Professor Mimmo Parisi; Skip Scaggs, executive director of the Monroe County (Miss.) Chamber of Commerce; and Brig. Gen. David Turner, commander of the South Atlantic Division of the U.S. Army Corps of Engineers. They comprised the final discussion panel at the 33rd annual Tennessee-Tombigbee Waterway Development Opportunities Conference.

"When you try to make the point of the economic value, and when a prospective business comes, you have to show the

prospect of growth over time relative to the national trend," he said.

Cargo Diversity

Parisi said the waterway's diversity is also a strong selling point—especially looking toward the future. Unpacking the Tenn-Tom's overall tonnage numbers reveals that, while its primary commodity—crude materials—has decreased over time, the waterway has seen sustained tonnage growth thanks to a surge in the diversity of products.

From 2000 to 2014, the annual transport of crude materials on the Tenn-Tom Waterway has fallen from in excess of 3.5 million tons to about 2.25 million tons. While coal, lignite and coal coke have remained somewhat flat, primary manufactured goods, chemical and related products and petroleum and related products have increased almost twofold. Food and farm products, while still minute compared to the others,

have also seen a recent uptick.

"What is interesting, unlike many other waterways, the diversity of products as a result of the diversification of industry in the area is actually increasing, making that waterway even more sustainable and viable over time," Parisi said.

Recreational Value

The study goes on to examine recreational activities on the Tenn-Tom Waterway, the wildlife management and conversation areas in the area, and the contributions of the channel to irrigation and water supply.

"It's not just a waterway, it's a park," Parisi said of its recreational aspects. "We have 1.7 million people that visit just a 234-mile area."

From a commercial point of view, the study found that for every federal dollar spent to maintain the waterway (and in 2015 that number is about \$109 million) there is a \$3.54 return on investment.

"All this infrastructure has an inherent value in terms of providing opportunities for economic and social development," Parisi said.

Looking ahead, Parisi said it's important to note the far-reaching impact the 234-mile-long Tenn-Tom Waterway has.

"The Tenn-Tom is a gateway to the global economy in the region," Parisi said, who then stressed the importance of regional planning and collaboration. "In order to see the waterway grow, in terms of what it can do and in terms of tonnage, you have to think in terms of a multi-state approach."

That regional collaboration will lead to further diversification, increase imports and exports and continued growth in traffic. All of which, the study concludes, makes the Tennessee-Tombigbee Waterway worthy of continued investment.

To view NSPARC's Tennessee-Tombigbee Waterway study, visit nsparc.ms-state.edu and click "News."

Boconco Delivers Mv. Higman Pride

Higman Barge Lines recently took delivery of the third of three identical towboats from Boconco Inc., located in Bayou la Batre, Ala. Named the mv. Higman Pride, the new vessel took its maiden voyage on the Arkansas River with three barges August 25.

At 3,620 hp., the Higman Pride, like its sister vessels, Higman Legacy and Higman Leader, is more powerful than Higman's standard fleet of towboats designed for two-barge tows. Higman built them to meet customer demands for larger tows on the river versus the Gulf Intracoastal Waterway, said John McMahan, president.

The new boat measures 114 feet long by 35.6 feet wide by 13.6 feet, and gets its propulsion power from twin Cat 3512C Tier 3 diesels rated 1,810 hp. at 1,600 rpm. per side. A 5.76:1 reduction is through Twin Disc MGX5600 gears with external brakes and controls. They turn 86-inch-diameter wheels.

The Higman Pride has quarters for a crew of 11. Ship's power is supplied by two John Deere 4045T Tier 3 engines with Marathon generator ends rated 99 kw.

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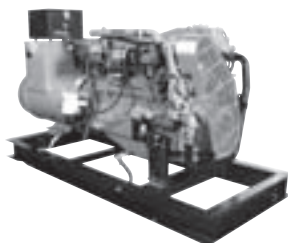


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TVIB Ramping Up For Subchapter M

By DAVID MURRAY

Before you read any further, Chris Parsonage, executive director of the Towing Vessel Inspection Bureau (TVIB), does not know the exact date of the release of the final version of the Coast Guard's Subchapter M regulations. Parsonage told *The Waterways Journal* that the last he heard was that the final regulations were set to be published sometime in the first quarter of 2016.

TVIB provides qualified auditors for barge companies to perform safety and environmental assessments, and also trains internal auditors from the companies themselves. The company has been ramping up for the advent of Sub M; it currently has about 80 trained auditors, said Parsonage, with expectations of adding perhaps 10 more by the end of the year.

In November, TVIB is offering a 16-hour training course in New Orleans for internal auditors. Among the topics: additional elements that The American Waterways Operators added to the Responsible Carrier Program (RCP) certification in October 2014 at the urging of the Coast Guard. The new elements, which take effect in January 2016, include documentation management and risk analysis training.

One of the key new requirements is that 100 percent of a company's vessels have to be audited. However, this requirement comes with a "rolling" deadline that may differ for each company if it has already had a certain percentage of vessels audited.

The eventual goal is for the RCP to transition and merge with each company's Transportation Safety Management System.

Crouse Employees Plunge Into Rescue Training

By DAVID MURRAY

All barge companies promote safety, but not all their approaches are the same.

When *The Waterways Journal* recently spoke with Robert Englert, vice president of operations for Crouse Corporation, he was getting ready to supervise a rescue training program in which deckhands plunge into the Ohio River fully dressed, with their life vests and safety gear, in order to know how to react safely in the water and to rescue others.

Headquartered in Paducah, Ky., Crouse Corporation employs more than 300 people. Its fleet of 35 towboats and 1,122 barges transports more than 30 million tons of cargo each year along the U.S. inland waterways. Crouse has become one of the largest carriers of coal on the inland river system.

In two separate sessions this month, all of Crouse's 75–80 deckhands will receive safety and rescue training. The training sessions are part of the com-

pany's Transportation Safety Management System.

'Pretty Intense'

"It's pretty intense training," said Englert. While the plunge itself is not required, hardly anyone declines, he said. The plunge takes place in 12 feet of water, with plenty of people standing by to offer assistance if needed.

All personnel are required, however, to learn to operate the yawl that is used in rescue operations.

"There's never an end to improving your operation," said Englert.

MSU Fire Alarms

International Fire & Safety Inc., Laurel, Miss., has been awarded a \$62,985 contract by the Vicksburg Engineer District for fire protection inspection and alarm installation for the district's Mat Sinking Unit.

Genesis Adds Two More Boats To Fleet



Mv. Catherine Maureen was built by Conrad Shipyard.

Genesis Marine, Houston, Texas, recently placed the mvs. Molly Patricia and Catherine Maureen into service. The 100- by 34-foot, 3,150 hp. towboats are sister vessels and are part of Genesis Marine's new build program.

"We're excited to add these new state-

of-the-art vessels to our fleet, which will allow us to continue offering safe, reliable and efficient service to our customers," said Rick Alexander, vice president of Genesis Marine.

The new vessels were built by Conrad Shipyard with Cat 3512 main engines and

Twin Disc MGX5600 gears. The mv. Molly Patricia was delivered in May and the mv. Catherine Maureen was delivered in August.

When completed, the new construction program will add a total of 14 new boats to the Genesis fleet.

Cooper Marine Buys Mv. W.O. Watson

BY DAN OWEN

The 2,800 hp. towboat W.O. Watson was acquired in late August by Cooper Marine & Timberlands Corporation, Mobile, Ala., from Martin Marine of La-Porte, Texas. The new owner has changed the name to Jackson III. It is 100 by 35 feet and was built in 1973 by Houma (La.) Welders Inc., for American Commercial Barge Line Company, Jeffersonville, Ind.

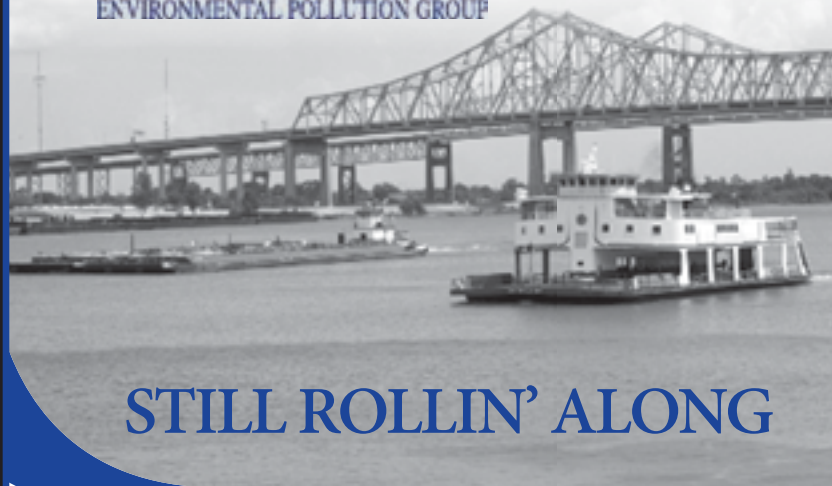
The Watson was one of two boats built primarily for operating between Mobile and New Orleans across the open waters of Mississippi Sound. Each boat had a pointed bow, tug hull under a conventional towboat foredeck with tow knees. Propulsion power is a pair of General Motors 8-645E7 diesels.

Cooper Marine previously had a towboat named Jackson III, which was sold in October 2014 to Cycle Heritage LLC of Larose, La., who changed the name to Heritage.

Arkansas Bridge Work

In an August 31 notice, the Little Rock Engineer District warned mariners to use caution near Mile 300.4 on the McClellan-Kerr Arkansas River Navigation System, near Van Buren/Fort Smith, Ark., because of maintenance on the Highway 64-71 bridge. The work is taking place from 7 a.m. to 5:30 p.m. on weekdays and possibly Saturdays, and is scheduled to continue until March 1, 2016.

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SCF Liquids Operating SCF Safety Spirit

SCF Liquids, St. Louis, Mo., recently put into service the twin-screw towboat SCF Safety Spirit. It is the third of five identical vessels that Raymond & Associates of Bayou la Batre, Ala. is building for SCF. The first two were the SCF Mariner and SCF Vision. To come are the SCF Safety Leader and SCF Safety Endeavor.

The 2,400 hp. boat measures 88 by 35 feet and is powered by Mitsubishi S12R-Y3MPTK Tier 3 diesels, from Laborde Products, with Twin Disc MG5600 reduction gears that have a 5.76:1 ratio. The engines turn 82- by 57-inch Dominator wheels from Sound Propeller.

Two 99 kw. Marathon generators powered by John Deere 6068 diesels from Kennedy Engine provide ship's power. The generator room is above deck, isolated from the main engine room and insulated with three-inch sound deadening mineral wool, as are all interior and exterior walls and ceilings. The all-aluminum insulated exterior doors and the sound-insulated doors between the engine room and living quarters were supplied by Dale's Welding.

Built within the hull are reservoirs for 40,000 gallons of fuel; 8,000 gallons of water that is piped to the showers, sinks, ice maker and dishwasher; and 25,000 gallons of wash water piped into the toilets, water spigots, main engine and generator cooling daytanks. There are additional capacities for 800 gallons each of gear and lube oil and 1,000 gallons each of oily bilge contents and waste engine oil.



The mv. SCF Safety Spirit was built by Raymond & Associates.

There is a 60-point vessel alarm system that includes high-level alarms on all fuel, oil and slop tanks, from Unlimited Controls. The fixed CO2 fire suppression system was supplied by Herbert S. Hiller.

The two-part electro-hydraulic steering system from Gulf Coast Air & Hydraulics

is housed in an enclosed steering room and utilizes a separate pump and reservoir for the primary steering and flanking rudders with a backup pump and reservoir.

There are accommodations for nine crew members: one bunkroom on the main deck outfitted with flat-screen TVs and satellite receivers, four bunkrooms with adjoining heads and TVs on the second deck, and one bunkroom under the pilothouse with its own head.

The galley has granite countertops and a mess table. The lounge has a built-in entertainment center with a 52-inch TV, sofa and love seat. The galley, lounge and pilothouse walls and ceilings are white FRP with oak trim and cabinetry. All interior floors are poured floors with two coats of polyurethane finish.

The living area of the boat is fitted with a centrally located 12V LED emergency lighting system. Other interior and exterior lighting, as well as navigation lights, are also all LED to conserve power and eliminate bulb replacement.

The navigation electronics package from D&G Communications features two 2127 Furuno radars and also has a DeHart swing meter, FLIR night vision camera, Blue Box recording system with 12 cameras and a Rose Point electronic charting system.

Atop the pilothouse are two 500-watt, Xenon Carlisle & Finch searchlights from Dickson Marine. On deck are two Wintech 40-ton winches and a Wintech VC9000 vertical capstan. The hull is protected by continuous laminated fendering from Schuyler Marine.

The hull framing, cabin design and construction drawings were done by Sterling Marine of Gulf Breeze, Fla.

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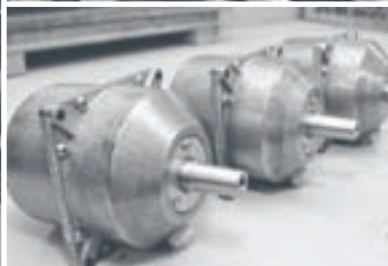


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Sneed Delivers Towboat To Enterprise

Enterprise Marine Services LLC, Houma, La., recently announced the newest addition to its fleet, the mv. Sebastian D. The 87-foot-long vessel was delivered in May by Sneed Shipbuilding in Channelview, Texas.

The mv. Sebastian D is the eighth vessel, in the EMS fleet of 64 boats, to have Z-drive propulsion, which has quickly become the preferred choice of vessel operators because of its maneuverability on the water, the announcement said. The boat is equipped with state-of-the-art technology and complies with all applicable Coast Guard regulations. In addition, the vessel is designed with a shallow-draft hull (eight feet, six inches, unballasted) for canal operations but equally suited for river operations.

The Sebastian D comfortably houses a crew of eight mariners and is equipped with the latest in amenities, said the announcement. Safety and performance, in addition to comfort, were key design considerations for the new vessel. Additional features include dual Tier 3 Cummins QSK 38-M1 1,000 hp. engines, coupled to ZF Marine AT 5111 WM-FP Z-drives fitted with 66-inch-diameter propellers mounted in kort nozzles; two 85 kw. Cummins QSB7-powered generators; unrestricted higher pilot eyelevel at 35 feet; bridge clearance at 50 feet; two- to three-barge towing capacity; tankage for 30,000 gallons of fuel, 16,000 gallons of water and 500 gallons of lube oil; and FloScan



The mv. Sebastian D has 2,000 hp. from dual Cummins QSK 38-M1 engines.

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Corps, Iowa DNR Creating Flyway Habitat Near Burlington

BY JUDITH POWERS

The Mississippi River Flyway for migratory waterfowl will soon have an enhanced feeding and resting place on the right descending bank of the Upper Mississippi River at Miles 398 to 399 in Pool 19, near the confluence with the Skunk River.

The area is a resource in the Iowa Department of Natural Resources' (IADNR) "String of Pearls" management strategy for creating habitat along the flyway.

The U.S. Fish and Wildlife Services designated the area a Ramsar "Wetland of International Importance" in May 2009 and the wetland received the formal international designation on January 5, 2010. Authorization and funding for the project followed, and construction is taking place this summer.

The Rock Island Engineer District is partnering with the IADNR to create the 163-acre moist soil unit (MSU) habitat for migratory waterfowl in the northwest corner of the IADNR Blackhawk Bottoms Wildlife Management Area (WMA), near Spring Creek, approximately six miles south of Burlington, Iowa. The headwaters for Spring Creek are just north of the Iowa Army Ammunition Plant and south of the adjoining Flint Creek basin. Patterson Lake is just south of the project site and receives Spring Creek outflows.

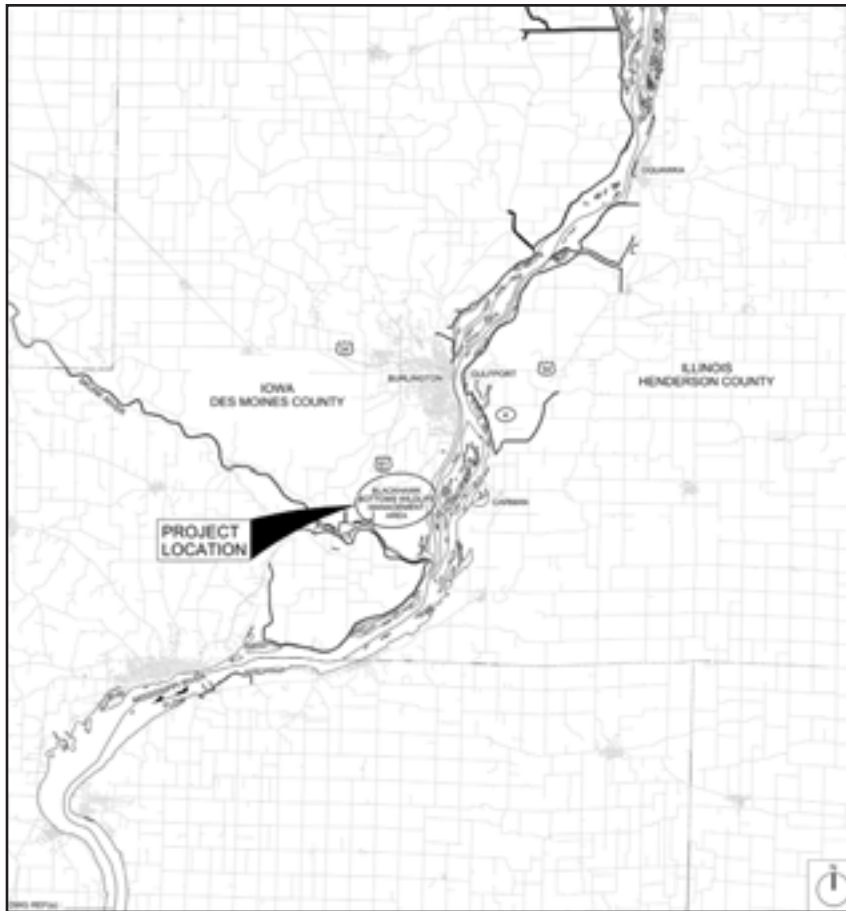
The area has been maintained as an agricultural and scrub field area where corn was left standing through the winter as feed for birds, but now the IADNR

will promote more MSU and open prairie habitat, which are much less prevalent in the area than bottomland hardwood forests and scrub/shrub areas.

The sandy hilltop and hillsides of the project site have been seeded in native grasses and forbs, which are burned every five to six years to control invading woody plants. The existing water level at the site fluctuates directly with Spring Creek flows and Mississippi River high- and low-water events. The IADNR's management program for this area is to promote more MSU and open prairie habitat, which are much less prevalent in the area than bottomland hardwood forests and scrub shrub areas.


In September 2014, Contractor Ardo Schmidt Construction Inc. received the \$762,000 contract to prepare the site and create a berm to contain Spring Creek inside the habitat area, and had completed the clearing and berm construction by May 2015, when rain stalled the project. The 6,100-foot-long berm is designed to be overtopped by high water from the Mississippi. It is built to elevations of 531 and 528 feet, with a 10-foot top. Tasks remaining include building a water control structure; excavation of a new channel for Spring Creek; constructing a channel cut-off and placing riprap and bedding; and building an access road to the berm.


Thanks to Project Engineer Julie Millhollin, Rock Island District, for providing information and illustrations for this article.



The Blackhawk Bottoms Wildlife Management Area is inland of the Mississippi River at its confluence with the Skunk River, in Pool 19 at Miles 398 to 399. It was designated a Wetland of International Importance in 2009.

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River Conservation Group Partners With Pittsburgh Engineer District On Study

The Pittsburgh Engineer District and Riverlife, a nonprofit organization that works with property owners, elected officials and community organizations to build and improve Pittsburgh's riverfront park system, announced August 12 the start of a study aimed at restoring the degraded riverbank ecosystem along the North Shore.

The study is looking at ways to create a safer, more diverse natural habitat along the North Shore riverbank that can coexist with the North Shore's existing entertainment, sporting, recreation and mixed-use development activities. Creating a natural landscape buffer to manage stormwater runoff before it reaches the river is also an objective.

"When the North Shore first came online in early 2000, it knit together destinations such as Heinz Field, PNC Park and the Carnegie Science Center with green public open space, trails and boat launches and proved that Pittsburgh was truly a river city," said Jay Sukernek, Riverlife acting director. "Fifteen years later,

the time is right to look at making further improvements to the riverbank to bring back natural habitat in ways that safely interface with and complement the North Shore activities that people love."

In partnership with Riverlife, the Corps will evaluate alternatives for sustainable aquatic ecosystem restoration along the right descending bank of the Ohio River, extending from just upstream of the Carnegie Science Center to downstream of the West End Bridge. The initial study area covers approximately 4,000 feet of riverbank and 12.6 acres of Pittsburgh's bustling North Shore.

"This is a great opportunity for the Corps to partner with a local non-profit organization and leverage federal resources to improve the environment and the biodiversity of the river," said Col. Bernard Lindstrom, commander of the Pittsburgh District.

After initial environmental assessments of the North Shore began earlier this year, the study is anticipated to con-

clude in January 2016 with a detailed project report. Key activities of the study include conducting further environmental and vegetation assessments, preparing a comprehensive real estate plan, conducting engineering and landscape architectural studies and completing the final report and recommendations.

"The study's outcome will determine what type of riverbank restoration is possible, and how it could improve Pittsburgh's ecosystem of native plants and wildlife," said Sukernek. "Imagine walking to a Steelers game or riding your bike along

the North Shore trail next to a natural riverbank landscape that hosts birds and native wildflowers. We think this riverbank restoration will become an attractive destination in and of itself, a perfect fit with the cultural and tourism destinations already thriving on the North Shore."

Total project study costs are projected to be \$258,000. The North Shore aquatic ecosystem study is funded as a partnership between Riverlife and the U.S. Army Corps of Engineers, with support from The Richard King Mellon Foundation, The Heinz Endowments and The Buhl Foundation.

Yager Proposes Loading And Unloading System

Yager Materials Inc., Owensboro, Ky., applied August 28 to the Louisville Engineer District to expand its barge terminal near Mile 756 of the Ohio River.

The proposed work calls for the construction of an additional loading and unloading system to improve the efficiency of the existing operation.

The existing unloading terminal consists of a crane barge and separate hopper barge. Yager Materials proposes to replace this system by adding a single crane and hopper barge.

The barge would support a new conveyor system that would load and unload materials. Yager Materials proposes to add two quad-tie pilings to provide anchoring for the barge. The quad-ties would be constructed with four 20-inch hollow steel pipes driven into the river-

bed approximately 30 feet in depth. Each piling would then be filled with rock.

In addition to the new system, Yager Materials is proposing to drive 250 linear feet of sheet pile from the top of the bank to the riverward edge of an existing crane platform to improve the platform/ramp.

Yager Materials would place riprap along approximately 500 linear feet of bank at the facility as an erosion control measure. A total of 5,000 tons of riprap would be utilized, with 1,000 tons or less being placed below ordinary high water.

Yager Materials is requesting authorization to perform annual maintenance dredging at this location for a period of 10 years. Dredging would be conducted with a clamshell around the loading and unloading area to maintain a suitable depth for material barges to maneuver.



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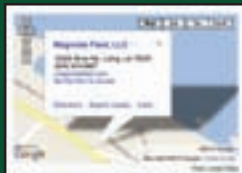
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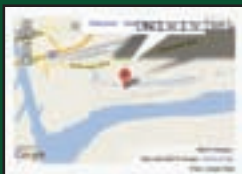
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RIETF Signs MOU With Corps, Coast Guard

Leadership from the U.S. Army Corps of Engineers, the U.S. Coast Guard and the inland towing industry on August 21 signed a memorandum of understanding designed to ensure consistent communications and support efficient and safe movement of commerce on the Western Rivers of the United States.

The memorandum provides a foundation for improving communication between RIETF members, the Corps and the Coast Guard, which will further facilitate commerce while ensuring proper safety and environmental protection. It was signed by Jim Guidry (senior vice president-vessel operations of Kirby Inland Marine and RIETF co-chairman), Rear Adm. June Ryan (commander of the Ninth Coast Guard District), Rear Adm. David Callahan (commander of the Eighth Coast Guard District), Maj. Gen. General Michael Wehr (commander of the Mississippi Valley Engineer Division), and Brig. Gen. Richard Kaiser (commander of the Corps' Great Lakes and Ohio River Engineer Division).

"This memorandum of understanding is a great step forward for our joint efforts to keep the nation's commerce moving," Guidry said. "It provides the assurance that we have communications

processes in place to ensure that we move goods safely, securely and efficiently, as the Coast Guard, the Corps and industry commit to work together for the good of the nation's economy."

"This agreement challenges us to communicate to the point of reducing any chance of misunderstanding," said Wehr. "We are committed to getting there. Maintaining our nation's waterways infrastructure to move commerce safely, efficiently and in an environmentally friendly manner ensures our continued success as a maritime nation."

"Communication is always one of the foundations for success, and in an environment where the nation depends on steady flow of commerce, it is imperative that we continue to update our methods to keep one another informed," said Callahan. "The Coast Guard works closely with the river industry in so many functions, and we look forward to the increased dialogue and interaction to steer commerce flow in an increasingly more informed, reliable and safe direction."

RIETF, a standing task force of The American Waterways Operators, was formed in 1988 to create an ongoing dialogue between senior leaders of the Corps, the Coast Guard and the towing industry.



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Rear Admiral Visits Paducah

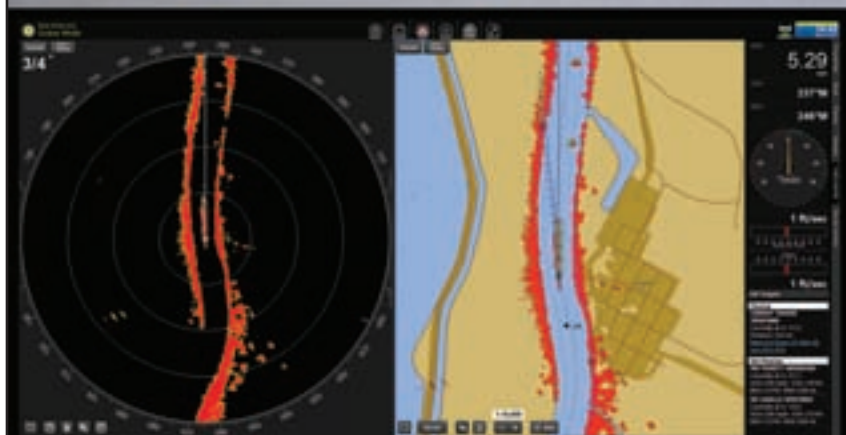


Rear Adm. Paul Thomas speaks to industry personnel during a visit to the Seamen's Church Institute in Paducah, Ky.

—photos by Lt. Cmdr. Jaime Salinas



From left, Jerry Jarrett of Marquette Transportation, Capt. Dave Flaherty of CG Chief Traveller, Steve Bryan of Marquette, Chris Myskowski of Marquette, Rear Adm. Paul Thomas, Darin Adrian of Marquette, Cmdr. Lachner of Coast Guard Headquarters, Tom Rogers of James Marine, and Cmdr. Jackie Twomey and Roy Murphy of the Towing Vessel National Center of Expertise.



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The Coast Guard's Towing Vessel National Center of Expertise in Paducah, Ky., hosted a luncheon August 24 at Seamen's Church Institute. The purpose of it was to provide maritime industry stakeholders with an opportunity to meet Rear Adm. Paul Thomas, the Coast Guard's assistant commandant for prevention policy.

"It was a listening session," reported Cmdr. Jackie Twomey of the Center of Expertise, during which Thomas "expressed

the importance of the inland river system to our national security and national economic interests and asked for feedback on ways the waterways could be operated most efficiently." More than 50 river industry personnel attended the event, she said.

During his visit, Thomas was able to ride an Ingram towboat, visit the Olmsted Locks and Dam project, experience the simulator at the Center for Maritime Education, and view a towboat on a drydock at James Marine.

Ducere Proposes Construction Of Oil Pipeline

Ducere LLC, Warrenville, Ill., applied to the Chicago Engineer District August 17 to build a 1.75-mile crude oil pipeline from the Shell Terminal in Lockport, Ill.

In the proposal, the 30-inch diameter pipeline would go from the terminal to a new oil storage and barge loading facility along the west side of the Chicago Sanitary & Ship Canal.

The pipeline would load crude oil onto barges for shipment down the canal and the Illinois and Mississippi rivers to refineries in the central and southern United States.

The pipeline would be installed by directional drilling under the canal, Wetland 1E, 4, 5, 6, Deep Run Creek and Fiddymet Creek.



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Devlin Awards Honor Safe Vessel Operations

The U.S. maritime industry publicly recognized the women and men responsible for safe ship operations at the Annual Safety Awards Luncheon held at the Hilton Riverside Hotel May 28. More than 180 people, representing more than 75 companies, attended the annual industry-sponsored event.

During the luncheon, the Chamber of Shipping of America (CSA) announced the results of the 2014 Jones F. Devlin Awards. These awards are given to vessels that have operated for at least two years without a seafarer involved in a lost-time injury.

"We have been holding these annual award ceremonies since 1958," said Joseph Cox, CSA president. "This was the 57th anniversary of the program. For that initial year, we honored six vessels having a total of 12 years operation with no lost-time incidents. This year, we gave awards to 1,601 vessels that operated 10,363 years without a lost-time incident. This extraordinary record is directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."

The Devlin award goes to both blue- and brown-water vessels. Among the 2014 recipients on the brown-water side were: 166 Fleet, American Commercial Lines, AEP River Operations, Campbell Transportation Company, Canal Barge Company, Chevron Shipping Company, Conoco Phillips, Cook Inlet Tug And Barge, Crescent Towing, Crowley Marine Services, E.N. Bisso & Son, Foss Maritime Company, Genesis Energy, Golding Barge Line, Harley Marine Services, Higman Barge Lines, Illinois Marine Towing, Ingram Barge Company, Kirby Corporation and Kirby Inland Marine, Marathon Petroleum Company, Marquette Transportation Company (Gulf Inland, Gulf Offshore and River), Pine Bluff Sand & Gravel Company, SCF Liquids, SeaRiver Maritime, SGS Petroleum Service Corporation, Southern Towing Company, Tidewater and Turn Services.

The Chamber of Shipping of America represents 35 U.S.-based companies that own, operate or charter oceangoing tankers, container ships, and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels.

Letters Welcome

The *Waterways Journal* welcomes letters from readers on any subjects related to the river industry. Letters sent for publication should be addressed to: Letters to the Editor, *The Waterways Journal*, 319 N. Fourth St., Suite 650, St. Louis, Mo. 63102, or sent by fax to 314, 241-4207, or email to letters@waterwaysjournal.net. Subject matter is not limited, but standards governing decency and libel apply. Writers are asked to limit letters to 250 words, or one double-spaced, typewritten page. The WJ reserves the right to shorten longer letters and to edit for clarity. The writer's name and address are required for all letters, but they can be omitted from publication upon request.

Kaw Valley Signs Long-Term Lease As KC Port Operator

Kaw Valley Companies Inc., a sand and gravel supplier that has become a port operator, signed a long-term lease in August that will make it the operator of the Port of Kansas City until 2022. Kaw Valley had been operating the port under a short-term lease since it opened in September of last year, after a seven-year closure.

Kaw Valley, founded in 1984 by Ben Kates as a sand and gravel mining and distribution company, has diversified its operations into recycling, demolition, excavation, grading—and now port operations.

In September 2014, sales director Dan Hays of Kaw Valley Companies said, "Kaw Valley Companies looks at the port operating venture as an opportunity not only to grow our business but to further control our transportation costs and offer our customers savings and new transportation options for Kansas City and the region. In partnership with the Port of Kansas City, we will be able to reach and grow

a larger network of shippers, receivers, manufacturers, distributors and agricultural suppliers presently served by only rail and road carriers."

Kaw Valley has emptied and loaded two barges so far. Hays told the *Kansas City Business Journal* that he hopes that another 10 barges will come through the port before the end of the river's navigation season. During next year's eight-month season, Hays said he hopes that 16 barges a month will be using the port.

Much Work Remains

During the past year, Kaw Valley and the port authority have prepared the port for barge traffic, but there is still much left to be done to make it the intermodal freight hub the two parties envision.

The company said it is planning to demolish an older structure on the premises to make room for more commodity storage, but it is open to reusing some on-site warehousing if there is significant demand for dry storage.


Kaw Valley brought in its own heavy equipment, including conveyor belt loaders, to move commodities like sand, rock, gravel and mill scale.

Jacobson hopes the new lease will accelerate the port's development. He said the port authority is working to get a rail connection set up in order to increase the port's viability as an intermodal freight destination. Freight is now offloaded onto trucks.

Hays said new moorings will be built in the river, with more advanced cabling that allow the barges to move up and down river without an assist boat. An old wooden platform may be demolished and rebuilt, he said, and overall safety will be improved as well.

Cape Girardeau Floodwall

The St. Louis Engineer District has awarded a \$1,354,000 contract to Randy Kinder Excavating Inc., Dexter, Mo., for rehabilitation of the Cape Girardeau, Mo., floodwall.



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Corps Improves Mississippi River Navigation At Fair Landing

BY JUDITH POWERS

The Memphis Engineer District repaired and improved the Fair Landing Mississippi River Bend in two major projects during fiscal year 2015.

The bend, at Miles 632 to 635, above Memphis near Elaine, Ark., is known to river pilots as "Hughey" for the nearby navigation light of the same name.

The first project was to stabilize the revetment mat on the right bank at Mile 633.3 to 634.4 that had been damaged by scour. The Corps of Engineers Mat Sinking Unit laid 27,591 squares, or 2,259,100 square feet of ACM (articulated concrete mat) in late 2014, starting on November 7 and finishing up on November 25, on top of sections of existing damaged mat.

ACM protects the outside bendway of the riverbank, stabilizing the navigation channel as well as preventing premature bank and levee failure. They are installed from the bank and into the thalweg—the deepest part of the river.

"The outside of the bend gets a lot of attack, and it is close to the (mainline) levee, which is the reason for the revetment" said Derrick Smith, Memphis District project manager for both projects. The mat forms a protective overcoat to shield the riverbank from erosion and sloughing caused by channel currents and turbulent water during river flood stages.

Mississippi River pilots requested



Drawing shows bendway weir concept. The weirs are trapezoidal stone-mound structures placed on the outside of a bend at 30 degrees upstream to the flow. They push the channel to the center of the river, and can be navigated over, providing a wide, stable channel for maneuvering around the bend.

that the Corps build bendway weirs in this tight bend to improve safety when maneuvering through the bend, and to reduce the opportunity for error when steering through that reach. The weirs push the river to the inside of the bend, widening the navigation channel and providing necessary maneuvering room

for the long tows that ply the Mississippi.

The Corps responded by including six bendway weirs in the improvement project. Luhr Brothers constructed the weirs on top of the newly-laid ACM in a \$7.6 million project starting January 5 of this year and finishing up February 22.

The bendway weirs are stone mound

trapezoidal structures placed at 30 degrees upstream to the flow. Constructed with an elevation of -25 LWRP (low water reference plane), the weirs are designed to be navigated over at all times. Depending on the depth of the river at various points, the structures can be from 20 to 60 feet high. They are on the right descending bank at Miles 633.8 to 634.3, slightly inside the ACM footprint.

Mat Sinking Unit

A Corps of Engineers document states that its mat-sinking operation "is a unique river operation and is the only one of its kind in the world."

The Mat Sinking Unit includes more than 400 people and 79 pieces of floating plant, and works during low river stages in August through November to install revetments where needed on the Mississippi. ACM has been installed on more than 1,000 miles of the river, from Cairo, Ill., at Mile 955 to Head of Passes at Mile 0.

The annual construction program aids in establishing permanent locations for the constantly-moving river banks by waiting until the banks have eroded to the desired position, then placing the flexible concrete blankets on the outside of the bend, fixing the bank into a permanent position and stopping the river from meandering, while providing safe navigation channels and protection for adjacent levees.

The ACM is brought to the location



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This photo of a mat laying operation in another location shows the mat boat perpendicular to shore, tied off to the 400-foot mat boat. Crushed stone has been spread on the shoreline to stabilize it between grading and laying the mat. A mat supply barge approaches with more squares of mat.

from one of the mat-casting fields in Tennessee or Louisiana.

The mattress is created in "squares" consisting of 16 individual blocks of concrete, each approximately 17-3/4 inches by four feet. The blocks are

mounted on a fabric of non-corrosive stainless steel wire that acts as a flexible skeleton for the mattress. Each square is 25 feet by four feet (100 square feet.)

To transport the mat sections to the work site, squares are picked up from the

casting field in stacks of 13 units weighing approximately 45,000 pounds, by a crane using a specially-made lifting frame. The stack is transported by lowboy truck to the loading dock, where a barge-mounted

SEE NAVIGATION PAGE 38

Mat-Sinking Unit Set To Upgrade, Modernize

By DAVID MURRAY

The Mat-Sinking Unit in the Vicksburg (Miss.) Engineer District is one of the most important and consequential teams in the Corps of Engineers, since it is responsible for stabilizing the banks of the Mississippi River.

The MSU consists of the mat sinking barge, the mat supply barge, quarter barges, bulldozers, spar barges and the mvs. Benyard, William James and Harrison. During the 2014 season alone, the MSU placed more than 500 acres of articulated concrete mats on the river's banks.

But within the next few years, it is set to change both its name and the way it operates.

Col. John Cross, commander of the Vicksburg Engineer District, recently spoke with *The Waterways Journal* about the long-planned equipment upgrade. The district got a seed grant of \$5 million from the Mississippi Valley Division to do engineering studies of the concept and to plan the transition. He said the upgrade was a "fairly easy sell" to the Corps' upper levels.

"Mat-Sinking" refers to the days when the unit used to make mats from willow branches it cut from riverbanks, and anchored the resulting mats with rocks to armor the banks to prevent erosion. Most

SEE UPGRADE PAGE 39

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Navigation

(CONTINUED FROM PAGE 37)

crane picks the stack up and places it on the mat supply barge. Each barge can carry 585 squares, consisting of 950 tons of concrete. The loaded barge is floated at the work site and positioned behind the mat boat.

The Corps maintains a fleet of 50 mat supply barges that are towed into place by Corps or contract boats.

The Mat Sinking Process

To lay the mat, a mooring barge and spar barge are anchored perpendicular to the shore. The mat boat is parallel to shore, tied off to the mooring barge. A work boat positions a mat supply barge behind the mat boat, and the operation is ready to begin.

Four gantry cranes running on overhead rails pick the squares up off the supply barge and place them on the mat boat in 16-block sections, where workers immediately begin wiring the sections together using a pneumatic "mat-tying" tool that was developed for the Corps by the Bechtel Corporation in the 1960s. Workers then connect the mat to launch cables running from the mat boat to anchors on the bank. The squares are tied together to form one "launch" of 35 squares. A typical blanket of mat consists of 12 to 24 launches.

The anchors on the bank are mounted firmly in the ground, and dozers provide temporary anchors. When the launch is completely tied, the system that controls the launch cables allows them to release,



Workers wire the ACM sections together using pneumatic "mat-tying" tools, developed by Bechtel Corporation for the Corps of Engineers in the 1960s. Other workers are connecting the mat to launch cables running from the mat boat to the bank.

and as the mat boat backs away from the bank, the mattress is lowered to the river bottom. The mat boat can move riverward 315 feet along the 400-foot mooring barge, and then attach to the spar barges, which allow the mat boat to continue out for the remainder of the channel mat length. At that point, the flotilla moves 140 feet upstream and repeats the process.

When away from their home base in Vicksburg, the mat sinking crew lives and dines on quarterboats tied off to the bank near the work area.

Work proceeds around the clock in two shifts, and galley cooks provide four meals a day to accommodate the two shifts of workers, who are on for 12 consecutive days, with two days off.

Seasonal workers on the mat-sinking

crew include clerks, deckhands, drag line operators, electricians, mechanics, quarters boat utility operators, stewards, surveyors, tying tool operators and repairers, tractor drivers, truck drivers and winchmen. Low water on the river determines when the mat season will begin, and once it starts, it proceeds around the clock until the season ends several months later.

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Upgrade

(CONTINUED FROM PAGE 37)

of the equipment the unit uses was built in 1948. "What we have is a factory on a barge," said Cross. "It was state-of-the-art for its day, but back then, we didn't have OSHA or the EPA."

Much of the work the unit does requires difficult manual labor in all weather conditions. Workers handle a specialized tool that weighs 60 pounds "about a thousand times a day," said Cross. All workers are full-time Corps employees. Modernization will automate much of that work, especially the more difficult and potentially dangerous parts.

Today's mats are made of articulated concrete, and can be handled by machines instead of by hand. The unit's name will likely change to Armor I, the name Cross said he is currently using, to better reflect the upcoming modernization.

Cross, a native of Laurel, Miss., said the district is proud to be collaborating with the robotics departments of Mississippi State University and Hinds Community College, in Raymond, Miss. "We want to build it in the Louisiana and Mississippi area so we can train people as it's being built."

Cross estimates it will take five years to replace all the equipment, including two years of design and three years of construction. He said he expects to finish the concept design by this coming December.

"Most of the modernization will involve using sensors that will precisely



Workers at an unidentified mat laying location hold cables used to tie the ACM to anchors in the bank, to hold the mat in place while the mat boat backs off, feeding the mattress onto the river bottom.

measure everything from wire tension on winch cables to depths, and will reduce the need for human operators to judge everything by 'eyeballing,' he said.

When the modernization is complete, the team will require anywhere from 100 to 150 fewer workers—but those workers will be much more skilled, in line with au-

tomation trends in manufacturing.

"And throughout all of that time, we have to keep working at the same pace," he said.

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—photos courtesy Vectora Transportation

**Above: New terminal at Peru, Ill.
Left: Barge operations at Hannibal, Ohio.**

Vectora

(CONTINUED FROM PAGE 7)

storage building with more than 50 acres of prepared outdoor storage. A new conveyor loading system with new dock walls

was added to the site to accommodate the handling of bulk commodities.

The Hannibal terminal handles the same products as the Peru location with the addition of gas line pipe. Both terminals are public and operate 24/7.

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Industry People On The Move

Ingram Barge Company has announced the following promotions:

- **Todd Brown** has been promoted to assistant vice president-ISS, as part of the fleet dispatch reorganization. He has worked in the barge industry for 30 years, starting as a deckhand and working his way up to his most recent position of director-vessel operations. He oversees the northern fleet operations as well as the vessel harbor team and the Columbus repair facility.

- **Teresa Sprouse** has been named director-accounting and financial reporting. She has been part of the Ingram family for nearly 30 years, first joining Ingram Book Company in 1987 as a senior accountant before joining Ingram Industries in 1999, and moving to Ingram Marine Group in 2007. She now has responsibility for areas previously covered by the planning and analysis department, and financial costings of existing and prospective business.



Brown



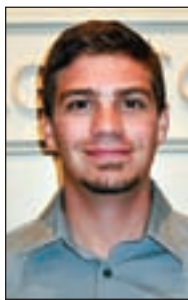
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Hepting



Wilson

- **Jimmy Dobbins** was promoted to director of business intelligence. His newly-created department is responsible for delivering analytic platforms and tools designed to provide strategic insight and solutions to Ingram's business operations. Dobbins joined Ingram Marine Group in 2013, after earning his bachelor's in marine transportation and marine engineering from the U.S. Merchant Marine Academy, and a master's and PhD. in civil and environmental engineering from Vanderbilt.

Canal Barge Company, New Orleans, announced the following appointments:

- **Taylor Stulb** has joined Canal as a logistics trainee and will be assisting in

the TVA trade. She will work closely with David Staines to learn towing patterns and TRAK entry for boats and barges.

- **Andrew Deluca** has joined Canal as a logistics specialist. His area of responsibility will be Baton Rouge to New Orleans.

- **Kim Hepting** has joined Canal as crewing supervisor. She will be based in the Belle Chasse office and will be involved in all aspects of the crewing department.

Gena Wilson has accepted the position of chief dispatcher at Turn Services, where she will supervise the day-to-day functions of the dispatch department. She has been with Turn Services since 2007, during which time she has been instrumental in the

implementation of BargeOps to manage the company's fleet operations and serves as liaison to the company's charter boat customers. Gena started in the barge industry in 1985 as a night dispatcher at Convent Marine Companies. She quickly rose through the ranks and was promoted to chief dispatcher/operations manager in 1987. In 1996, Convent Marine was acquired by Memco Barge Lines, and subsequently by AEP River Operations in 2001. Wilson served as operations manager through both acquisitions. In 2003, she joined the logistics department at Combined Transport International Inc., where she handled dispatching on the Illinois River.



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New Towboat Honors Structural Engineer

BY ALAN HAIG-BROWN

Joe Gregory, owner of New Generation Shipbuilding of Houma, La., reports that his firm's latest delivery will join the La Porte, Texas-based Martin Marine fleet of 25 inland pushboats and 42 inland marine tank barges. Martin also operates four offshore tug/barge units.

The latest delivery, one of New Generation's popular 75- by 30- by 10-foot pushboats, is the mv. Rex Dobson. With an operating draft of 8.5 feet, these towboats have a 32-foot eye level from the wheelhouse.

The wheelhouse has huge windows extending to the deck level forward and a full walk-around exterior deck extension. The elevation is gained by having the wheelhouse sit atop three lower decks. These contain five crew cabins providing accommodation for up to seven crewmembers.

A well-appointed galley, with granite counter tops, and mess, with large flat-screen TV, occupy the forward part of

the main deck cabin with the aft part or fiddly providing storage over the main engines.

Cummins Power

The main engines, as has become the norm on this class of towboat, are a pair of Cummins QSK38-M, each of which develops 1,000 hp. at 1,800 rpm. The engines are fitted with Twin Disc MG5321 gears with 6.39:1 reduction turning open stainless-steel, five-blade Kahlenberg 74- by 53-inch propellers on seven-inch shafts. The props and rudders are protected by stump-jumpers fabricated from six-inch square 1/2-inch tubing.

Main deck equipment includes two 40-ton electric winches mounted forward. Auxiliary power is provided by a pair of Cummins 85 kw. generators.

The vessel is named for New Generation's structural superintendent Rex Dobson, who survived a bad stroke last year and served as the vessel's sponsor.



—photo courtesy of New Generation Shipbuilding

Rex Dobson breaking the traditional bottle over his namesake.

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Photo Corner



—photo by Capt. Billy Smith

The mv. Laurie S. Johnston in the Harvey Canal at Harvey, La. Photographer Capt. Billy Smith lives in El Dorado, Ark. The Waterways Journal is pleased to publish photographs of river-related subjects taken by readers from time to time. To submit a photo for consideration, please send a high-resolution jpeg to John Shoulberg at john@wjinc.net; include the words "Photo Corner" in the subject line of the email.

Knoy To Be Honored By National Rivers Hall Of Fame

The National Rivers Hall of Fame will present its National Achievement Award to Mark Knoy of American Commercial Barge Line (ACBL) at the Waterways Council Inc./Informa Economics/Waterways Journal 12th annual Waterways Symposium at the Omni Royal Orleans Hotel in New Orleans, November 12.

Knoy, president and chief executive officer of ACL, has been a leader in the river industry for more than 35 years. He has served as a director and chairman of the Inland Waterways Users Board, a trustee of the Coast Guard Foundation, the Seamen's Church Institute and its Center for Maritime Education and Ministry on the River, chairman of National Waterways Foundation, board member for the H.T. Pott Inland Waterways Library at the University of Missouri—St. Louis, member of the Federal Reserve Board's Industry Council, and treasurer of the Marine Transportation Council. He is also a past chairman of the Waterways Council Inc. and the Midwest Region of the American Waterways Operators.

One of Knoy's greatest accomplishments is his leadership in establishing RiverWorks Discovery (RWD). As president of AEP River Operations LLC from 2001-11, Knoy led the development of the RWD program in 2004 and championed support for the program with the AEP Foundation and eventually led the gifting of the program to the National Rivers Hall of Fame in 2010.

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ISRS Holds Fourth Biennial Conference In La Crosse, Wis.

BY HEATHER ERVIN

The fourth biennial International Society for River Science (ISRS) conference, hosted by the University of Wisconsin-La Crosse (UW-L) River Studies Center, was held August 23-28 in La Crosse, Wis. The conference was a collaborative effort with the UW-L and the U.S. Geological Survey Upper Midwest Environmental Science Center, Winona State University Large River Studies Center and the University of New England—Australia.

The conference kicked off with a free public outreach event and towboat tour held at the levee in Riverside Park on August 23.

More than 700 attendees toured the mv. Megan McB, owned by event sponsor Brennan Marine. The towboat's crew was in attendance and answered questions about life on a towboat.

Set up next to the vessel was the "Big Tent Event," which highlighted national, regional and local organizations that offered interactive and informational exhibits about the river and related resources. Some organizations included RiverWorks Discovery, Upper Midwest Environmental Science Center, U.S. Fish & Wildlife Service, National Great Rivers Research & Education Center, Mississippi River Network and Outdoor Recreation Alliance.

Opening ceremonies were held the same evening and featured guest speaker Chad Pregracke, founder of Living Lands & Waters. The theme of the conference



—photo by Gregory Sandland
Brennan Marine's mv. Megan McB was available for tours and was a highlight of the conference.

was "River Connectivity" and emphasized the physical, natural and socio-economic aspects of rivers. About 150 presentations were given by experts from more than 16 countries.

"It was an overwhelming success," said Gregory Sandland, associate professor at UW-L. "Although the weather was not the nicest, we still attracted a

large number of people to the Big Tent Event and the towboat crew said they were constantly busy giving tours to the public."

Sandland said Pregracke's opening remarks were entertaining and inspiring. "He talked about his experiences cleaning up a number of critical river systems in North America, including the Missis-

sippi River," said Sandland. "The audience was a nice mix of conference participants and members of the public. Through these events, we were able to successfully achieve our goal of connecting members of the public with individuals and groups that play critical roles studying and maintaining this incredible resource."

Brennan Marine's dispatch manager Adam Binsfeld agreed that the event was a success. "La Crosse was a great venue," he said. "Brennan was thrilled to be a part of the event."

Presentations at the conference included a River Navigation Panel made up of Paul Rohde with Waterways Council Inc., Lee Nelson with Upper River Services and Binsfeld. Rohde also gave the keynote speech at lunch on August 25 that gave a 50-year outlook on the river industry.

Socials and tours, including a tour of the Upper Midwest Environmental Science Center, Pool 8, Winona (Minn.), and the Genoa Fish Hatchery, rounded out the conference program on August 27-28.

Nashville Bitt Contract

The Nashville Engineer District has awarded a \$186,297 contract to Anderson Welding & Manufacturing Inc., Chasell, Mich., for floating mooring bitts for Cheatham and Old Hickory Locks on the Cumberland River.



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Swiftships Delivers Towboat To Dupre

Dupre Marine Transportation, Houma, La., recently put into service the first of two towboats from Swiftships LLC. Named the mv. Ambrie Dupre and constructed at Swiftships' commercial boat yard in Jeanerette, La., the vessel was delivered July 8.

The new boat is 75 feet long by 30 feet wide with a hull depth of 10 feet and an eyelevel of 35 feet. It is powered by twin Cummins QSK38 diesel engines with a combined 2,000 hp. The engines turn 74- by 59-inch Kahlenberg propellers through Twin Disc MGX5321 reduction gears at a 6:1 ratio. The seven-inch shafts are equipped with Wartsila dripless seals.

Two Cummins QSB7-DM 75 kw. generators provide auxiliary power. Steering is electric-over-hydraulic, full-follow-up and non-follow-up. The hull has capacities for 23,148 gallons of fuel, 6,684 gallons of potable water, 992 gallons of slop oil, 454 gallons of lube oil and 227 gallons each of hydraulic oil and gear oil.

The blue and white Ambrie Dupre has a four-deck superstructure that can accommodate a crew of seven. It is named for the seven-month-old niece of company owner Rory Dupre.

Dupre began his career in 2001 operating a number of smaller boats in the inland construction business. He entered the tank barge business in 2012, towing red-flag barges for Kirby Inland Marine.

The second boat is due to be com-



Rory Ambrie with his niece, vessel namesake Ambrie

pleted September 15. When delivered, it will bring the total number of boats in the company's fleet to seven, said Dupre.



—photos by Carol Rodrigue

Mv. Ambrie Dupre has 2,000 hp. from Cummins QSK38 engines.

Volunteers Turn Out For 26th Annual Great Kanawha River Cleanup

By HEATHER ERVIN

More than 100 volunteers removed approximately 2.36 tons of trash and debris from the river banks during the 26th annual Great Kanawha River Cleanup on September 5.

Sponsored by the West Virginia Department of Environmental Protection

(WVDEP), the cleanup included five sites: Winfield Beach, St. Albans Roadside Park, the South Charleston boat ramp, Magic Island in Charleston and Kanawha Falls at Glen Ferris.

"We had fewer volunteers this year than last, but it was most likely due to the holiday weekend," said Terry Carrington,

WVDEP program coordinator. "However, it made the turnout that much more amazing."

Carrington said volunteers removed more debris than last year. Among the trash items removed from the river were traffic barrels, shopping carts, TVs, a dock and rolls of carpet.

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In The Courts

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U.S. Courts Of Appeals

Maritime Law—Liens. Management agreements between vessel owners and a management firm were not the functional equivalent of bareboat charters. Therefore, the agreements did not create maritime liens in favor of the management firm following their breach. The agreements were not bareboat charters

notwithstanding that the management firm had full possession and control of the vessels, carried insurance and used its own crews. The management firm did not pay for the vessels' expenses, did not owe the owners periodic payments, and the services performed aboard ship were for the owners' benefit.—Comar Marine Corporation v. Raider Marine Logistics LLC (C.A.5), No. 13-30156, July 6, 2015, Owen, J., 2015 WL 4079541.

Maritime Law—Personal Injury.

A welder did not qualify for seaman status under the Jones Act. The welder was employed by a welding subcontractor, he had worked for 34 different customers on 191 different jobs, both offshore and onshore. He was assigned to work as a borrowed employee, for a subsidiary, on an offshore platform, for one project which had a clear end-date two months after it began. During that project, he resid-

ed on the subsidiary's vessel. Although the crew would usually stay on the vessel for the entire job, they could request relief and leave the vessel before the job was completed. The Barrett reassignment exception, under which, if an employee receives a new work assignment before his accident in which either his essential duties or his work location are permanently changed, he is entitled to have the assessment of the substantiality of his vessel-related work made on the basis of his activities in his new job, for Jones Act purposes, did not apply to the welder. The welder was not permanently reassigned to work on the offshore platform, and his essential duties did not change.—Wilcox v. Wild Well Control Inc. (C.A.5), No. 13-31281, July 24, 2015, Prado, J., 2015 WL 4509566.

Transportation—Shipping. Several purchasers of domestic ocean cargo ship-

ping services brought an action challenging the constitutionality of the Jones Act's cabotage provisions, alleging that the provisions impaired interstate trade between Hawaii and the continental United States. The court held that the enactment of the cabotage provisions, which prohibited foreign competition in the domestic shipping market, was not beyond the authority assigned to Congress under the Commerce Clause. The Commerce Clause did not limit the authority of Congress to regulate interstate commerce, and the regulations clearly concerned interstate commerce.—Novak v. U.S. (C.A.9), No. 13-16383, July 30, 2015, Clifton, J., 2015 WL 4568442.

U.S. District Courts

Environmental Law—Oil and Gas.

A dispute of material fact existed as to whether a barge constituted a substantial threat of discharge of oil when it was grounded on top of oil pipelines. The dispute precluded summary judgment on the federal government's strict liability claim against the barge owner under the Oil Pollution Act (OPA). The government argued that the barge posed a substantial threat of a discharge as a matter of law because it lay stranded in a tidal wetland, containing oil, above gas pipelines, and subject to deterioration from wind, weather, future storms and seas. The owner disagreed, asserting that the barge was sitting safely on top of the soft mud, intact, structurally sound, and did not present a substantial threat of discharged oil.—United States v. Brothers Enterprises Inc. (E.D.Texas), No. 1:13-CV-17, June 30, 2015, Crone, J., 2015 WL 4039848.

Maritime Law—Liens. An individual who performed renovation services on a vessel in exchange for a \$25,000 interest in the vessel and its expected charter fishing operation was a joint venturer. Therefore, he was not entitled to a maritime lien on the vessel. The individual admitted that he performed the work for a "stake of interest" in the charter fishing business, and admitted that he believed he would "draw a percentage of profits."—Beech v. FV Wishbone (S.D.Ala.), No. CIV.A. 14-0241-WS-B, June 15, 2015, Steele, J., 2015 WL 3751394.

U.S. Claims Court

Real Property—Eminent Domain.

The Army Corps of Engineers' construction, expansions, operation and failure to maintain the Mississippi River-Gulf Outlet (MRGO) caused a significant increase in storm surges and flooding of owners' property during Hurricane Katrina and subsequent hurricanes and severe storms. Thus, a temporary taking of the owners' property was effected under the Fifth Amendment. The MRGO increased salinity, habitat and wetland loss, and erosion cumulatively contributed to increased storm surges exacerbated by MRGO's funnel effect that acted as a superhighway to accelerate and intensify the surges that resulted in flooding.—St. Bernard Parish Government v. United States (Fed.Cl.), No. 05-1119, May 1, 2015, Braden, J., 2015 WL 2058969.



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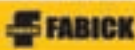
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(CONTINUED FROM PAGE 7)

gram, Nagle said. The DRIVE Act also authorizes \$200 billion annually to fund a multimodal Freight Investment Grant Program.

Integrated Navigation

Reporting on her recent trip to Antwerp for her second annual attendance at the European Breakbulk Conference, Betty Sutton, administrator of the Saint Lawrence Seaway Development Corporation, said what struck her “even more forcefully this year compared to last year was how far commercial maritime navigation is integrated into local and regional transportation and public policy planning in Northern Europe compared to North America.”

Sutton said that very illustrative of that fact was her meeting with representatives of the Flemish Shortsea Promotion Centre (SPC), whose goal is to promote the concept of shortsea shipping and facilitate the implementation of shortsea shipping projects in Flanders and between Flanders and the rest of Europe.

“The SPC has been successful in getting elected officials and business leaders to actively consider maritime transportation as part of an overall solution to public policy challenges,” Sutton said. “The SPC’s approach is straightforward and substantive, and they have developed among the best material I have read to explain the advantages of shortsea shipping.”

For reading, Sutton recommended SPC’s website, www.shortsea.be, and its recent publication, “12 Shortsea Best Practices.”

MERPAC Members Sought

The Coast Guard has given interested parties until November 3 to submit applications for membership on the Merchant Marine Personnel Advisory Committee.

The Coast Guard will consider applications for five positions that expire or become vacant June 1, 2016. The positions are for a licensed engineering officer; a licensed deck officer with an unlimited tonnage master’s license with experience on tank vessels; a member representing the viewpoint of shipping companies; an unlicensed seaman representing the viewpoint of qualified members of the engine department; and for a member who will be drawn from the general public.

For more information, contact Davis J. Breyer at 202, 372-1445.

Polar Icebreaking

President Obama’s announcement August 31 that he wants to advance by two years, from 2022 to 2020, his plans to acquire a new icebreaker and begin planning for additional icebreakers, affirms the Coast Guard’s role in providing assured access to the Polar Regions, said Adm. Paul Zukunft, Coast Guard commandant.

The Coast Guard, the sole operator and custodian of the nation’s polar icebreaking capability since 1965, utilizes the cutters Healy and Polar Star to meet present day icebreaking needs in

the Arctic and Antarctic.

Among the missions of U.S. polar icebreakers is the defense of U.S. sovereignty in the Arctic by helping to maintain a U.S. presence in U.S. territorial waters in the region.

The United States has dropped from having seven icebreakers after World War II—four operated by the Navy and three by the Coast Guard—to only two fully functional icebreakers and one heavy-duty icebreaker. The White House noted that Russia has 40 icebreakers and another 11 planned or under construction.

Alaskan Groundings

The Coast Guard has issued a safety alert following an increase in the number of groundings on Alaskan shorelines involving uninspected commercial fishing vessels. The Coast Guard said that 16 reported groundings have occurred since July 14.

“In a number of investigations, it was learned that the captain or crewmembers on the vessel had fallen asleep at the wheel after working extensive hours over several days,” the Coast Guard said. “The safety alert (No. 8-15, titled ‘Asleep at the Wheel: When Fatigue Catches Up’) says that fatigue may have been a causal factor in many of these groundings.”

The Coast Guard said that fatigue symptoms are not limited to just a person falling asleep. “Fatigue issues are strongly related to human errors and poor performance,” the Coast Guard alert said. “Nearly all modes of transportation are impacted by fatigue and many studies have been performed about its negative

short- and long-term effects.”

To prevent fatigue-related casualties, the Coast Guard recommended that owners of fishing vessels take advantage of the existing technology that can help prevent operators from falling asleep at the helm.

While modern technology may be useful, the Coast Guard said that “the best defense against a fatigue-related navigation casualty is a well-rested watchstander who is later relieved by another watchstander who has had adequate time to sleep.”

Oakland Clarification Sought

The Federal Maritime Commission has asked operators of five container terminals at the Port of Oakland for more information about their proposal to implement an off-peak-hours program that will be financed by a new fee on beneficial cargo owners.

The commission said it had concerns about the program after a review and comments from stakeholders who complained about insufficient details on how the system will work. The commission said additional transparency by the parties will aid in its analysis of the issue.

After the parties to the agreement have fully responded to the information request, a new 45-day review period will begin, the commission said. A 15-day public comment period will be announced in the *Federal Register*.

Container Fuel Cells

The Maritime Administration celebrated the beginning of field trials August 28 for the first prototype hydrogen



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MarAd, through a cooperative agreement with the Department of Energy, provided \$815,000 to fund the clean-energy-powered container unit that MarAd said could pave the way to dramatically reduced harmful emissions at the Port of Honolulu.

Built into a standard 20-foot container, the pilot fuel cell unit will replace a diesel generator currently powering refrigerated containers both in port and while being transported on water by barges along routes between Honolulu and other harbors by Young Brothers, a local shipper within Hawaii.

At the end of six months of testing, Sandia National Laboratories will analyze operational, safety and cost performance data to develop a business case for using hydrogen fuel cells for marine use.

LNG Containerships

TOTE and General Dynamics NASSCO have launched the second of two Marlin-class ships said to be the first containerships in the world to be powered by liquefied natural gas.

Fred Harris, president of General Dynamics NASSCO, said the two ships are "the most fuel efficient, eco-friendly containerships in the world."

The two vessels, built for TOTE's Puerto Rican trade, will be operated by TOTE subsidiary Sea Star Line out of Jacksonville, Fla.

The Isla Bella, the first Marlin-class containership, will enter service later this year. The Perla del Caribe will enter service in the first quarter of 2016 between Jacksonville and San Juan, Puerto Rico.

Rec Boat Accident Reporting

The Coast Guard has invited comments on a draft Recreational Boating Accident Reporting Manual that was developed to replace the Standard Method of Reporting (Boating Accidents), CG-449, which was last published in September 1973.

Comments must be received by the Coast Guard by November 19.

For more information, contact Susan Weber at 202, 372-1103.

Container Processing System

In a recent letter to the Federal Maritime Commission, the National Industrial Transportation League (NITL) addressed shipper concerns with the proposed OakPASS initiative in California.

Modeled after the PierPASS program in the ports of Los Angeles and Long Beach, the NITL said that OakPASS would establish a new off-peak container processing system in the marine terminals in the Port of Oakland.

Like PierPASS, NITL said, the proposed OakPASS initiative would open night gates for shippers; the additional gate operations would be paid for by a new fee on shippers picking up and dropping off containers in daytime hours.

In comments to the FMC, Bruce J. Carlton, NITL president and chief executive officer, highlighted "the complete lack of information" to shippers and others in the transportation industry that will pay for OakPASS. Carlton also said there was no evidence that inaugurating the new program would have any "measur-

able impact on congestion in Oakland's marine terminals."

Referring to the PierPASS program, Carlton said shippers understood that the fee would be used to support the operations of a "significant number of off-peak, higher cost night gates. Yet when traffic levels dropped considerably in the Great Recession, those off-peak gate hours were suspended but the fee was still collected." Carlton added that the shipping public "has not been given a rational explanation for this, nor have they seen any financial reports on the operation of PierPASS."

Lock Valves, Cylinders

The Louisville Engineer District is soliciting bids for valves and hydraulic cylinders for locks on the Ohio River. The proposed contract calls for three cylinders for culvert valves and five miter gate hydraulic cylinders. Bids on Solicitation No. W912QR-15-B-0013 are due September 28; contact Justin Bennett, phone 5023156203; email justin.k.bennett@usace.army.mil.

Obituary Notices

J. Richard "Rich" Hommrich, 81, died August 18. His career in the barge industry spanned almost 50 years, beginning in 1955 with American Commercial Barge Lines. He held executive positions at A.L. Mechling, Union Mechling and Herbert Materials. In 1983 he founded Volunteer Barge & Transport Inc., Nashville, Tenn., where he served as president until his retirement in 2004. He was a member of the Waterways Freight Bureau and served on the boards of several trade organi-

zations including National Waterways Conference, Tennessee River Valley Association, the Tennessee-Tombigbee Waterway Development Council and the Propeller Club of Nashville. His son, Mark, who succeeded him as president, is now a consultant with Heartland Barge Management, to whom he sold the company in 2014.

Perry Verret of Plaquemine, La., passed away on September 6 at the age of 79. He was a longtime boat builder and operator.

To Place An Obituary In The WJ

The Waterways Journal will publish obituary information for anyone who was involved in the barge and towing industry and related industries. Obituaries are free, but are subject to editing according to WJ standards. Please forward information on the deceased's age; home town; date, location and cause of death; and, perhaps most importantly, as much relevant information as available about the deceased's career in the industry, including any survivors who work in the industry. Send the information to *The Waterways Journal*, 319 N. 4th St., Suite 650, St. Louis, Mo. 63102; email info@waterwaysjournal.net; or call us at 314, 241-7354.



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BARGE GRAIN MOVEMENTS (1,000 tons)

Week Ending 8-29-15

Week Ending 8-30-14

River/Lock	Corn	Wht.	Soy.	Other	Total	Corn	Wht.	Soy.	Other	Total
Miss./15	89	19	14	0	122	119	16	9	0	144
Miss./25	251	19	27	0	297	318	16	28	0	361
Miss./MP	412	23	41	0	476	430	19	34	0	483
Miss./27	395	25	35	0	454	446	22	44	2	513
Ill./8	148	0	13	0	161	32	0	0	0	32
Ohio/52	54	26	12	0	92	72	44	17	4	136
Ark./1	0	24	6	0	29	6	50	6	4	66

Cumulative to date for Miss./27, Ohio/52 and Ark./1:

Year	Corn	Wheat	Soybeans	Other grains	Total
2015	14,841	1,329	6,685	160	23,015
2014	15,694	1,874	4,843	139	22,549

*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

Rate	Date	M/SP	MM	Ill. R	StL	Cinc	L. Ohio	C/M
Rate (actual)	9-1-15	407	382	400	390	387	387	405
	8-25-15	393	340	340	300	302	302	300
Rate (future)	October	620	608	608	545	610	610	525
	December	---	---	455	350	393	393	300
\$/Ton	9-1-15	25.19	20.32	18.56	15.56	18.15	15.63	12.72
\$/Ton	8-25-15	24.33	18.09	15.78	11.97	14.16	12.20	9.42

Current week percentage change from same week:

Last year	-27	-35	-33	-33	-33	-33	-33	-30
3-yr. avg.	-11	-12	-6	-5	-10	-10	-10	-2

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

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. Address your announcement to Forthcoming Events Editor.

September 14–18, 2015. Christian Mariners Gospel Tent Meeting, 6:30 p.m. nightly, My Father's House, 616 Catlett, St., Hickman, Ky., sponsored by House of Disciples, Mayfield, Ky. Contact: Capt. John Morgan, 314, 409-1952, or Capt. Warren Daniels, 662, 255-7009.

September 16–18, 2015. National Waterways Conference, annual meeting, Little Rock Marriott, Little Rock, Ark. Contact: Internet www.waterways.org.

September 17, 2015. Upper Mississippi Waterway Association, 89th Annual Meeting, Southview Country Club, St. Paul, Minn. Contact: Paul Freeman, president, 320, 290-9225; or Russell Eichman, executive director, 651, 776-3108.

September 18–19, 2015. Sons & Daughters of Pioneer Rivermen, annual meeting, Lafayette Hotel, Marietta, Ohio. Contact: Internet www.riverhistory.org.

September 22, 2015. Ports of Indiana, Purdue University and Conexus Indiana, 2015 Indiana Logistics Summit, Indiana Convention Center, Indianapolis, Ind. Contact: Internet www.indianalogistics.com.

October 12–13, 2015. Tennessee River Valley Association, 49th Annual Meeting, Marriott at Vanderbilt, Nashville,

Tenn. Contact: Cline Jones, TRVA executive director, P.O. Box 1745, Decatur, Ala. 35602-1745; phone 256-394-3433; email trvassoc@hiwaay.net; Internet www.trva-tcwc.org.

November 11–13, 2015. Waterways Council Inc., 2015 Waterways Symposium, Omni Royal New Orleans, New Orleans, La. Contact: Medina Moran, 202, 765-2115; email mmoran@waterwayscouncil.org.

December 1–3, 2015. Diversified Exhibitions, International Workboat Show & Conference, Morial Convention Center, New Orleans, La. Contact: Internet www.workboatshow.com.

January 23–26, 2016. Passenger Vessel Association, PVA Annual Convention at MariTrends 2016, Hyatt Regency Crystal City, Washington, D.C. Contact: Internet www.passengervessel.com

January 27–28, 2016. American Waterways Operators, Safety Committees' annual meeting, JW Marriott, New Orleans, La. Contact: Anne Fazzini, email afazzini@americanwaterways.com.

January 28–29, 2016. American Waterways Operators, Midwest, Ohio Valley and Southern Regions combined annual meeting, JW Marriott, New Orleans, La. Contact: Anne Fazzini, email afazzini@americanwaterways.com.

March 1–3, 2016. Maritime Meetings, 2016 Inland Waterways Conference, Hyatt Regency at the Arch, St. Louis, Mo. Contact: Internet www.maritimemeetings.com.

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Kennedy Construction Expands With Thomas Tank Barge

BY HEATHER ERVIN

Kennedy Construction, a marine design and construction facility in Galveston, Texas, is expanding its operations in conjunction with its affiliate, Thomas Tank Barge Inc.

Included in the expansion is a Kranco gantry crane with two hoists, one with an 85-ton capacity and the other has a 25-ton capacity. A fixed, 20-ton Kranco crane with a 50-foot hook height has also been erected.

President Chris Kennedy said the cranes offer safe and efficient material handling for fabricating new construction components to reduce wait time, increase productivity and result in faster delivery times. "We never build to minimum standards," added Kennedy.

To improve the yard's repair and maintenance of marine equipment Kennedy is building Thomas Tank Barge's first floating drydock.

The 364-foot, eight-inch drydock is 90 feet wide and will have approximately 5,000 tons of lifting capacity. According to Kennedy, the drydock was designed to safely dock 30,000-barrel tank barges with 54-foot width. "The dimensions of the drydock allow adequate working area that includes full wrap-around coating systems and a spill rail to ensure a safe and environmentally-sound work area," said Kennedy.

Thomas Tank Barge Inc was incorporated in 2014 to expand upon Kennedy Construction's engineer-



Thomas Tank Barge's overhead gantry cranes for material handling.

ing, fabrication and marine equipment maintenance services that deliver Coast Guard and ABS-certified

tank, specialty, deck and crane barges to the marine industry.

The engineering and construction of

the drydock will be done in-house and is expected to be ready to receive vessels by mid-2016.

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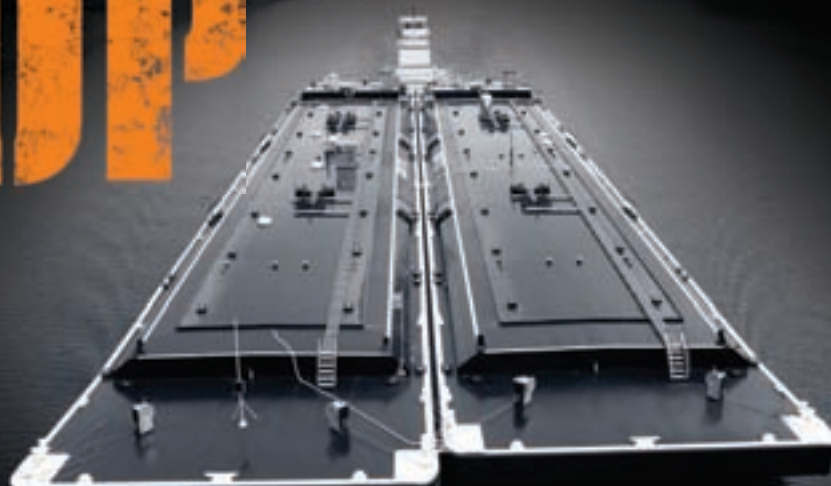
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Kickapoo Chief Named CG Master Cutterman



—U.S. Coast Guard photo by Petty Officer 2nd Class Jonathan Lally
Rear Adm. David R. Callahan, commander of the Eighth Coast Guard District, congratulates Master Chief Petty Officer Robert Eagleton on becoming the 45th Master Cutterman of the Coast Guard.

Coast Guard Master Chief Petty Officer Robert Eagleton was recognized as the Coast Guard's 45th Master Cutterman at a ceremony in Vicksburg, Miss., September 2.

Eagleton serves as the officer in charge of the Coast Guard's mv. Kickapoo, with more than 20 years of total sea time.

Rear Adm. David R. Callahan, commander of the Eighth Coast Guard District, presided over the ceremony to honor Eagleton.

"This is a cutterman's cutterman standing before you today, and you don't see too many of them today," said Callahan. "Master Chief Eagleton is among a rare breed who are considered the backbone of the Coast Guard, which has its roots embedded in the service's predecessor, the Revenue Cutter Service."

Eagleton joined the Coast Guard in 1989 and started his Coast Guard career as a cutterman on the Coast Guard Cutter Acushnet and served on several other Coast Guard cutters as well as serving at some shore-based units.

The Coast Guard's Master Cutterman program was created in April 2007, to formally recognize those members who have distinguished themselves throughout their careers with more than 20 years of sea service. The first Master Cutterman certificate was presented to Chief Warrant Officer Paul Dillger at his retirement ceremony in July 2007. While many Coast Guardsmen have proudly been named as permanent cuttermen, serving more than five years afloat, only a select few have endured the rigors of sea duty for 20 years.

Conley Bottom Dedicated As Clean Marina

The Nashville Engineer District supports marina operators and owners who are striving to protect the water resources of the Cumberland River Basin by going "clean and green" such as with Conley Bottom Resort in Monticello, Ky.

On September 10, the Corps, Kentucky Department of Fish and Wildlife Resources, Cumberland River Compact, and Conley Bottom Resort celebrated the marina receiving its new flag to designate them as a Clean Marina.

"It is a honor to have Conley Bottom Resort be the first marina on Lake Cumberland certified into the Clean Marina program and we look forward to more marinas certified," said Crystal Tingle, conservation biologist for the Nashville District.

The Cumberland River Basin Clean Marina Partnership is a voluntary program implemented by the Nashville Engineer District and its watershed partners to promote environmentally responsible marina and boating practices.

Propeller Directory Listings Solicited

Propeller Clubs wishing to have phone numbers or websites listed in the WJ's Propeller Club Directory should contact us at *The Waterways Journal*, 319 N. Fourth St., Suite 650, St. Louis, Mo., 63102; phone 314, 241-7354; email info@waterwaysjournal.net. Those already listed should check to see that numbers are up to date. For more information, visit www.propellerclubhq.com.

We kindly request that club secretaries check the information given in the directory and contact us with any changes. Club news is always welcome.



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Photo Corner



—photo by John Miller

A potential future riverman looks through the railing on the Twilight as it overtakes the Penny Eckstein near LeClaire, Iowa. The Waterways Journal is pleased to publish photographs of river-related subjects taken by readers from time to time. To submit a photo for consideration, please send a high-resolution jpeg to John Shoulberg at john@wjinc.net; include the words “Photo Corner” in the subject line of the email.

ADVERTISERS INDEX

A	EMERALD MARINE.....	28	LOUISIANA CAT.....	14	SCANIA.....	12
ABBOTT MACHINE CO.....	EMR.....	39	LYDIAANN CHANNEL FLEET.....	33	SCHUYLER MARITIME.....	44
ABS.....	ENGINE MONITOR, INC.....	40	M		SEA ENTERPRISES.....	65
AEP.....	EPG, LLC.....	23	MAGNOLIA FLEET.....	30	SEA-TRAC OFFSHORE.....	34
ALLEMAND INDUSTRIES.....	ERL COMMERCIAL MARINE.....	1, 45	MAGNOLIA MARINE TRANSPORT COMPANY.....	62	SENNEBOGEN.....	15
AMERICAN COMMERCIAL LINES.....	EVANSVILLE MARINE SERVICE, INC.....	26	MANLEY BROTHERS, LLC.....	59	SGS PETROLEUM SERVICE.....	60
AMERICAN TECHNOLOGIES, INC.....	F		MANTSINEN.....	37	SHEARER GROUP, INC., THE.....	28
ANDRIE INC.....	F & M MAFCO.....	59	MARATHON PETROLEUM COMPANY.....	64	SIMRAD.....	51
ARTCO.....	FABICK CAT.....	49	MARINE PARTNERS.....	63	SIMPLEX AMERICAS, LLC.....	39
ARTHUR D. DARDEN IN.....	G		MARINE SOLUTIONS.....	65	SOUTHERN MARINE CONSTRUCTION CO.....	43
B	GALLAGHER MARINE.....	47	MASSMAN CONSTRUCTION CO.....	18	T	
BAKER, LYMAN.....	GENESIS MARINE.....	64	MASTER MARINE, INC.....	48	TERRAL RIVER SERVICE.....	47
BARGE EXCHANGE.....	GH WHITE, INC.....	63	MCDONOUGH MARINE.....	59	TEUFELBERGER.....	19
BIG RIVER SHIPBUILDERS.....	GILBERT ASSOCIATES, INC.....	34	MCGRIFF, SEIBELS & WILLIAMS OF MISSOURI, INC.....	50	THOMPSON POWER.....	49
B&J ALUMINUM WINDOWS.....	GOETTLE.....	10	MERRILL MARINE SERVICES, INC.....	59	THOMPSON TRACTOR.....	49
BRIARTEK, INC.....	H		MID-SOUTH CONSTRUCTION MATERIALS, LLC.....	42	THORDON BEARINGS, INC.....	20
BUDROVICH MARINE.....	HALEY MARINE GEARS.....	24	MIKE'S, INC.....	36	THREE RIVERS MARINE ELECTRONICS.....	65
C	HARBOR TOWING & FLEETING.....	46	MTU.....	31	TIMCO INDUSTRIES.....	25, 59
CAMPBELL TRANSPORTATION.....	HEATEC.....	51	MURRAY AMERICAN RIVER TOWING.....	46	U	
CAPITAL ONE.....	HENDERSON AUCTIONS.....	61	MUSTANG CAT.....	49	UMC MARINE.....	23
CARGO CARRIERS.....	HELM CONNECT.....	32	N		V	
CDG ENGINEERS.....	HS MARINE PROPULSION.....	48	NABRICO.....	54	VAPCOR.....	43
CENTRAL BOAT RENTALS, INC.....	HUMCO MARINE PRODUCTS.....	36	NEW INDUSTRIES.....	67	W	
CERES.....	HUNTER MARINE.....	43	O		WORKBOAT.....	56
CK POWER.....	I		OKIE MOORE DIVING & SALVAGE.....	65	Y	
CLEAR SPAN.....	IMTRA MARINE PRODUCTS.....	42	P		YAGER MARINE.....	36
CLEVELAND BROTHERS.....	INLAND MARINE SERVICES.....	68	PATTERSON.....	5, 41	Z	
CONTROLLED WATER SYSTEMS, INC.....	INTERNATIONAL WORKBOAT SHOW.....	56	PINE BLUFF SAND AND GRAVEL.....	60	Z TECHNOLOGIES.....	24
CS TRANSPORT.....	J		POWER PANELS.....	32		
CUMMINS MID-SOUTH.....	JAGCO INDUSTRIES, INC.....	60	PUCKET POWER SYSTEMS.....	22		
CUSTOM COMPOUNDERS, INC.....	JEWELL ATTACHMENTS.....	65	R			
D	J.S. PARSONS & CO.....	59	RAILCREW XPRESS.....	62		
DALE'S WELDING & FABRICATORS, LLC.....	K		RIVER DIVING & SALVAGE, INC.....	65		
DICKSON MARINE SUPPLY.....	KINDRA LAKE TOWING.....	50	RIVER SALVAGE CO, INC.....	65		
DONOVAN MARINE.....	KODEN.....	38	ROLLS-ROYCE.....	52		
DUVIC'S PUMPS.....	KOBELT.....	25	ROYAL COATINGS.....	26		
E	L		S			
EAGLE FABRICATION, LLC.....	LABORDE PRODUCTS.....	17	SAFETY MANAGEMENT SYSTEMS, LLC.....	60		

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CONTINUED ON PAGE 60

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BOATS, BARGES, ETC. WANTED—4

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CONTINUED ON PAGE 62



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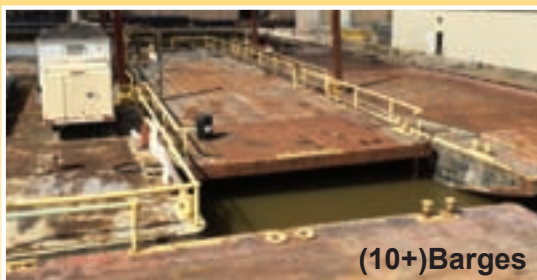
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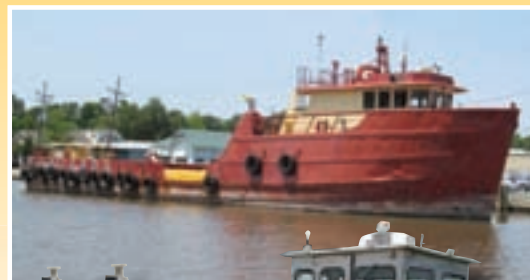
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NAUTICAL BOOKS AND CHARTS: Barway Pilots Guides, Corps of Engineers navigation

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Likewise, if you're in the market to buy a used barge or two to bolster a new service your company is offering, you could place a "Boats, Barges, Etc., Wanted" ad, and simultaneously run a new listing in the "Services" category. Again, the smaller of the two ads will be free.

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Missouri River Runoff Near Normal In August

Runoff in the Missouri River basin above Sioux City, Iowa, was 1.5 million acre feet (maf.) in August, 108 percent of normal, the Corps of Engineers reported last week. The basin is on track to finish the year with total runoff of 25 maf., which would be 99 percent of the average of 25.2 maf.

The mainstem reservoir system currently contains 60.1 maf. of water, including about one-quarter of the available flood-control storage.

“Water that was captured in the reservoirs during the spring and summer is being released to serve navigation and other downstream purposes,” said Jody Farhat, chief of the Missouri River Basin Water Management Division.

“Our plan is to evacuate all water stored in the flood zones of the reservoirs prior to the start of next year’s runoff season, which typically begins around March 1,” said Farhat. “Full-service navigation support and normal winter releases should be sufficient to accomplish that goal; however, releases will be adjusted as needed in response to changing basin conditions throughout the fall and winter.”

Based on the September 1 reservoir system storage, releases from Gavins Point Dam—the lowest of the six dams on the system—will be at least 17,000 cubic feet per second (cfs.) during the winter. The winter release may be increased up to 20,000 cfs. if flood water remains in storage after the navigation season. Winter releases are normally near 17,000 cfs.

The Corps previously announced it is providing an eight-month navigation season with full-service flow support based on the July 1 storage check. Full-service flow support is generally sufficient to provide a navigation channel that is nine feet deep and 300 feet wide. Flow support for navigation service at the mouth of the Missouri River will end on December 1.

Draft Operating Plan

Later this month, the Corps will post the 2015–2016 Draft Annual Operating Plan (AOP) for the Missouri River Mainstem Reservoir System on its website at www.nwd-mr.usace.army.mil/rcc/aop.html. Fall public meetings will be held in five cities throughout the basin during the last week of October to discuss the draft report and take comments on the proposed operating plan. The public meetings will include a presentation from the Corps regarding 2015 operations and plans for regulating the reservoir system in 2016, followed by a question and answer session.

The meetings are scheduled as follows:

- October 27, 11 a.m.—Jerry Litton Visitor Center, Smithville, Mo.
- October 28, 11 a.m.—Capitol Lake Visitor Center, Pierre, S.D.
- October 28, 6 p.m.—Civic Center, Bismarck, N.D.
- October 29, 9 a.m.—Fort Peck (Mont.) Interpretive Center.
- October 29, 6 p.m.—Western Historic Trails Center, Council Bluffs, Iowa.

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195X35—2 SIMILAR	10,500	NO	YES	DS/EP	CLEAN	390 EA.
195X35	11,000	NO	YES	DS/EP	DIRTY	895
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SS Single Skin, **DS** Double Skin, **ds** Double Sided, **SB** Single Bottom, **EP** End Piece, **BX** Box, **DR** Double Rake, **GF** Gas Free, **LPG** Liquid Petroleum Gas

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Rose Point Navigation Systems Launches New Commercial Radar Interface

Rose Point Navigation Systems of Redmond, Wash., announced August 25 the launch of its new commercial radar interface, delivering what the company

calls “a comprehensive solution for interfacing the most popular commercial marine radars with Rose Point ECS [electronic charting system].”

Unlike other products that use an analog signal to convert radar return data, the design of the commercial radar interface uses an all-digital interface for data transfer that, Rose Point says, ensures the highest level of image fidelity with the radar’s display.

The commercial radar interface was designed to combine the benefits of radar images with the navigation tools built into Rose Point ECS. It provides an overlay of the radar image on any chart, giving users a complete picture of their environment while navigating in challenging situations.

Radar overlay allows mariners to quickly and accurately interpret the source of radar echo returns on their charts. False echoes can now be instantly identified with nautical chart data, accurately reflecting real-time radar images.

Operators have the option to control the radar directly within Rose Point ECS and the ability to control radar ranges, clutter and filter settings, as well as commonly used plotting tools. Mariners can also alternate between radar overlay and a traditional radar display using Rose Point ECS’ split panels or a full-screen radar on a secondary monitor.

Rose Point says that as long as the vessel has a compatible radar with the current firmware, it can be installed in minutes by connecting both the radar and computer to the interface box with standard Ethernet cables. The software receives the radar data from the interface box and displays it onto the chart while

also computing the proper location using heading and relative positioning information provided by a digital compass and GPS.

The ability to integrate a radar image dramatically improves situational awareness for commercial mariners, the company says. For example, mariners can now match a radar echo with AIS data to immediately identify radar targets. It also provides mariners the ability to determine the relative size of a vessel by portraying AIS targets on the chart screen with radar images of their tows clearly overlaid on the chart.

Martin Golden, captain with Reinauer Transportation, said, “Rose Point’s commercial radar interface is the perfect solution for target management. In heavy fog, I can immediately identify all my targets with chart and AIS data directly within Rose Point ECS and determine whether an unknown radar target is just a buoy or a small fishing boat.”

Since its initial release in 2008, Rose Point ECS has become the No. 1 selling marine navigation system for professional mariners and commercial fleet operators, the company claims.

Saginaw Drydock

The Coast Guard Surface Forces Logistics Center Procurement Branch is soliciting bids for drydock repairs to the mv. Saginaw. Responses are due by September 18; contact Iran Walker, phone 757, 628-4563; email iran.n.walker@uscg.mil.

FLEET ENGINEER

Andrie Inc., a Michigan based marine transportation company is seeking a highly motivated individual to fill the position of Fleet Engineer to assist in the development of equipment and repair budgets, direct the repair of equipment, prepare cost estimates for repairs, retrofits, shipyard work, and perform scheduled machinery and vessel inspections to assure proper operation and maintenance.

Must be available on short notice to attend fleet emergencies as required. Job requires travel up to 60% of the time performing vessel visits, extended stays on projects at shipyards, repair facilities, etc. Potential relocation to the Chicago, Illinois area is possible.

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Conrad Delivers 55,000-Barrel Barge To Vane Bros.

Bristol Harbor Group Inc. (BHGI) announced that Vane Bros. Company has taken delivery of a BHGI-designed 55,000-barrel oil barge.

BHGI was contracted by Conrad Industries to develop the design of the 361- by 62- by 24.5-foot double-skin tank barge. The barge was built at Conrad Shipyard in Amelia, La., and was recently delivered to Vane Bros. The barge is certified by ABS and the U.S. Coast Guard for oceans-fully manned trade.

The barge's primary purpose is to transport asphalt and other heavy oils. It

is equipped with a complete loading and discharging system in 10 tank compartments, and includes a cargo thermal heating system with more than eight miles of heating coil pipe.

BHGI is a full service naval architecture and marine engineering firm specializing in commercial vessel design and consulting. Over the past 20 years, BHGI has produced more than 50 unique designs, to which more than 100 vessels have been built, including barges, tugs, ATBs, passenger vessels, dredges and yachts.

Kaskaskia Port District Honors First GM

The Kaskaskia Regional Port District (KRPD) last week unveiled a stone monument marker to recognize Stanley L. Reeble, the first general manager of the district.

Reeble was hired in 1970 and served the district for years. After four years elsewhere, he returned to the district in 1978 and served as general manager until his sudden death in 1985. The district renamed a dock facility and industrial park in Baldwin, Ill., in his honor on August 26, 1985. The marker unveiled last week is being installed as part of the 50th anniversary celebration of the port district.

Reeble was instrumental in establishing both the KRPD #1 Dock Facility in

rural New Athens, Ill., and KRPD #2 Dock Facility at Baldwin. During his tenure, coal shipments began in the 1970s at 940,000 tons per year, and by 1985 they reached 3,150,616 tons.

"The board felt it was about time to install a marker, fitting for Mr. Reeble, to commemorate his service to the port district and to share with the general public how important Mr. Reeble was to the district," according to George Obernagel, chairman of the district.

The unveiling ceremony included his three children—Roger Reeble, Nancy Imlay and Penny Ellett—along with board members and staff of the port district.

Ouachita Water Sweep Planned For September 19

The Vicksburg District of the U. S. Army Corps of Engineers and Ouachita Green are seeking volunteers for the annual Water Sweep scheduled for September 19 from 9 a.m. to 1 p.m. Volunteers are needed for the cleanup of the Ouachita River and other bodies of water in surrounding areas.

Cleanup sites will be set up in the following recreational areas: Sterlington, Moon Lake, Bawcomville, Lazzarre Park, Back Bayou National Wildlife Refuge, University of Louisiana Monroe/Bayou Desiard and the Forsythe Boat Ramp.

Volunteers are encouraged to register early through www.watersweep.org. Participants may sign up during the morning of the event at any staging area in Ouachita Parish.

Water Sweep is an award-winning program that brings volunteers together to clean area waterways. Last year, approximately 9,600 pounds of trash were collected and removed from area waterways. During previous Water Sweep events, items that were removed from area waterways included tires, furniture and a variety of household items and trash.

Ouachita Green is a nonprofit organization made up of three affiliates of Keep Louisiana Beautiful—Keep Monroe, Keep Ouachita Parish and Keep West Monroe Beautiful.

For more information about Water Sweep or to register, please call the City of West Monroe Community Development Office at 318, 323-5700 or visit www.watersweep.org.

Army App Will Put Charts On Mobile Devices

The Army Geospatial Center (AGC) and the Corps of Engineers are working on an app to allow boaters to view navigational charts on smart phones and tablets.

The Corps' Inland Electronical Navigational Chart (IENC) Program is responsible for all inland charts in the U.S. The AGC recognized the need for an app that allows boaters to easily access them, and tapped into the resources of the Louisville Engineer District to develop the capability.

Drew McPherson, a computer engineering co-op student from the University of Louisville, has been developing the new app, which distributes

107 inland charts via the web through Amazon Web Services. McPherson has developed the code for searching the database of each river and displaying the code for KML files on Google Earth. He is using Java programming, XML and Android Studio to work on the app.

Currently, the charts are only accessible through a computer or in paper form.

The prototype of the mobile app for Android devices is still in the early stages of development but the plans are for it to be refined and enhanced in the coming weeks. The IENC program is anticipating early October 2015 for beta testing of the application.



A close-up of the Major Mackenzie, passing the Louisville wharf in 1904.

Major Mackenzie

(CONTINUED FROM PAGE 66)

New Website

The Howard Steamboat Museum & Mansion recently launched its new website designed by the Computer Technology Graphics Department of Purdue University. The new site features videos and fascinating historical images of the famed shipyard that was operated by the Howard family from 1834 until 1941, when it was sold to the U.S. Navy; it evolved into Jeffboat, today making it the nation's oldest continuously operated inland shipyard.

The 22-room Victorian mansion, overlooking the Ohio River at 1101 East Market St. in Jeffersonville, Ind., has housed the museum since 1958, honoring the wishes of Capt. Jim Howard. Loretta Howard (1885–1978) was the last member of the family to reside in the home and served as museum curator until 1969. The Richardsonian-Romanesque edifice (which endured the 1937 flood and a devastating fire in 1971) was completed in 1894, constructed mainly by the shipyard workers for Edmonds and Laura Burke Howard.

The new website can be accessed at www.HowardSteamboatMuseum.org.

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The Major Mackenzie



The Major Mackenzie upbound in the Louisville harbor in 1904.

—all photos from Keith Norrington collection

BY KEITH NORRINGTON

In 1887, the Louisville district of the U.S. Army Corps of Engineers had a towboat built at Jeffersonville, Ind. The new vessel was constructed on a steel hull measuring 145.3 feet long by 27.5 feet wide, with a depth of 4.7 feet.

In 1906, the Lockwood Board, appointed by Congress and composed of all the Ohio River district engineers, toured the Ohio aboard the Major Mackenzie for the purpose of reviewing the canalization project. The tour was chaired by Col. Daniel W. Lockwood, with hearings at Pittsburgh, Cincinnati and Louisville. Especially memorable was the testimony given at Louisville by noted riverman, newspaper writer and musician Will S. Hays, who said, “God Almighty gave you the Ohio River and if you fellows can’t raise enough money in Washington to improve what God Almighty gave you, you are a poor lot.”

The Mackenzie was renamed Cherokee in 1907, remaining under ownership of the Louisville Engineer District. The sternwheeler was sold at public auction in the 1930s to Walter G. Hougland, who renamed the boat Bob Rodes and used it for towing asphalt barges on the Green River. The towboat was also available for charter jobs until laid up in the mouth of the Cumberland River for a lengthy period. Ultimately dismantled, the hull was used as a landing barge at Mount Vernon, Ind., as late as 1943.



Renamed Cherokee in 1907, the towboat boards passengers for a survey trip.

ACL History

As mentioned previously in the WJ, the centennial history of American Commercial Lines has recently been published. Entitled *Rivers of Time: A History of American Commercial Lines, 1915–2015*, the large 339-page, profusely illustrated book was authored by Dr. Carl Kramer. Copies are available on a purchase and pick-up basis for \$50 each (plus tax) from the gift shop of the Howard Steamboat Museum.

Falls Heroes Program

The October 27 meeting of the Floyd

County Historical Society will feature speaker Chuck Parrish, retired historian for the Louisville Engineer District. The topic will be a PowerPoint presentation on the new book *Heroes at the Falls: Louisville’s Lifesavers*. The popular and free program chronicling the history of the Louisville Lifesaving Station will begin at 7 p.m. in the Elsa Strassweg Auditorium of the New Albany-Floyd County Public Library located at 180 West Spring St. in downtown New Albany, Ind.

SEE MAJOR MACKENZIE PAGE 65

This Week

(From back issues of the WJ)

TEN YEARS AGO, the Port of New Orleans told the maritime industry that, post-Katrina, the Mississippi River was open to traffic in one direction to vessels with a 35-foot or lesser draft, with military relief vessels expected to dominate traffic; and Ingram Barge Company sent its river-front operations barge to New Orleans to assist in Katrina recovery efforts.

TWENTY YEARS AGO, Danna O’Connor became the first woman graduate of The River School in Memphis, Tenn., to earn a river pilot’s license; the Leland Bowman Lock at Mile 162.7 on the Gulf Intra-coastal Waterway expanded its closure through October 25 for construction; and Tidewater Barge Lines launched a double-hulled tank barge, the \$5 million Explorer.

THIRTY YEARS AGO, barge operators in France set fire to a freight train, silo and locomotive to protest low government-set rail rates; and the Lake Carriers’ Association reported a 30 percent drop in coal, grain and steel tonnage on the Great Lakes from a year earlier.

FORTY YEARS AGO, SteelShip Corporation, Pine Bluff, Ark., delivered the 56-foot long Robert L. Ross to Roger J. Au & Sons of Mansfield, Ohio, for Lake Erie operations; Humboldt Boat Service delivered the 43-foot, 370 hp. Rebecca Ann to Bussen Towing Company in St. Louis; and Twin City Barge & Towing christened the \$700,000 Lindholm in St. Paul, Minn.

FIFTY YEARS AGO, the Pike Island Locks & Dam, just above Wheeling, W.Va., was dedicated; the mv. Albert M. was christened in St. Louis, Mo., for the B & M Towing Company; and construction began in Jeffersonville, Ind., of a new executive office building for American Commercial Lines Inc.

ONE HUNDRED YEARS AGO, Lock & Dam 26, on the lower Ohio River, opened to navigation with a parade of 10 steamboats that formed at the Gallipolis, Ohio, wharf; the Homer Smith finished its excursion season at Louisville, Ky.; and Capt. M. F. Noll spent \$3,000 reconditioning the Monie Bauer.

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