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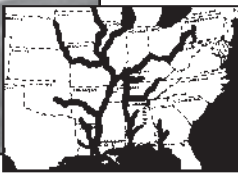
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By Jim Myers
WJ Washington Correspondent

Washington, D.C. -- Duplicate merchant mariner credentials (MMCs) may be issued free of charge to replace those lost or destroyed because of Hurricane Helene, the National Maritime Center (NMC) announced.

To obtain an expedited replacement credential, the NMC said mariners should provide a statement of loss by fax at 304-433-3412 or email at IASKNMC@uscg.mil. The statement should contain the mariner's full name, date of birth, reference number (MRN) or Social Security number if the MRN is unknown, address where the replacement credential should be mailed, current phone number and/or email address the NMC can use to contact the mariner with questions, and a description of the circumstances surrounding the loss/destruction of the credential.

Unless otherwise requested, the NMC said any duplicate MMC will include a corresponding medical certificate, if previously issued. If a credential is unseizable due to damage or if a lost credential is subsequently found, that credential should be mailed to the NMC.

For additional information or feedback, contact the NMC via its online chat or ticketing system, IASKNMC@uscg.mil or 888-IASKNMC (427-5662).

Dockworker Strike

A dockworkers strike at East Coast and Gulf Coast ports ended after three days with both sides agreeing to extend their contract through January 15. The tentative agreement was viewed as a major win for the International Longshoremen's Association whose workers got a 61.5 percent raise over six years. The agreement also called for talks to continue on other key issues, including automation.

President Joe Biden, a stout supporter of collective bargaining who had declined to intervene to end the strike, also saw the agreement as a victory for the country.

"We averted what could have become a major crisis for the country," Biden told reporters.

"I especially want to thank the carriers, the port operators and the longshoremen's union for reaching this agreement at a time when the nation has experienced such terrible devastation."

SEE WASHINGTON PAGE 4

California Governor Vetoes Harbor Craft Fix

BY DAVID MURRAY

Defying the near-unanimous bipartisan support of California's legislators as well as the state's labor unions, California Gov. Gavin Newsom issued a last-minute veto of AB 1122, a marine safety bill that would have delayed and moderated an emissions rule set to take effect in December that maritime interest strongly oppose. Only one member of California's legislature voted against it. Newsom also vetoed two other emissions-related bills.

AB 1122 would have delayed a pending emissions rule for harbor craft by the California Air Resources Board (CARB) that is strenuously opposed by the maritime industry and would also have required an override mechanism to

CARB-mandated diesel particulate filters (DPFs) for emergency situations.

The rule's critics say commercial DPFs suitable for marine engines are not available. They fear the unattainable rule will drive noncompliant harbor craft—including tugboats needed to dock large cargo vessels—from California's waters and impose further logistics burdens on California and the nation in the wake of a strike by longshoremen in East Coast and Gulf Coast ports.

Despite the bipartisan support for AB 1122, observers say a veto override is unlikely. That would require a two-thirds vote by both houses of California's legislature within a 60-day

SEE CARB PAGE 6

Shipbuilding Bill Mentions Inland Priorities

BY DAVID MURRAY

A bill recently introduced in Congress to strengthen the U.S. Navy's shipyard support and bolster its ability to keep pace with China's blistering progress in shipbuilding has a few words to say about inland priorities as well.

The bill is the Ships for America Act, drafted and introduced by Sen. Mark Kelly (D-Az.) and Rep. Mike Waltz (R-Fla.) in both houses of Congress. Kelly, a Navy combat veteran and

graduate of the U.S. Merchant Marine Academy, and Waltz, a combat-decorated Green Beret, drafted the bill out of concern over China's rapid build-up of its shipyard capabilities in recent years. Sen. Marco Rubio (R-Fla.) and Rep. John Garamendi (D-Calif.) joined Kelly and Waltz as sponsors of the bill.

According to the Center for Strategic and International Studies, China now has the world's largest maritime fighting force, operating 234 warships compared to the U.S. Navy's 219 ships.

This count of China's fighting ships includes its known, active-duty manned, missile- or torpedo-armed ships or submarines displacing more than 1,000 metric tons. In 2023, China's burgeoning shipyards had orders for 1,700 vessels both naval and commercial, while U.S. blue-water shipyards had five vessels on order. The United States has about 153,000 shipyard workers. China has close to 600,000.

That workforce contrast isn't the

SEE SHIPBUILDING BILL PAGE 11

Horizons

Navigating the Twin Challenges of Drought and Flooding

BY KEN ERIKSEN

In the ever-evolving landscape of commodity supply chains, the dual threats of drought and flooding present significant challenges. Over the past month, I have spoken at several industry events and meetings, discussing commodity supply chains. At the National Waterways Conference (NWC) in New Orleans for example, I presented "Too Little, Too Much: Navigating Drought

and Flooding Challenges." I focused on the national perspective, emphasizing the critical need for a resilient and adaptable supply chain framework.

The 4-Rs Framework

For commodity supply chains, especially for agriculture, I have prepared a 4-Rs framework of Reliable, Resilient, Resourceful and Redundant, in maintaining a robust commodity supply

chain. This framework is not just a theoretical construct but a practical guide to navigating the complexities of modern logistics.

- **Reliable:** An established and integrated network is crucial. Reliability ensures that the supply chain can withstand disruptions and continue to function effectively. For agriculture, it has deep tentacles from where crops are grown.

SEE HORIZONS PAGE 8

Corps Dive Team Assesses Gates At Wilson Lock

BY FRANK MCCORMACK

The Nashville Engineer District is continuing efforts to map out a repair plan for the lower miter gates in the main chamber of Wilson Lock on the Tennessee River near Florence, Ala., after cracks in the lower portion of the gates led the district to close the lock to navigation September 26.

A Nashville District dive team has cleaned off the lower end of the gates. The district has also deployed remotely operated vehicles (ROVs) from the U.S. Army Engineer Research and De-

velopment Center (ERDC) to scan the cracks in the gates.

At the same time, the Corps will have to complete work on the downstream closure structure slot in order for stoplogs to be set and the lower end of the lock to be dewatered. That work will begin mid-October, with the goal of dewatering the lock and fully assessing damage to the lower miter gates by early December.

The Corps and the Tennessee Valley Authority (TVA) were initially concerned about the potential for insta-

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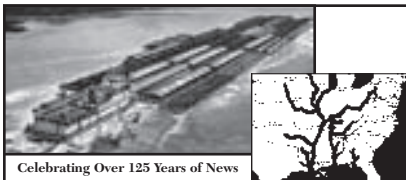
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WJ Editorial

Newsom's Veto Threatens Marine Safety, California's Commerce

California Gov. Gavin Newsom defied a near-unanimous bipartisan majority in his state's legislature, as well as his state's labor unions, to veto AB 1122, a prudent and reasonable fix to a draconian diesel particulate filter (DPF) mandate for marine engines. Without that bill, the rule by the California Air Resources Board threatens to drive commercial harbor craft out of California's waters when it takes effect in December. When CARB refused to listen to industry facts and objections, maritime advocates went to legislators instead, who found those facts persuasive.

The maritime industry's dispute with CARB's rule is not about its goal. Everyone supports reasonable, doable measures to reduce emissions. We all want to breathe cleaner air. The dispute is about the timing and safety of the journey toward that goal.

Newsom apparently listened to environmental activists who complained in several publications that "innovation was lacking" in marine engines. CARB's answer was to use the stick of mandates and to ignore contrary facts to meet an emissions deadline it set for itself.

Innovation is indeed happening in the marine space. This is shown by the recent voyage up the Hudson River of the converted tug Kraken, a tug built in 1957 whose propulsion was converted to emissions-free ammonia-to-hydrogen by Amogy. In January 2024, Crowley Maritime Corporation accepted de-

livery of eWolf, the first all-electric, ship assist harbor tugboat in the U.S., which it called "a milestone advancing the company's commitment to sustainability and decarbonization." The tugboat will operate with zero emissions while providing the complete performance capabilities of a traditional tug.

But innovation has to happen for the entire sector, not just California. CARB's reputation as a pace-setter in air quality regulation comes from the waiver it received from the Clean Air Act in 1963 that allows it to set stricter air standards that those required by the federal Environmental Protection Agency. But in the case of the harbor craft rules, CARB's desire to be out in front isolates the state and its marine engine market.

It's not a question of money alone. The grant and incentive programs CARB lists for marine operators to help them upgrade or repower their Tier II or Tier III engines are of no help here. The issue is that the Coast Guard has said it will not certify or approve marine DPFs. Marine DPFs don't even exist yet. Marine vessel operators who modify an engine without the Coast Guard's approval lose their marine insurance, without which they cannot operate. The Coast Guard says it's up to engine manufacturers to develop and test them.

But there are only about 8,300 commercial marine diesel engines operating in California waters. This is a tiny niche market compared to the 15.9

million licensed commercial trucks in the state, which were forced to adopt DPFs beginning in 2008 (and experienced much trouble in doing so). What engine maker will spend tens of millions of dollars researching, testing and developing a device that only 8,300 engines will use—and that may soon be superseded by newer technology, such as Amogy's ammonia-to-hydrogen retrofits or all-electric tugs?

Coast Guard and CARB members have both emphasized the cordial conversations they have had. Niceties aside, though, CARB's DPF rule raises a substantive question about federalism. At what point does CARB's recognized authority to regulate emissions, including on the waterways, infringe on the Coast Guard's sole authority to regulate marine commerce and the safety of marine engines? None of the parties involved want to talk about this issue. But that doesn't mean it's not out there.

We all agree we want a future with fewer or no emissions. But it won't happen on CARB's unachievable timelines. Forcing commercial marine harbor craft off the waters until it does is not the answer. CARB and Newsom are not only threatening the entire commercial marine sector in their state. They are penalizing consumers both in California and the rest of the country with more logistics snarls if diesel-powered tugs can no longer dock container vessels. Their short-sighted action won't speed up the innovation that is already happening.

Washington

(CONTINUED FROM PAGE 3)

tion from Hurricane Helene."

The American Association of Port Authorities (AAPA) celebrated the tentative agreement between the United States Maritime Alliance (USMX) and ILA and the immediate resumption of operations at the impacted ports.

"Without the strong cooperation of management and labor, port authorities simply cannot move cargo, maintain a fluid supply chain and keep our nation's economy growing," AAPA President and CEO Cary Davis said.

PFAS Monitoring

The Environmental Protection Agency (EPA) has announced a \$7.2 million initiative to Indiana University to continue long-term monitoring of persistent toxic chemicals, including per- and polyfluorinated alkyl substances (PFAS) in the air and precipitation across the Great Lakes.

The funding, which EPA said will be awarded incrementally over the next

six years, will support the agency's Integrated Atmospheric Deposition Network (IADN), which monitors toxic chemicals at both urban and rural sites across the Great Lakes basin.

Since the 1990s, EPA said, more than a million samples have been taken of polychlorinated biphenyls (PCBs), pesticides, polycyclic aromatic hydrocarbons (PAHs), flame retardants and other toxic chemicals that help assess trends of toxic chemicals in the air, estimate the airborne contribution of toxic chemicals to the lakes and discover emerging chemicals threatening the Great Lakes.

VIDA Standards

On October 9, EPA published its previously announced Vessel Incidental Discharge National Standards of Performance in the Federal Register. Although that document listed November 8 as the effective date, the new standards will not be implemented for up to two years while the Coast Guard develops and issues corresponding regulations. Until then, vessels will contin-

ue to be subject to the existing federal, state and local requirements.

EPA documents are available under Docket No. EPA-HQ-OW-2019-0482 at <https://www.regulations.gov>. For additional information, contact Jack Faulk at 202-564-0768 or faulk.jack@epa.gov.

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*, 8820 Ladue Road, Suite 301, St. Louis, Mo. 63124 or email to frank@wjinc.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.

Global Maritime Ministries Honors Branch, Brito With Annual Awards

BY FRANK MCCORMACK

New Orleans-based port chaplaincy organization Global Maritime Ministries (GMM) hosted its annual Lighthouse Gala September 19 at the Audubon Tea Room, a banquet hall adjoining the city's Audubon Zoo.

Global Maritime presents two awards each year at the Lighthouse Gala, the John P. Vandercook Service Award and the Crystal Lighthouse Award. The John P. Vandercook Service Award, named after Global Maritime founder and the father of the organization's executive director, Philip Vandercook, recognizes an outstanding humanitarian connected with the greater New Orleans port community. The Crystal Lighthouse Award recognizes a maritime person of the year.

Capt. Ronald Branch, president of the Louisiana Maritime Association, received this year's Crystal Lighthouse Award, while Lt. Peter Brito with the Port of New Orleans Harbor Police Department received the John P. Vandercook Service Award.

Port of New Orleans Harbor Police Chief Melanie Montroll introduced Brito to the crowd gathered for the gala. Not only has Montroll worked with Brito for more than 20 years, she said, but she was Brito's field training officer when he was a new recruit.

"He was actually the last person I trained," Montroll said.

Brito was promoted to the rank of corporal in 2010, then to the rank of sergeant in 2017. He was promoted to lieutenant earlier this year.

Montroll said Brito has distinguished himself throughout his career as both a giving and caring officer. He's received a variety of commendations throughout his career, including in 2010 when he helped reconnect a 91-year-old man who had become disoriented and separated from his family. Then in 2020, Brito, who is fluent in both English and



Philip Vandercook, executive director of Global Maritime Ministries, stands alongside Capt. Ronald Branch, president of the Louisiana Maritime Association, and Christine Titus. (Photos by Tracie Morris Schaefer)

Spanish, was able to deescalate a situation at the port by speaking one-on-one with a Spanish speaker.

"I want to thank God first and foremost," Brito said upon accepting the service award from Vandercook.

Brito also thanked the Global Maritime Ministries team, his family and friends, Montroll and his harbor police team. Brito then described the three things that give him daily strength and inspiration.

"There are three things I need each day," he said. "God to look up to. Second, family to look forward to. Third, who I want to chase."

Regarding that chase, Brito said he's chasing himself to be a better person and officer each day.

Christine Titus, who oversees op-

erations and membership support for the Louisiana Maritime Association, introduced Branch, who originally came to the New Orleans area as part of his time in the U.S. Coast Guard.

"After graduating from Oklahoma State University, which happens to be my favorite college, a young Ronald Wayne Branch left his house one morning to go join the Air Force," Titus said. "When he returned to his house later that day, he was in the Coast Guard."

Branch eventually made it to southeast Louisiana when he was assigned as the commanding officer of MSO New Orleans. He later transferred to the Eighth District, where he retired after serving as the D8 chief of staff. For the past 17 years, Branch has served as president of the Louisiana Maritime Association, where he focuses on supporting navigation and industry along the Mississippi River Ship Channel.

"As a person, Ron is one of the kindest and most authentic individuals that I have the privilege of knowing," Titus said. "He is a man of integrity and is most worthy of our respect and this recognition."

In accepting the Global Maritime Ministries Crystal Lighthouse award, Branch voiced his appreciation and admiration for the mariners that serve aboard the ships that call on ports and terminals along the Lower Mississippi River.

"It's the crews on these ships that bring the ships to the ports," Branch said. "They're the ones who make the ports along the Lower Mississippi River number one in the world."

Branch joked that, when he trans-

ferred with the Coast Guard from Cleveland, Ohio, to New Orleans, it was only supposed to be for three years.

"I can make three years," Branch said he remembers thinking. "And that was 23 years ago."

Branch pointed to the work to prepare for Hurricane Francine and the collaboration to reconstitute the waterway as a perfect example of the team effort it takes to make the Mississippi River Ship Channel a success. The U.S. Army Corps of Engineers, the National Weather Service, the Coast Guard, four pilot associations, the Gulf Intracoastal Canal Association and other industry groups—all work together to support navigation on the river.

"And without the ships on this river, a lot of us in this room would be looking for other jobs," Branch said.

Vandercook said the leadership at Global Maritime Ministries started the Lighthouse Gala simply to celebrate maritime leaders in the New Orleans area.

"This event exists to recognize people in our maritime community who do so much and often don't get the recognition they deserve," Vandercook said. "This event is a chance for us to thank those in our maritime community that work so hard and to recognize them for the efforts and work they do."

This year, the Lighthouse Gala was originally scheduled for September 12 but had to be pushed back a week due to Hurricane Francine. Even with that delay, the event was well attended, with representatives from the barge industry, shipping community, the Coast

SEE AWARDS PAGE 6



Capt. Ronald Branch, president of the Louisiana Maritime Association, speaks at Global Maritime Ministries' Lighthouse Gala, where he received the organization's Crystal Lighthouse award.

Awards

(CONTINUED FROM PAGE 5)

Guard and Coast Guard Auxiliary, and the local faith-based community.

This is the seventh year Global Maritime has held its Lighthouse Gala. Previous recipients of the Crystal Lighthouse Award include Gary LaGrange, former president and CEO of the Port of New Orleans (2017); Sean Duffy, executive director of the Big River Coalition (2018); collectively U.S. Coast Guard Sector New Orleans and the U.S. Customs and Border Protection (2019), in recognition for their service during 2018-2019 government shutdown; David Fennelly, founder of stevedore Associated Terminals (2020); Brandy Christian, former president and CEO of the Port of New Orleans (2022); and Drew Heaphy, executive director of the St. Bernard Port, Har-

bor and Terminal District (2023).

Previous recipients of the John P. Vandercook Service Award include Michael Colomb, an attorney with Dodson & Hooks in Baton Rouge, La. (2017); Dwayne Boudreaux with the International Longshoremen's Association (2018); Coast Guard Petty Officer Cory Ciekot (2019), who played a vital role in rescuing five people after their boat hit an oil rig; Robert Hecker, former chief of the Port of New Orleans Harbor Police Department (2020); Capt. William Boyce, captain aboard the mv. Green Lake who came to the aid of a crew that had to abandon their ship due to fire (2022); and Philip Schifflin, director of the Seamen's Church Institute's Center for Mariner Advocacy (2023).

Previous award recipients in the audience for the September 19 event included LaGrange, Duffy, Colomb, Boudreaux and Schifflin.



Peter Brito, a lieutenant with Port of New Orleans Harbor Police Department, speaks at Global Maritime Ministries' Lighthouse Gala, where he received the Rev. John P. Vandercook Service Award.

CARB

(CONTINUED FROM PAGE 3)

window. The last override of a California governor's veto occurred in 1979.

However, Kyle Burluson, director of state advocacy at the American Waterways Operators (AWO) who has been a point person on the issue, said the trust and good will built between the maritime industry and members of the California legislature will be enduring and should render future benefits.

"The education our team has done was tremendous," Burluson told *The Waterways Journal*. "So many of the legislators had no idea what our industry was about or the importance of its contributions."

Maritime activity generates \$12.2 billion in California, making it fourth among all states.

CARB's rule requires all harbor vessels except fishing boats to install devices on their engines called diesel particulate filters that reduce particulate emissions. They are essentially miniature furnaces that operate at temperatures of at least 1,100 degrees Fahrenheit to oxidize and incinerate particles in a process called regeneration after removing them from exhaust using a variety of filtering materials.

Sharing Emission Goals—But Safely

Jennifer Carpenter, president and CEO of AWO, the trade association of the American tugboat, towboat and barge industry, said, "As an industry with a demonstrated commitment to sustainability leadership, we share CARB's and California's environmental aspirations, but CARB's Commercial Harbor Craft rule represents a flawed approach to these challenges. California's legislature, by a near-unanimous vote, recognized that AB 1122 was a more complete solution to the problems created by CARB's rule. We are therefore deeply disappointed that

Gov. Newsom has vetoed this critical legislation and, in doing so, has put mariner safety at risk and jeopardized the safety, sustainability and efficiency of the California and global supply chain."

Capt. Sly Hunter, San Francisco and Oakland representative of the International Organization of Masters, Mates and Pilots, said: "The men and women who work onboard California's commercial harbor craft are indispensable to California's prosperity and environmental sustainability. We owe our mariners steadfast devotion to their safety, and it is regrettable that Gov. Newsom chose to veto legislation that would have been far more effective, not only in keeping them safe from the risks of dangerous equipment, but also in preventing major congestion in our ports at a fragile time for our nation's economy."

Coast Guard Refuses To Certify

According to Burluson, there are currently 27 models of Tier IV diesel engines, of which four have DPFs, but none is big enough to be used on marine vessels. The U.S. Coast Guard maintains that existing DPFs would create unacceptable safety issues in marine engines by raising engine temperatures. Any such modifications to marine engines remain unauthorized.

In a February 21 letter to Bonnie Soriano, branch chief of the Freight Activity Branch of CARB, Rear Adm. A.M. Sugimoto, commander of the Coast Guard's 11th District, wrote, "Please note that DPFs verified by CARB may not necessarily be accepted by the Coast Guard for installation on inspected commercial vessels." The letter notes, "It is the engine manufacturers' responsibility to ensure that engine systems are approved and certified by the U.S. Environmental Protection Agency for marine use and the appli-

cable marine emission requirements." CARB failed to acknowledge a 2021 safety letter from the Coast Guard, and its subsequent attempts to address the issue through an executive order "fell short," according to maritime opponents.

The Coast Guard's refusal to certify the DPFs is not merely academic. As AB 1122 itself points out in its text, vessels that make engine modifications not approved by the Coast Guard cannot get insurance, and without insurance they cannot operate.

To date the Environmental Protection Agency has not approved the final version of CARB's harbor craft emission rule. However, CARB has never failed to get EPA approval or a waiver. An EPA waiver is necessary because, when the Clean Air Act was passed in 1963, California got special permission from the EPA to make stricter air quality rules than what the agency allowed at the time due to smog in Los Angeles. Other states can then copy California's standards. That EPA waiver is what has allowed CARB to set, in effect, national air quality standards.

After hearing from the maritime industry and trade union opponents of CARB's harbor craft rule, Jasmeet Bains, a member of the California Assembly (the state's lower legislative house) authored and introduced AB 1122, which would have prevented CARB from forcing vessels to install DPFs on marine vessels before the devices are certified as safe by qualified third parties. It would also have required that marine DPFs carry an override feature that could be operated in case of emergencies.

Trucking Lessons Not Learned

In December 2008, CARB established the California Statewide Truck and Bus Rule which, with variance according to vehicle type, size and us-

age, required that on-road diesel heavy trucks and buses in California be retrofitted, repowered or replaced to reduce particulate matter emissions by at least 85 percent. Since then, trucking associations have sued CARB—in 2013 and again in 2017—over dozens of truck fires they say were caused by DPFs that were "not ready for prime time" when the regulations came into force. CARB has since disputed claims about the number of truck fires and insisted that regulations requiring testing of both truck engines and DPFs were adequate. The incidents led to truckers nicknaming DPFs "dangerous potential fires."

Green Groups Opposed Fix

Environmental activist groups urged Newsom to veto the bill. A group called Environment California wrote, "This bill [AB 1122] would unnecessarily require the inclusion of an override or bypass feature on pollution filters and delay regulatory requirements for certain harbor craft to install new engines. This would undermine the CHC [commercial harbor craft] rule and California's ability to reduce diesel emissions from the harbor craft that spew pollution into portside communities."

Legal Planet, a site founded by activist law professors from the University of California at Berkeley and Los Angeles, called AB 1122 and three other bills "sneaky legislative efforts to threaten California's world-leading clean transportation investments" and said they "flew under the radar, appearing to many advocates and lawmakers as technical bills of little consequence. After failing to pass last year, they were amended late in this year's legislative session and skillfully downplayed by lobbyists set on weakening and delaying implementation of the state's Advanced Clean Fleet (ACF) and Commercial Harbor Craft (CHC) rules."

Loadstar Adds Barge Fleeting Services at Lower Miss Mile 166

BY SHELLEY BYRNE

Loadstar, a product handling and site logistics company based in Baton Rouge, La., recently expanded its services by offering barge fleeting.

The fleet is located at Mile 166 on the Lower Mississippi near Donaldsonville, La., just below the Sunshine Bridge. It is owned by American Styrenics (AmSty). AmSty contracted with Loadstar to provide a crewed 1,250 hp. vessel, the *Cristo Santo*, to operate and continuously monitor the fleet which supports the AmSty plant located there.

The fleet is open to the industry. Services include shifting, vessel inspection, fleeting, make-ready and other support services. Fleeting space is available for up to 28 barges, depending on vessel size.

“We are very pleased to add barge fleeting to our service offerings,” said Loadstar CEO Brian Haymon, adding, “Fleeting complements our other services to AmSty including operating the dock and providing tankermen to load and unload barges.”

“Loadstar offers the industry a prime fleeting location,” said Brett Murray, Loadstar vice president. “In addition, our proprietary Aegis logistics software gives customers real-time information on vessel movement and status through a secure portal. AmSty management at the plant and Houston headquarters have a dashboard of key information accessible from their smart phones or desktop.”

“This technology is available to any company using the fleet,” Murray added.

The mv. *Cristo Santo* is equipped with Aegis logistics software, which provides a dashboard of vessel information and other key personnel to American



The 1,250 hp. mv. *Cristo Santo*, operated by Loadstar, has been assigned to work American Styrenic’s new barge fleet at Mile 166 on the Lower Mississippi River. (Photo courtesy of Loadstar)

Styrenics personnel in the plant and at the company’s corporate office in Houston. These technologies could be expanded to other customers interested in fleeting services.

JCW Creative developed the Aegis software for Loadstar. Aegis is also used in Loadstar’s tankerman operations and allows barge companies to receive

product transfer information in real time. Aegis also tracks hours worked, incidents and procedures, and provides extensive analytics capabilities.

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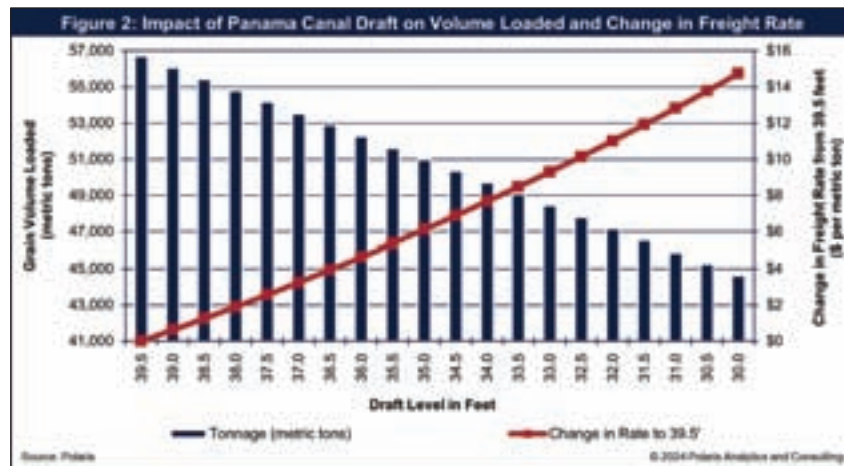
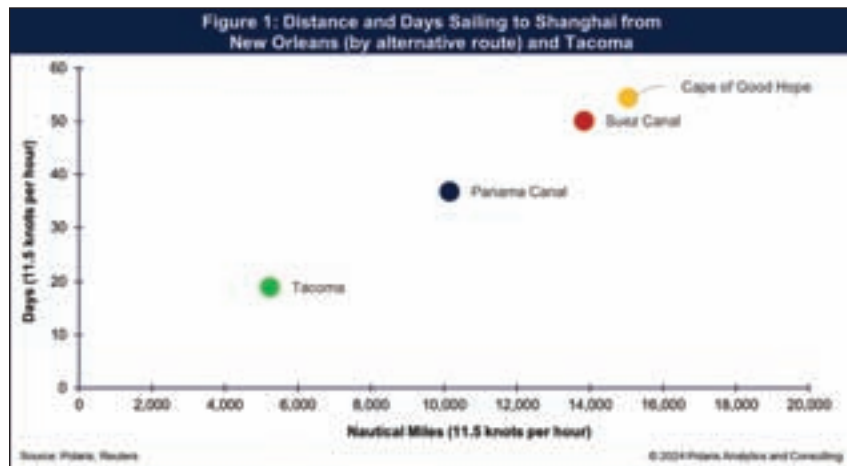


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Horizons

(CONTINUED FROM PAGE 3)

- **Resilient:** Multiple options from farm to market provide the flexibility needed to adapt to changing conditions. Resilience is about having contingency plans and alternative routes. Agriculture in the United States enjoys multiple outlets and routes for domestic consumption while sending to the global marketplace.

- **Resourceful:** High volume, throughput, and efficiency are key. Being resourceful means maximizing the use of available resources to maintain flow and reduce bottlenecks. U.S. agriculture, especially crops such as corn, soybeans and wheat, have a harvest system to rapidly move from field into the supply chain given the storage and handling capabilities of the grain industry. And it is not just storing and holding crops but allowing crops to flow through the system from farm to barge loading facilities along the Mississippi River & Tributaries to export position in the Center Gulf, for example.

- **Redundant:** A plug-and-participate system allows for redundancy, ensuring that if one part of the supply chain fails or is disrupted, others can take over. It is not an either/or where U.S. crop production is only for food or only for fuel. Rather, it is a both/and where farm productivity allows crops to be transformed domestically and be sent globally to feed, fuel and pro-

vide the fiber of economies around the world. Crops are a matter of national security and having redundant systems allows users to plug-and-participate.

Waterway Challenges

In the NWC presentation I highlighted several waterways that exemplify the challenges faced by the commodity supply chain:

- **Mississippi River.** Known for its critical role in transporting agricultural products, the Mississippi River's fluctuating water levels can significantly impact logistics.

- **Rhine River.** Europe's key waterway, the Rhine, faces similar challenges, with low water levels disrupting transport and increasing costs.

- **Panama Canal.** A vital link in global trade, the Panama Canal's water levels directly affect vessel loadings and dry bulk freight rates.

- **Madeira and Amazon Rivers.** These South American rivers are crucial for regional trade but are also susceptible to the impacts of drought and flooding.

Economic Impacts

Disruptions in the supply chain lead to a cascade of economic effects. Reduced transport capacity necessitates more capacity to move the same volume, which in turn leads to higher freight rates. These increased costs are often passed on to consumers, while farmers absorb the impact through

weakened basis, and end up "paying the freight." Local and regional economies suffer from lost economic activity, highlighting the interconnected nature of these challenges.

Farmers and grain handlers in the U.S. have strategic considerations for routing grains, soybeans and associated products to the world. As an example, consider sending crop to China through New Orleans on the Lower Mississippi River, the Panama Canal, the Suez Canal and the Cape of Good Hope. Each present unique challenges and opportunities. There are options through the Pacific Northwest too. The choice of route can significantly impact on costs and delivery times, making strategic planning essential.

A look at the number of days for a vessel to sail to China from the U.S. using different routes is shown in Figure 1.

Water Levels

Water levels play a pivotal role in commodity flows. As highlighted, commodities flow like water, taking the path of least resistance. This analogy underscores the importance of maintaining optimal water levels in key waterways to ensure smooth and efficient transport. Low water levels can lead to reduced vessel loadings, higher freight rates and, ultimately, increased costs for consumers.

As an example, the Panama Canal endured a severe drought throughout 2023 into mid-2024. The Panama Canal Authority limited vessel transits and draft capabilities through the Neopanamax locks.

They could have limited draft through the Panamax locks too but held off doing so. Had they instituted draft restrictions such as they had in the past, it could have become more expensive transiting the locks.

In Figure 2 there is an example of restricting vessel draft in 6-inch increments from the maximum 39.5 feet through the

Panamax locks. Each 6-inch draft restriction is the equivalent to 636 fewer commodity tons loaded on a vessel.

With fewer tons loaded, the freight rate increases 1 percent or 63 cents per metric ton for each 6-inch draft restriction. However, the impact is not a linear response, rather a curvilinear in function where ensuing draft restrictions lead to freight rate costs that increase at a faster pace.

The reality is that it would not take too many draft restrictions before shippers look for alternative routes or markets to source their grain, soybean or product needs. Last year's drought at the Panama Canal did see shippers send vessels through the Suez Canal or around the Cape of Good Hope, while using the Pacific Northwest route to Asia. And Brazil benefited too with lower freight costs.

A Call to Action

For stakeholders in the commodity supply chain there is a call to action. While the economic example used in the NWC presentation was an impact through the Panama Canal, the same exercise is true of barges using the Mississippi River & Tributaries or ocean-going vessels being loaded on the Lower Mississippi River or Columbia River in the PNW.

Maintaining a reliable, resilient, resourceful and redundant supply chain is not just a goal but a necessity. Water levels must be monitored and managed to prevent disruptions, and strategic planning must keep the 4-Rs in perspective.

The challenges of drought and flooding are not going away. However, with a robust framework and strategic planning, the commodity supply chain can navigate these challenges and continue to support local and regional economies. As I pointed out, "Water levels make or break commodity flows, and commodities flow like water, taking the path of least resistance."

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Navy Awards 7th Berthing Barge Contract To Bollinger

Louisiana-based Bollinger Shipyards has announced it has been awarded a contract to build the U.S. Navy's seventh Auxiliary Personnel Lighter-Small (APL 73) class berthing and messing barge. The contract award is for a fixed-price option for the detail design and construction of the vessel.

"We're honored to be entrusted by the U.S. Navy to continue building these critical vessels that improve the quality of life for our sailors," said Ben Bordelon, president and CEO of Bollinger Shipyards. "We take great pride in every single vessel we build and deliver to the U.S. Navy. This contract reflects the relentless work ethic of our skilled workforce and their commitment to upholding the highest levels of quality and craftsmanship that our company was founded on and, 78-years later, remains dedicated to."

Bollinger delivered APL 70 and 71 to the U.S. Navy in 2022 and 2023, respectively, and is currently building APL 72. APLs are used by the Navy to house crew members when ships are in port for availabilities and inter-deployment training cycles. Bollinger tailors the barge's mobility requirement into the design, ensuring the barge can be towed to new bases or shipyards to support changing fleet requirements. Such mobility offers additional capabilities to serve humanitarian missions and other temporary assignments.

APLs measure 269 feet long and 69 feet wide and have a draft of 7 feet. Each vessel is equipped with offices, classrooms, washrooms, laundry facilities, medical treatment areas, a barber shop and a fitness center. With mess seating for 224 enlisted personnel and



APL-71, which Bollinger Shipyards delivered to the U.S. Navy in 2023. (Photo courtesy of Bollinger Shipyards)

28 officers, each meal is served via five 20-minute shifts to allow food service for 1,130 personnel (three meals per day). The vessels are fitted with mixed-gender berthing spaces for 74 officers and 537 enlisted personnel, for a total of 611 people.

Bollinger Shipyards is a designer and builder of

military patrol boats and salvage vessels, research vessels, ocean-going double-hull barges, offshore oil field support vessels, tugboats, rigs, lift boats, inland towboats, barges, and other steel and aluminum vessels, all from its 13 shipyards scattered across Louisiana and Mississippi.

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Corps Awards \$10 Million Contract To Build Mississippi River Island

The St. Paul Engineer District awarded a \$10 million contract to Three Oaks Construction Inc. of North Sioux City, South Dakota, to build a protective island upstream from the embankment at Lock and Dam 2, near Hastings, Minnesota on Sept. 24.

The goal of the protective island is to safeguard the existing embankment on the upstream, windward side acting as a buffer from wind and wave erosion.

The 3,250-foot-long earthen embankment, originally constructed in 1930, has since suffered degradation due to weather conditions, lack of vegetation, and high-water erosion.

The island will be constructed using nearby river material from the 9-foot navigation channel that will feature various heights above the typical pool elevation to provide habitat benefits including tall grasses, tree plantings, a

wetland, rock features and an overwintering fish habitat.

The work is scheduled to begin in the spring of 2025 and should be completed by the fall of 2027. "Improving the embankment will strengthen the Corps' navigation mission while simultaneously improving the ecosystem's habitat quality, creating a safer environment for wildlife," said Nick Castellane, Corps of Engineers' project manager.

The St. Paul District manages more than 77,000 acres of land and more than 284,000 permanent easements across the Upper Midwest. Of these lands, the district's natural staff is responsible for grassland, fisheries, forest and management; regulating public use; managing water levels; establishing and enhancing vegetation; shoreline stabilization and more.

Shipbuilding Bill

(CONTINUED FROM PAGE 3)

only cause for concern. Some welds on submarines built at Newport News Shipbuilding in Newport News, Va., have been problematic. In a story first reported by USNI News and picked up by other media, the shipyard informed the Department of Justice that faulty welds may have been made intentionally on non-critical components on in-service Navy submarines and aircraft carriers. The Navy's amphibious ships

have also faced operational readiness issues of late.

In the spring, Kelly and Waltz wrote a report titled "Congressional Guidance: Reversing the Decline of America's Maritime Power." According to the report, the relative decline of U.S. naval and shipyard strength is the result of slow-moving forces over decades, and any attempted reversal won't happen quickly. Furthermore, the report, according to Kelly and Waltz, provides a comprehensive vision for planning

guidance, strategic objectives and actionable steps to revitalize the nation's maritime sector.

Among a list of actions Congress could immediately pursue, several relate to the inland waterways. No. 5 is, "Urge investment in America's Maritime Transportation System and inland waterways. Address the national maintenance backlog, which according to the American Society of Civil Engineers, amounts to \$125 billion for bridges, \$163 billion for ports, and \$6.8 billion for inland waterways."

No. 2 is, "Take all measures possible to expand, develop and protect the domestic maritime workforce, fully funding and reinvigorating the Maritime Administration, U.S. Coast Guard, Federal Maritime Commission, and

other federal agencies that protect, regulate and support the U.S. maritime industry."

And the No. 1 recommendation is, "Speed development of a long-term National Maritime Strategy for incremental implementation, including state and local policy options. Establish a presidentially appointed position to synchronize all national maritime affairs and policy. Establish a National Maritime Council, led by the president's maritime appointee, to monitor and report on the implementation of the national maritime strategy."

With the impending election, the path forward for the Ships for America Act is unclear. Kelly and Waltz have committed to building bipartisan support for their proposed reforms.

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Jacksonville District Awards GLDD \$40.6 Million Contract

The Jacksonville Engineer District has awarded a \$40.6 million contract to Houston-based Great Lakes Dredge & Dock LLC for the sixth iteration of the Canaveral Harbor Sand Bypass project.

The Corps of Engineers will fully fund the work to dredge and bypass approximately 1.5 million cubic yards of sand from the shoreline immediately north of Port Canaveral for placement along two segments of critically eroded shoreline in Brevard County, Fla. The first segment runs along approx-

imately 3.3 miles of shoreline starting just south of Jetty Park in the City of Cape Canaveral to about Shepard Park in the City of Cocoa Beach. The second segment runs along approximately 3.7 miles of shoreline from just south of Lori Wilson Park in Cocoa Beach to the northern border of Patrick Space Force Base.

Work on the beach is expected to begin no earlier than November 1 and be completed by the end of April to ensure all equipment is off the beach before the start of the next sea turtle

nesting season. To ensure public safety, beach access will be restricted in the active construction zone, typically in 500- to 1,500-foot-long sections. Beaches will remain open elsewhere. Sand ramps will be placed over shoreline pipelines approximately every 200 to 300 feet to ease beachgoer access to the water.

The Canaveral Harbor Sand Bypass project is a federally authorized project designed to mitigate for downdrift erosion damages caused by the Canaveral Harbor Federal navigation project.

Previous bypassing efforts were completed in 1995, 1998, 2007, 2010 and 2019, which pumped a combined total of over 4.7 million cubic yards of sand onto Brevard County beaches.

The Corps-led project will be executed in partnership with the non-federal sponsor, Canaveral Port Authority, the Brevard County Natural Resources Management Department, coastal engineering consultant Foth/Olsen and U.S. Space Force Space Launch Delta 45 to ensure the project is delivered efficiently, safely and on schedule.

Corps Awards Miter Gate Contract To G&G Steel

The St. Paul Engineer District recently awarded an \$18 million contract to G&G Steel Inc., of Russellville, Ala., for the fabrication of new miter gates at Lock 3, near Welch, Minn., and Lock 4, near Alma, Wis., on the Mississippi River.

The original miter gates on the two locks are from the 1930s. Over time, the gates have been damaged and distressed, which has led to serviceability issues. The new gates will increase navigational longevity and operational readiness in support of navigation.

The Lock 4 miter gates are scheduled to be delivered in July 2028 for installation later that summer, and the Lock 3 miter gates are scheduled to be delivered in July 2029 for installation later that summer.

The St. Paul Engineer District's navigation program supports the waterborne transportation system on the Upper Mississippi River for the movement of commodities and for national security. The district maintains a 9-foot navigation channel and 13 locks and dams between Minneapolis to Guttenberg, Iowa.

Wilson Lock

(CONTINUED FROM PAGE 3)

bility in the lock wall adjacent to the damaged gates, but instrumentation data assessing stability of the lock chamber itself has allayed those fears.

During a stakeholders call October 8, Corps officials were asked if they would consider reopening the lock temporarily to help clear the queue.

"We are not considering any intermittent openings unless there is more information from the dive inspection that it is safe," said Megan Simpson, the Corps' national maintenance management team leader.

Timothy Fudge, operations division chief for the Cumberland and Tennessee River basins, asked for patience as the Corps team develops a repair plan.

"Bear with us," he said. "We know

this is a huge inconvenience, and we are working through this as quickly and methodically as possible."

So far, though, Corps officials have not offered an estimate for when repairs will be completed and the lock reopened to navigation. A repair timeline likely won't be identified until after ROV scans next week and the dewatering in December.

In the meantime, the Corps has staffed and is operating the smaller auxiliary lock at Wilson Lock and Dam. The auxiliary lock, which dates to the 1920s, consists of two 60-foot by 300-foot chambers in sequence, much smaller than the main lock's 110-foot by 600-foot single chamber. The main chamber came online in 1959.

Offering a lift between 93 and 100 feet, the main chamber at Wilson Lock is the highest single lift lock east of the Rocky Mountains.

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The Idlewild with a tow of "16 pieces" from the October 11, 1930, issue of *The Waterways Journal*. (From the author's collection)

Old Treasure

(CONTINUED FROM PAGE 14)

Wire HENRY C. MEYER." On page 7 of this same issue was detailed one of the towing adventures of the Idlewild. Across the top of the page was the only photo that this writer has ever seen of the boat being utilized as a towboat. Below the photo was stated: "The all-steel steamer Idlewild, now engaged in general towing, upon arrival in St. Louis on September 26 from the mouth of White River, Ark., with a tow of 16 pieces for the Missouri Valley Bridge and Iron Company to be used in constructing the new Wabash Railway bridge at St. Charles, Mo., across Missouri River. In White River the equipment was used in constructing the new Arkansas highway bridge at Clarendon."

At the point where the boat was photographed, the Idlewild had shoved up some 356 river miles and had 43 more miles to the bridge site at mile 27 on

the Missouri River. The Missouri Valley Bridge and Iron Company had been in business since 1874 and had built many bridges throughout the country. Later, during World War II, it would establish shipyards at Evansville, Ind., and Leavenworth, Kan. The Evansville yard would close after the war, but the Leavenworth yard would continue for years building vessels as Missouri Valley Steel. The new Wabash bridge would be constructed to replace an older structure upstream at St. Charles. Core drilling for the new bridge had taken place in 1929. The bridge opened in 1936.

The Idlewild would continue to work as a tramp excursion steamer during the warmer months and return to serving as a towboat when the weather turned colder. By 1934, the ads placed for towing had changed somewhat. A February 11, 1934, issue of the WJ advertised "TOWING" with an "ALL STEEL STEAMER - 650 H.P."

even though the boat has always been listed at 400 hp. Below that, the statement "Depression Charges" presumably reflected reduced rates due to the national financial crisis.

The next Old Boat Column will continue to detail the history of this floating treasure, the Idlewild, that has steamed into the hearts of so many over the past 110 years.

Forthcoming Events

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

October 15-17, 2024. WEDA Eastern Chapter Conference, Maritime Conference Center (MITAGS), Linthicum Heights, Maryland. Website: <https://www.westerndredging.org>

October 18, 2024. Women in Maritime Operations' WIMOWEEN Halloween event, Lucy's Retired Surfer Club, New Orleans, www.wimos.org/events/wimoween-2024

October 23-25, 2024. The International Propeller Club Conference, Tampa, Fla. <http://ipcctampa.com>

October 30, 2024. Chicago Propeller Club to host a networking cruise on the Chicago River from 5 p.m. to 7 p.m., www.chicagopropellerclub.com

November 12-14, 2024. Diversified

Communications, International Workboat Show, Morial Convention Center, New Orleans, La. Website: www.workboatshow.com.

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

December 4, 2024. WIMOs West Kentucky's 2nd Annual Karaoke Night, Paducah, Ky., www.wimos.org/events/karaoke-night

February 25-27, 2025. Mississippi Valley Trade and Transport Conference, New Orleans, La., at the Westin. www.mvttc.com

May 28-30, 2025. Inland Marine Expo, Nashville, Tennessee, at the Nashville Music Center. www.inlandmarineexpo.com

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

BARGE GRAIN MOVEMENTS (1,000 tons)

River/Lock	Week Ending 10-05-24					Week Ending 10-07-23				
	Corn	Wht.	Soy.	Other	Total	Corn	Wht.	Soy.	Other	Total
Miss./15	27	2	81	0	109	3	0	25	0	28
Miss./25	109	2	79	0	189	16	0	48	0	64
Miss./MP	113	2	94	0	209	36	0	71	0	108
Miss./27	107	2	88	0	196	35	0	89	0	124
Ill./LaGrange	28	0	28	0	57	11	0	22	0	33
Ohio/Olmsted	92	4	39	7	141	119	6	101	0	226
Ark./1	0	11	21	0	32	0	4	32	0	36

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

Year	Corn	Wheat	Soybeans	Other grains	Total
2024	11,258	1,382	7,643	178	20,462
2023	9,298	1,149	7,798	202	18,447

*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
(actual)	10-1-24	790	834	809	750	811	811	696
	9-24-24	734	775	789	736	797	797	725
(future)	November	623	604	599	489	583	583	456
	January	n/a	n/a	495	402	407	407	355
\$/Ton	10-1-24	48.90	44.37	37.54	29.93	38.04	32.76	21.85
	9-24-24	45.43	41.23	36.61	29.37	37.38	32.20	22.77

Current week percentage change from same week:

	Last year	-8	-16	-18	-22	-20	-20	-36
3-yr. avg.	-11	-12	-13	-25	-19	-19	-19	-37

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

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One of the earliest known photos of the Idlewild after construction at the Rees shipyard. (Photo discovered by artist and model builder John Fryant)

A Five Score And Ten Years Old Treasure

BY CAPT. DAVID SMITH

The James Rees and Sons Company of Pittsburgh began building river craft in the late 1870s. They turned out a wide range of vessels including packets, towboats, snag boats and small tugs. In 1914, they built a relatively small steamboat to be used as a ferry and day packet in the Memphis, Tenn., area, which is featured in this column. Four years later in 1918, they built a towboat for the Pittsburgh pools. Remarkably, both vessels still exist today. The 1914 vessel is still in operation today as the much-loved Belle of Louisville, and the 1918 towboat is the W.P. Snyder Jr., now a museum at Marietta, Ohio.

On October 18, 1914, Rees launched the boat for Memphis, and according to Capt. Fred Way, it was the last packet style boat built there. It was stern-wheel with a steel hull that was 157.5 feet by 36 feet, with a 5-foot depth. The Rees-built engines came used and

were 16's with a 6.5-foot stroke rated 400 hp., and the vessel had three boilers. The new vessel had a trim, traditional steamboat look with a full main and boiler deck, then a small texas cabin with pilothouse above. Twin smokestacks rose forward. The pilothouse had a domed roof, and at the starboard side was a three-chime whistle.

The owner was the West Memphis Packet Co. The boat, named Idlewild, departed Pittsburgh on January 9, 1915, and worked in the Memphis area as a ferry, day packet and excursion boat until it was sold to the New St. Louis & Calhoun County Packet Company of Hardin, Ill., in 1928. This company utilized the boat primarily in the excursion trade, and over time the texas roof was extended and cabins enclosed. It tramped the river system, going from town to town, but in the 1930s it spent lengthy periods at Louisville, Ky., at times delivering people from Louisville

to the popular Rose Island amusement park at Charlestown, Ind.

During the colder months, rather than lay the boat up for the winter, the company would solicit towing jobs for the boat, so operating as a towboat can be added to the list of attributes of this historic craft. Many publications have stated the boat "towed oil barges during World War II," but the issues of *The Waterways Journal* during the 1930s have the Idlewild mentioned in news columns and stories as it performed various towing jobs. The owners of the boat placed regular ads in the WJ during the off season as the New St. Louis & Calhoun Packet Corp.

The October 11, 1930, issue of the WJ carried one of these small ads on page 14. It stated in part, "TOWING, By Day or Contract, ALL STEEL STEAMER, New St. Louis & Calhoun Packet Corp., Write, Phone or

SEE OLD TREASURE PAGE 13

This Week

(From back issues of the WJ)

TEN YEARS AGO, DNA for Asian Carp was found in the Kalamazoo River for the first time; and Newt Marine, Dubuque, Iowa, was awarded a \$12 million contract by the St. Paul Engineer District to restore habitat in Upper Mississippi River Pool 9.

TWENTY YEARS AGO, Rick Calhoun was named president of Cargill Marine & Terminal Inc.; Carmeuse Lime in Maysville, Ky., installed a new E-Crane on an old cell; and Horizon Shipbuilding, Bayou la Batre, Ala., was awarded a contract by the Coalition Provisioning Authority to build a 70-foot pilot boat for the Iraqi port of Umm Qasr.

THIRTY YEARS AGO, the mv. Pat Salvaggio was raised 17 months after it sank at Mile 105.5 of the Lower Mississippi River; and after failing to turn a profit, a joint rail-barge venture between Mexican barge company Grupo Protexa and Burlington Northern Railroad was halted.

FORTY YEARS AGO, a fire gutted the former Robert E. Lee at Kenner, La.; chief engineer Harold Lambert saved the Duncan L. Hines from a potentially disastrous fire when he extinguished four boxes of burning oil filters; and the Sixth Circuit Court of Appeals denied a motion to stay the merger of CSX Railroad with American Commercial Lines.

FIFTY YEARS AGO, the 900 hp. towboat Capitol City was raised from Lower Mississippi River Mile 306 and taken to Baton Rouge, La., for repairs; and Niland Mortimer was appointed general manager for Warrior & Gulf Navigation Company.

ONE HUNDRED YEARS AGO, the John A. Wood, of the Standard Oil Company of Louisiana, went into commission at Baton Rouge; and the towboat Illinois hit the bank at Hickman, Ky., sinking a sand outfit belonging to John Kirk of Caruthersville.

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LOOK WHAT'S COMING AROUND THE BEND...

OCTOBER 21 – SAFETY & ENVIRONMENTAL STEWARDSHIP

The inland marine transportation industry is the safest and most environmentally friendly mode of transportation, and it finds new ways to improve each year. We will explore the latest safety trends and environmental stewardship on behalf of carriers, ports and terminals, and shipyards.

NOVEMBER 4 – INFRASTRUCTURE REPORT

Ad material and space deadline is October 25

NOVEMBER 11 – WORKBOAT SHOW

This issue will preview the largest trade show of its kind, the International Workboat Show, and explore some of the new products and services that are available in the industry. Extra copies will be distributed at our booth.

Ad material and space deadline is November 8

DECEMBER 2 – INFRASTRUCTURE REPORT

Ad material and space deadline is November 22

TO SUBMIT NEWS RELATED TO OUR SPECIAL ISSUES PLEASE CONTACT
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TO RESERVE ADVERTISING SPACE PLEASE CONTACT
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