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On the Cover

The U.S. dredging market has been strong, with a steady stream of projects in the pipeline—and plenty more on the horizon.

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Editor's Note



Eric Haun, Editor,
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The dredgers have done it again! Roughly a year after the now-infamous Ever Given was freed from the Suez Canal, a pair of clamshell dredges have helped to refloat another containership, the Ever Forward, stuck aground for more than a month in the Chesapeake Bay. Donjon Marine's Oyster Bay and Cashman Dredging's Dale Pyatt (subject of one of this editor's first maritime assignments back in 2013) were integral in the complex salvage project outside the Port of Baltimore, helping to dig out the 1,095-foot containership without injury, hull damage, fuel spill or impact to commerce.

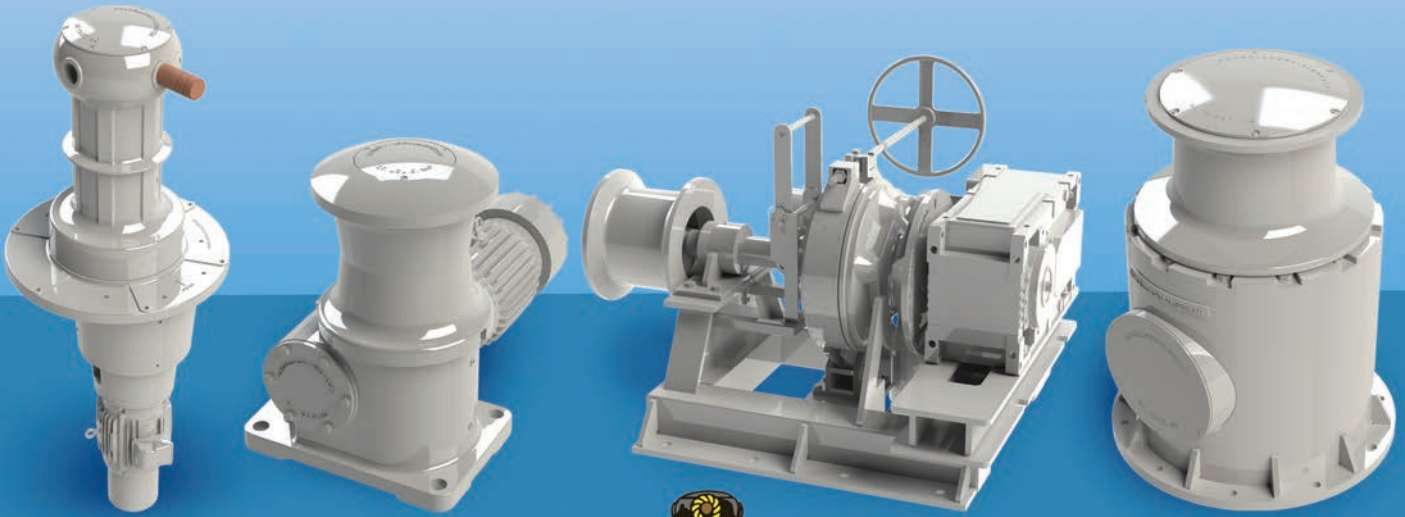
And while the Ever Given and Ever Forward incidents received a great deal of media attention globally, dredging—much like the maritime industry itself—gets very little mainstream coverage despite its enormous impacts. Sit through any shipping conference and you'll hear someone (or more likely multiple someones) note that 90% of everything is transported by ships. Dredging is a key enabler of this global trade, ensuring ports and waterways are navigable and safe for vessel traffic. At a time when so much of the supply chain is under strain, it's never been more important for dredgers to continue doing what they do best.

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is a freelance writer specializing in energy and environmental issues. He contributes regularly to this magazine.

2 James A. Kearns,

Special Counsel at Jones Walker LLP, has represented owners, operators, financial institutions and end users for more than 30 years in the purchase, construction and financing of vessels engaged in both foreign and coastwise trades of the United States. Kearns has earned an LL.M. (in Taxation) from New York University, J.D. cum laude from the University of Notre Dame, and a B.S.E.E., summa cum laude from the University of Notre Dame.

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4 Gregory R. Trauthwein

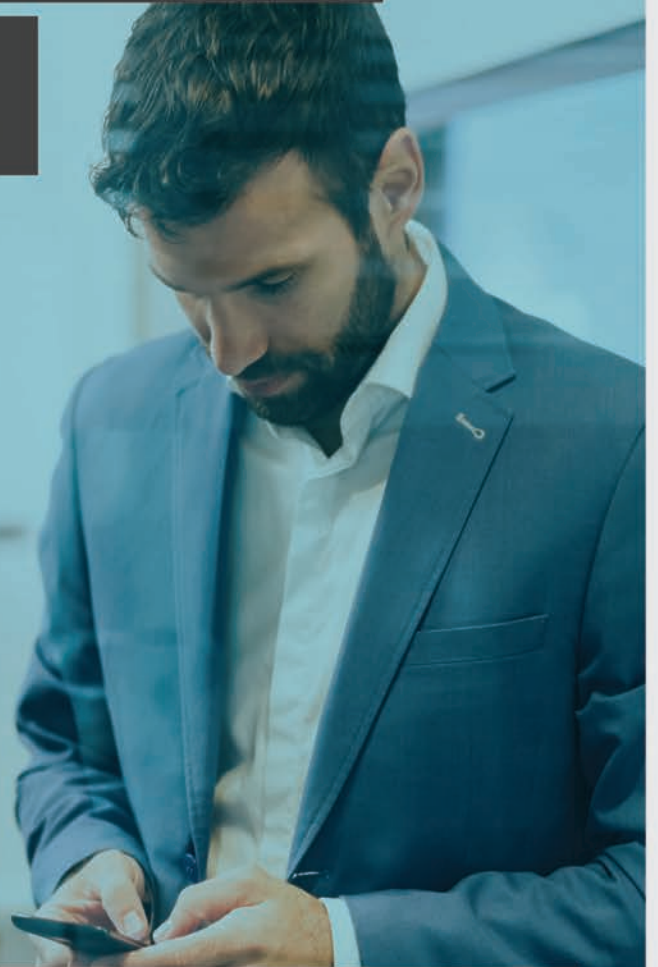
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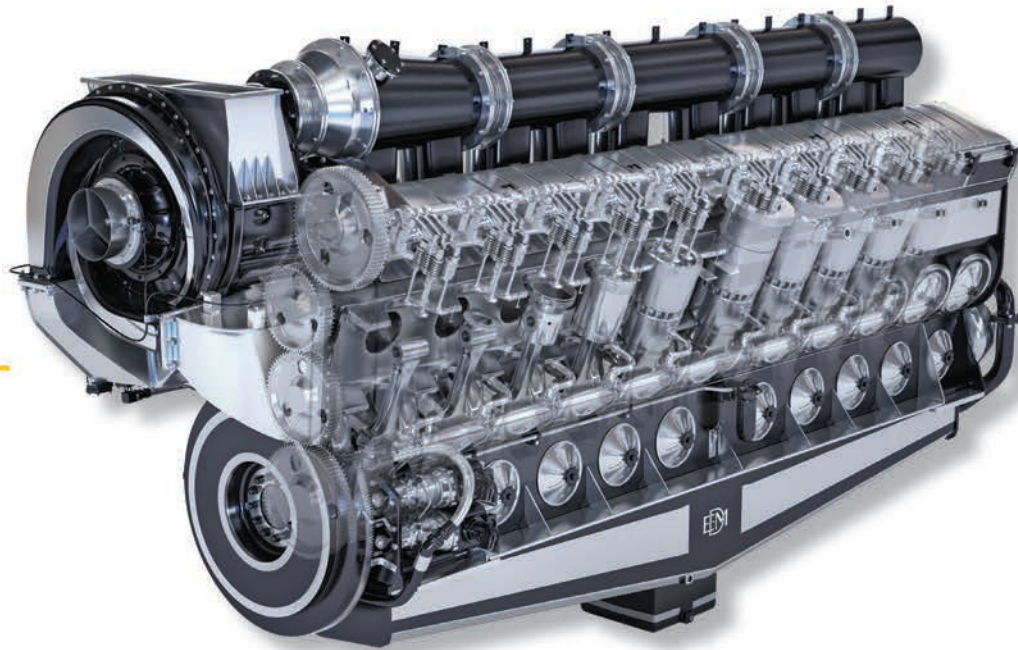
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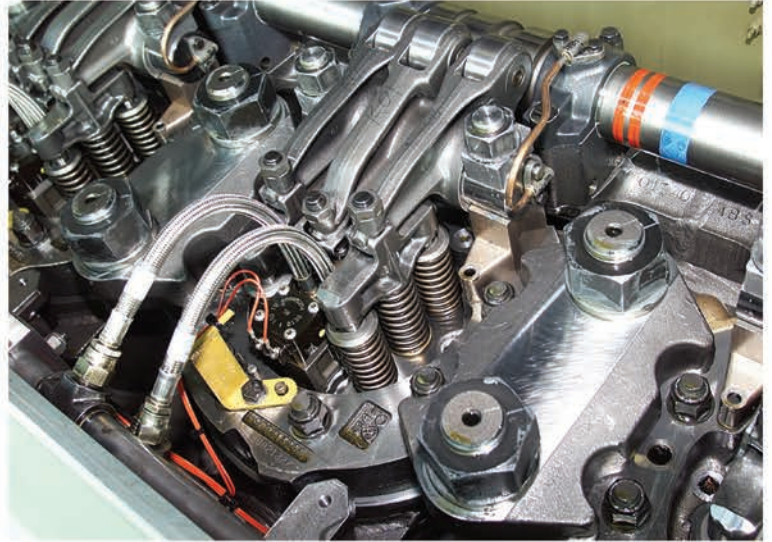


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By the Numbers

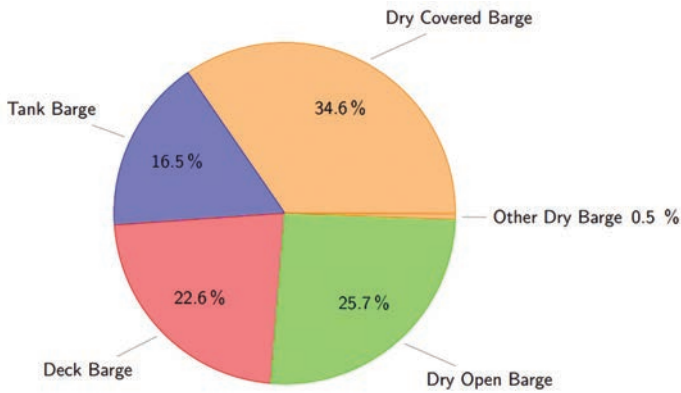
The U.S. Barge Fleet

Compiled under the supervision of the U.S. Army Corps of Engineers Institute for Water Resources, the most recent annual revision of the Waterborne Transportation Lines of the United States (WTLUS) contains summary information of the vessel companies and their American flagged vessels operating or available for operation on December 31, 2020 including some updates through October 2021 in the transportation of freight and passengers. Below are key numbers that measure the size and shape of the U.S. barge fleet, broken down by type, age and region.

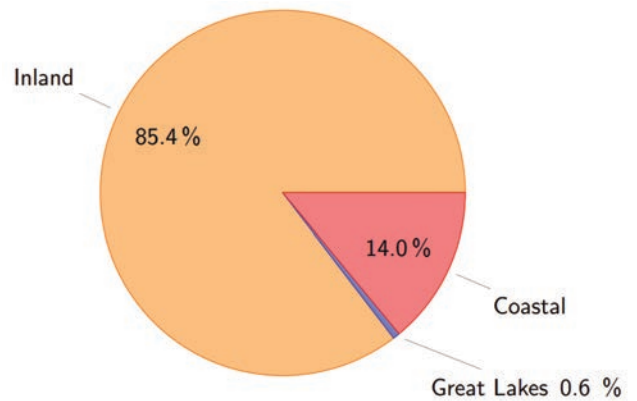
U.S. Flagged Vessels by Type and Year

Type of Vessels	2000	2005	2010	2015	2019	2020
Non Self-Propelled						
Dry Cargo Barges						
Number of Vessels	25,318	22,458	20,903	20,337	20,469	20,783
Cargo Tons	40,382,949	37,840,408	37,040,162	37,136,496	38,550,433	39,333,160
Passengers	1,530	1,562	1,556	2,526	2,528	2,528
Tank Barges						
Number of Vessels	3,695	4,014	4,532	5,137	5,499	5,648
Cargo Tons	11,014,912	12,701,804	14,831,725	17,752,339	19,566,211	20,189,398
Deck Barges						
Number of Vessels	5,995	5,908	6,471	7,345	7,632	7,737
Cargo Tons	7,715,853	7,880,283	9,262,170	12,422,648	13,231,575	13,459,601
Passengers	1,594	1,594	2,610	3,487	3,282	3,282
Total Non Self-Propelled						
Number of Vessels	35,008	32,380	31,906	32,819	33,600	34,168
Cargo Tons	59,113,714	58,422,495	61,134,057	67,311,483	71,348,219	72,982,159
Passengers	3,124	3,156	4,166	6,013	6,837	6,839

Type of Vessels	Total 2020	Atlantic, Gulf, and Pacific Coasts	Mississippi River System and the Gulf Intracoastal Waterway	Great Lakes System
Non Self-Propelled				
Dry Cargo Barges				
Number of Vessels	20,783	1,750	18,951	82
Cargo Capacity (short tons)	39,333,160	4,961,867	33,915,445	455,848
Tank Barges				
Number of Vessels	5,648	514	5,118	16
Cargo Capacity (short tons)	20,189,398	4,188,007	15,931,154	70,237
Deck Barges				
Number of Vessels	7,736	2,521	5,114	101
Cargo Capacity (short tons)	13,458,501	4,735,620	8,634,297	88,584
Total Non Self-Propelled				
Number of Vessels	34,167	4,785	29,183	199
Cargo Capacity (short tons)	73,300,301	13,953,705	58,731,927	614,669



All U.S. Flagged Non Self-Propelled Vessels by Type



Non Self-Propelled Vessels by Region

Vessel Type	Number	Age					
		<= 5	6-10	11-15	16-20	21-25	>25
Non Self-Propelled (total)	34,167	4,287	5,963	5,238	3,886	5,976	8,817
Dry Covered	11,838	1,321	2,119	1,621	1,730	3,081	1,966
Dry Open	8,765	830	743	1,556	1,014	1,901	2,721
Deck	7,736	1,173	1,812	1,041	565	495	2,650
Other Dry Cargo	180	4	23	11	11	24	107
Tank Barge (total)	5,648	959	1,266	1,009	566	475	1,373
Single Hull Tank	28	0	0	0	0	0	28
Double Hull Tank	5,444	956	1,266	1,005	562	466	1,189
Other Tank	176	3	0	4	4	9	156

Vessel Type	Total New Construction									
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Non Self-Propelled	1,425	1,232	1,025	1,063	1,211	1,203	495	366	400	593
Total Dry Cargo Barges	688	639	426	367	483	665	230	245	199	329
Dry Covered	515	428	262	358	375	462	127	146	30	181
Dry Open	160	209	160	65	106	202	103	99	169	147
Other Dry Cargo	13	2	4	1	2	1	0	0	0	1
Deck	563	344	268	344	445	382	168	34	25	107
Total Tank Barge	174	249	331	373	283	156	97	87	176	157
Single Hull	0	0	0	2	0	0	0	0	0	0
Double Hull	174	249	331	419	283	156	97	87	176	155
Other Tank	0	0	0	7	0	0	0	0	0	2

All Data courtesy the U.S. Army Corps of Engineers

Richard Balzano

CEO & Executive Director, Dredging Contractors of America

Richard Balzano took over as CEO and executive director of the Dredging Contractors of America in December 2020. And while he says he's "still fairly new to the [dredging] industry", he certainly knows his way around the business, having held a number of prominent roles over the course of more than 30 years in the maritime and U.S. government sectors. His resume is impressive. A combat veteran of both Iraq and Afghanistan, he retired from the U.S. Navy at the rank of Captain. He later served as the presidentially appointed Deputy Maritime Administrator for three years, and also previously served as senior staff on the U.S. House of Representatives Committee on Homeland Security.

In the private sector, Balzano has held leading positions in the defense, commercial maritime, and nuclear utility industries. He earned his B.S. in Marine Engineering with a minor in Nuclear Engineering from the Maine Maritime Academy and a M.S. in Environmental Sciences from Johns Hopkins University. He also holds active dual U.S. Coast Guard Merchant Mariner Licenses.



Dredging Contractors of America

Please give your assessment of today's market conditions for U.S. dredging contractors, touching upon fleet numbers, supply and demand.

RB: Our marketplace continues to look stable and growing with all the new influx of federal funding, which includes the recently released Harbor Maintenance Trust Fund (HMTF), the Infrastructure Investment and Jobs Act (IIJA), disaster relief support, and healthy Corps budgets. It will take the Corps time to process this funding, select projects and get contracts out the door. But, as you know, our industry has made significant new investments and stands ready to get to work with abundant capacity.

What are the most important issues that dredging contractors face today?

RB: We have several. We're always concerned with protecting the Jones Act and keeping stability in the U.S. maritime marketplace. We pay close attention to Congressional funding levels to the Corps. We always keep a close eye on the balance between the commercial fleet and the

federal fleet. All of these important issues are essential to our members as we have billions of dollars invested in our U.S.-built, U.S.-owned, and U.S.-crewed equipment.

The U.S. dredging industry is undergoing what has been described as a "building boom", with many contractors adding new equipment to meet strong demand. From your point of view, what are the key drivers leading to this demand, and do you foresee these—and therefore the building boom—to continue?

RB: Yes. We have invested more than \$2 billion since 2018 in new equipment, some of it already in use and some coming on line between now and 2024. The drivers are very simple: The Corps has signaled to our industry for years that we need to offer robust capacity. That, coupled with healthy budgets for the Corps, the IIJA, the release of the HMTF and some disaster relief funding, means strong demand that our industry will always step up to meet.

What are your key takeaways from the U.S. Army Corps of Engineers' work plan announced earlier this year?

RB: We have been working directly with the Corps with the 3 C's: communicate, coordinate and cooperate on projects and workload. We want to work close together so that we can complete the projects in the most efficient and cost-effective manner, which is good for taxpayers, for the maritime industry and the broader U.S. economy. We know that Corps will have their hands full trying to manage and contract all the additional funding. Right now, we see only a slight spike in workload and one that we have no problem completing.

Dredging projects certainly received a good jolt of funding from the recent historic Infrastructure Bill, but is it enough when you look at the nation's overall needs?

RB: We are thankful to the Congress and the Administration for the additional funding we see the Corps receiving. After years of underinvestment, we know the Corps has a backlog of unfunded projects to the tune of \$40 Billion, as was pointed out by Chairman DeFazio in a recent Congressional hearing, so more funding is needed.

Insights

Maritime has always had to compete with road and rail for government finding dollars. What more must be done to ensure maritime, and specifically dredging projects, receive their fair share?

RB: That has traditionally been the case, however, the supply chain crisis has exposed how important our ports and waterways are, how they're an essential part of the supply chain and broader transportation system, which is why we need to continue to bring attention to that and keep up the fight for additional funding for maritime projects.

Many parts of the offshore, maritime and logistics sectors are eager for new opportunities created by the U.S. offshore wind industry. What type of work/projects are/will be available to dredging contractors, and will these provide a significant boost for the industry?

RB: Offshore wind is an emerging marketplace and will be an entirely new and vibrant marketplace for the maritime sector. The dredging industry has a role to play, as the undersea structures and cable networks will all need work; it's an area that our member companies know well. Scouring protection for the cable networks is also a need and our largest member company, Great Lakes Dock and Dredge,

just invested nearly \$200 million on the first and only rock placement vessel. This new vessel will service the offshore wind market and be Jones Act compliant.

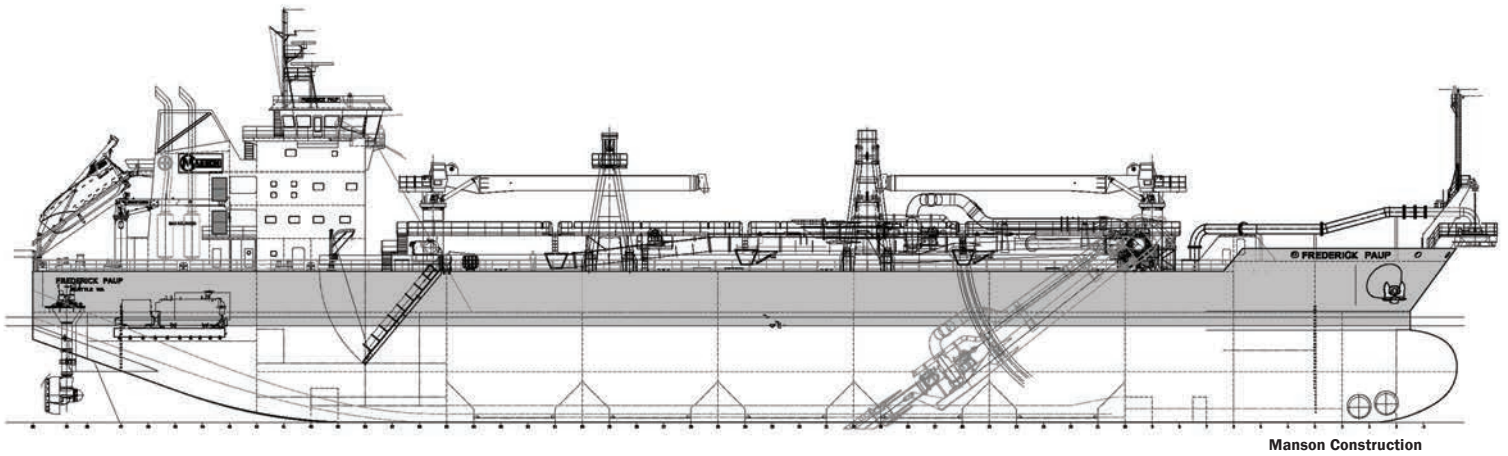
A common challenge across many industries—not just maritime—is attracting and retaining talent. Is this also a problem for dredging companies, and if so, what are they doing to address it?

RB: Yes, the 'silver tsunami,' as some call it, is a challenge for us all, including the maritime sector. We have begun to reach out to the workforce training entities, like the unions and maritime academies, and exposing them to the types of jobs the dredging industry has to offer. One good thing we offer for the new socially-connected generations is that our work is typically near costal or in the inland waterways and thus mobile phone connectivity is most always available. We offer shorter rotations, as two weeks on/two weeks off is the norm for our industry. And many times, we have survey boats transiting to and from the plant to shore, so worker isolation is reduced. All in all, it is good working environment that pays well and we hope that will attract the next generation of workforce. And like all sectors, technology is helping us all to be more efficient and make the jobs just that much easier.

Great Lakes Dredge & Dock is building a rock installation vessel for offshore wind at Philly Shipyard.



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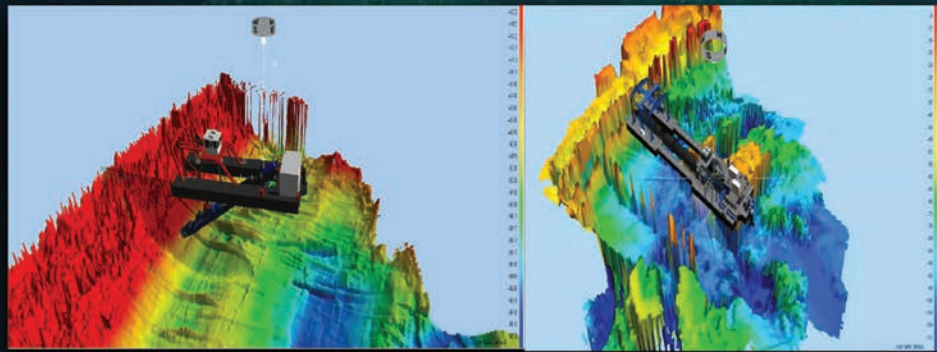
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Insights

Please describe the shape and size of the Dredging Contractors of America. When and why was DCA started, and how has its mission evolved—or not—over the years?

RB: The Dredging Contractors of America (DCA) is a non-profit trade association representing the interests of the U.S. dredging and marine construction industry and its members for over 30 years. We are comprised of 24 companies providing dredging services to the U.S. Army Corp of Engineers, U.S. seaports and state and local governments. Our companies range in size from large publicly trade corporations to small family owned and operated business. I am still fairly new to the industry and can say that DCA has evolved from a small group simply concerned with its relationships with the Corps to an organization that now has a defined relationships with Congress, the Corps and local and regional stakeholders.

What is the DCA's number one top priority at the moment?

RB: At the moment our number one priority is working with the Corps to get projects under contract and untie our assets and get them all working; sitting at the pier awaiting contract is helpful for no one. The Corps and industry have a lot of work to do, and we are all working together to get it going.

Is there anything else you'd like to add?

RB: I would only add that an issue that is gaining steam in our industry is beneficial use of dredge material. The sand and silt we dig up is very valuable in the rebuilding of beaches and wetlands, and by reusing it and not taking to a dumpsite to dispose of is a win-win. It reduces the carbon footprint of our projects, rebuilds wetlands and protected coastal areas and beaches, preserves the environment and, when factored into the overall project, it can be a huge cost saving. We just need to work together with the coastal communities and take a more holistic view of the project with the Corps and local stakeholders instead of just looking at the dredging component.

Cashman Dredging is among the 24 member companies of the Dredging Contractors of America.



Cashman Dredging

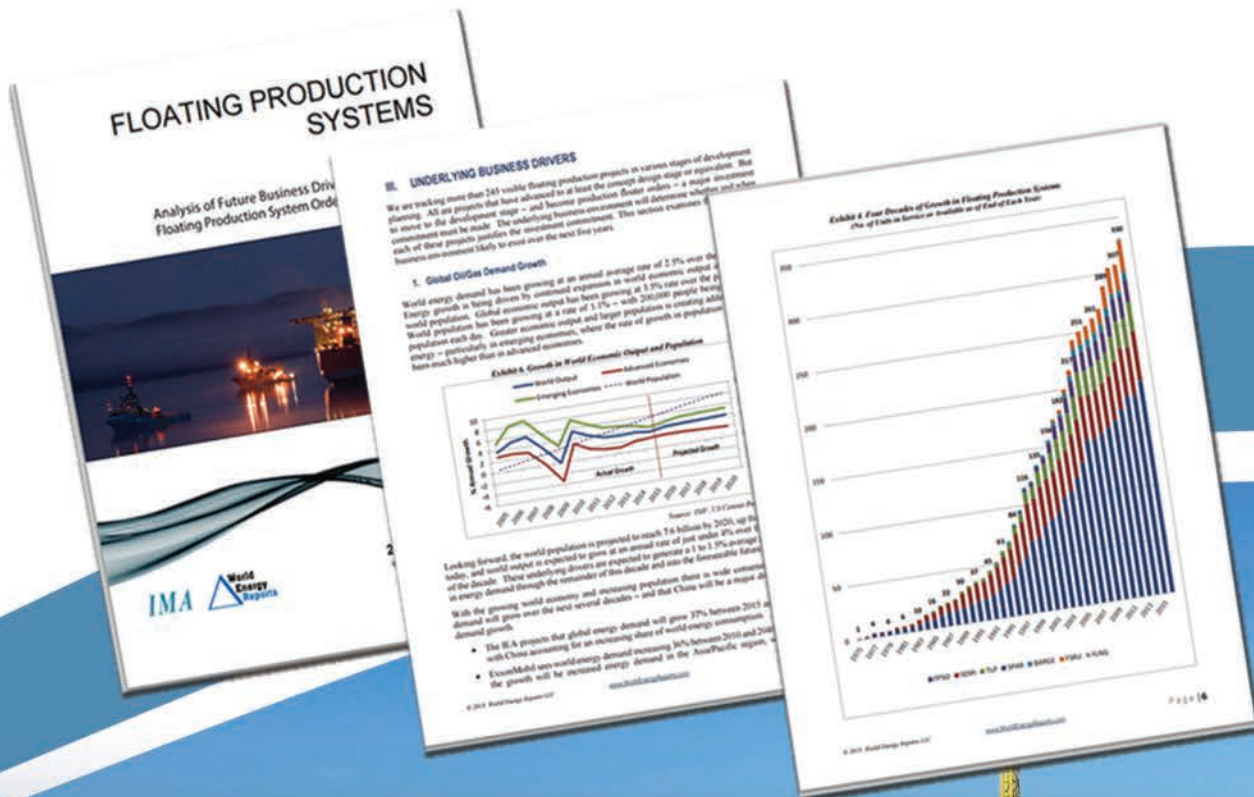
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Column

Marine Highways

Suggestions for Making America's Marine Highway Program More Effective

By James Kearns, Special Council, Jones Walker LLP



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The America's Marine Highways Program

is one of several grant programs administered by the U.S. Maritime Administration (MARAD) to promote more effective use of the nation's navigable waterways. This particular program was established by Congress in 2007 to provide grants for projects that would promote water-borne alternatives to available landside transportation services, especially for freight carried by trucks.

Consistent with this specific goal, the program's statutory authority limits eligible projects to those that either mitigate landside congestion or promote "marine highway transportation." "Marine highway transportation" is given a very specific meaning in the statute. It is defined to encompass only cargo carried in a U.S. documented vessel that is:

1. contained in intermodal cargo containers and loaded by crane on the vessel;
2. loaded on the vessel by means of wheeled technology;
3. shipped in discrete units or packages that are handled individually, palletized, or unitized for purposes of transportation; or
4. freight vehicles carried aboard commuter ferry boats.

The transportation of such cargo is limited to carriage between ports in the United States or between a port in the United States and a port in Canada located in the Great Lakes Saint Lawrence Seaway System.

At the time that the program was created, very little cargo was being carried in "marine highway transportation" as defined by the statute. Despite MARAD's best efforts to implement and promote the program, the program has enjoyed only limited success. The first grants under the program were made by MARAD in FY 2010. Since then, a total of 40 grants have been made to 24 eligible projects through FY 2021, for a total of approximately \$46.5 million.

Nearly all of the projects funded by the program have been for transportation of eligible "wheeled" cargo over relatively short distances, the most successful of which have been the container-on-barge service between Hampton Roads and Richmond on the James River, a distance

of about 95 miles, and the container-on-barge service carrying resin pellets from Baton Rouge to New Orleans for export, using empty containers brought from Memphis. Some projects were pilot projects that did not become permanent operations.

It would be fair to say that it has been a challenge to get cargo off of the roads and onto the river, worthy as such a cause may be. There are a number of reasons for this, not the least of which is a lack of funding. In some years the program did not receive any annual appropriations. The Infrastructure Investment and Jobs Act (IIJA, sometimes called the Bipartisan Infrastructure Act) designated \$25 million for the program in FY 2022, which stands in sharp contrast to the \$2.25 billion over five years that IIJA designated for MARAD's Port Infrastructure Development Program.

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Column

Marine Highways

“It would be fair to say that it has been a challenge to get cargo off of the roads and onto the river, worthy as such a cause may be.”

Another reason is that the inland waterways are very efficient for carrying bulk cargo, both dry and liquid, so there is a natural incentive to continue using them in this way, and to design and operate ports and terminals for this use. The kind of cargo that is eligible for grants under the Marine Highways Program needs very different equipment and landside facilities than those used for bulk cargoes. Without having this special cargo to be handled, ports and terminals on the rivers do not have an incentive to acquire the equipment and make the space needed to handle it. On the other hand, without the facilities on the rivers available to handle such cargo, shippers do not have an incentive to use the rivers to transport it.

It has been suggested that expanding the Marine Highways Program to include bulk cargoes would create more interest in the program, which in turn would support the case for increasing the funds available for it. This has been raised in discussions of what should be included in the next Water Resources Development Act (WRDA), which the industry is hoping will be passed this year in keeping with the two-year cycle of such legislation. This would require a fundamental shift in the orientation of the program, which might not be feasible as a practical matter, despite the bipartisan support that waterways programs enjoy in Congress.

On the other hand, a hybrid approach might be possible. This could be, say, allowing grants to be made for projects that are for the transportation or handling of bulk

cargo, so long as the project also includes a “wheeled” cargo component. It could be analogous to providing funds to build a parking garage so long as it includes charging stations for electric vehicles.

Just as there is a natural reluctance on the part of ports and terminals to make the changes necessary to handle “wheeled” cargo, so also there is reluctance on the part of shippers to employ a means of carrying their products with which they are unfamiliar and about which they have concerns of reliability and timeliness. A concerted effort by MARAD to educate the shipper community and to alleviate their concerns could be helpful in this regard. The next WRDA could be used to give MARAD a mandate—and funding—to undertake such an effort, or to make grants to others to do so, whether as part of the existing Marine Highways Program or as a new program.

Another idea that has been recently discussed is the creation of a federal advisory committee, formed under the Federal Advisory Committee Act, in which ports, carriers, and shippers would work with MARAD specifically on the mission of moving cargo from the roads to the rivers.

There is already a U.S. Maritime Transportation System National Advisory Committee (MTSNAC), and its charter of September 17, 2020 states that the objective of the committee is “to identify and seek solutions to impediments hindering effective use of short sea transportation.” However, the minutes of the committee’s meetings

and its recommendations to the Secretary of Transportation and to MARAD reflect that in fact its attention and deliberations encompass a much wider array of topics. The following are a few examples from a MTSNAC memorandum of September 29, 2020 of the 32 actions that MTSNAC recommended be taken by the Secretary of Transportation:

- *support the acceleration of the acquisition of used ships to replace ships in the Ready Reserve Fleet;*
- *in coordination with the Secretary of Defense, advocate for requiring all U.S. owned fuel that is moved worldwide within the Defense Logistics Agency network to be carried on U.S. flag ships; and*
- *support legislation to eliminate the 50% ad valorem duty on vessel overseas maintenance and repairs when non-availability of a U.S. shipyard has been determined.*

According to the MTSNAC website its 28 members include representatives of international ocean carriers, deep water container ports, shipyards, and international labor unions. All of these interests are appropriate and indeed necessary for the broad scope of topics that MTSNAC actually deals with in practice, but they have at most only a tangential relationship to what are the real impediments to greater effectiveness of the Marine Highways Program in fulfilling its original mission.

A more apt model would be the Inland Waterways Users Board (IWUB) which monitors the Inland Waterways Trust Fund and makes recommendations to the Army Corps of Engineers and to Congress on investment priorities using resources from the Fund. IWUB is comprised of 11 representatives of shippers and carriers who represent a balance of navigation industry interests, companies of different sizes, and a variety of waterborne commodities. The compact size and specific focus of the IWUB have made it an effective and efficient collaboration between the Corps of Engineers and the users of the inland waterways. The creation of a similarly sized and focused committee to advise MARAD on the Marine Highways Program would be another suggestion for the next WRDA.

The Marine Highways Program has the potential to play a much larger role in moving cargo from the roads to the rivers than it has achieved so far.



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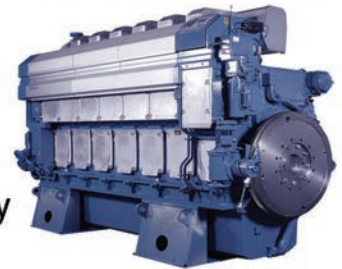


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Feature

Inland Waterways

North Mississippi Industrial Development Association

An aerial photograph of a wide river flowing through a rural landscape. A long, red barge is being pushed or pulled by a tugboat on the river. A concrete bridge spans the river in the foreground. The surrounding area is a mix of green fields and trees.

THE INLAND WATERWAYS:

Big Money, New Projects, Help Wanted

By Tom Ewing

Feature

Inland Waterways



New federal money promises dramatic impacts throughout the United States' inland waterways system in 2022 and beyond. This report focuses on America's central rivers; the Western rivers will be covered in a future report. These central rivers reach 11,000 miles, from Pennsylvania to Florida and from Texas to South Dakota.

Consider the money within the U.S. Army Corps of Engineers "Civil Works Program Infrastructure Investment and Jobs Act (IIJA), 2022 Construction Spend Plan."

- *In Arkansas, ACE is providing \$92 million for construction of the MKARNS project and another \$109.1 million to "physically complete and fiscally close out the project." MKARNS presents a number of complex challenges, including channel stability at the confluence of the White, Arkansas, and Mississippi Rivers, where the Arkansas and White naturally want to merge. Other challenges include aging infrastructure and channel depth. The big win is going from a nine-foot channel depth to 12 feet. That deeper level has been authorized but never realized. In previous studies the Corps estimated that a 12-foot channel could increase tonnage capacity on the river by up to 45 million tons a year (MKARNS = The McClellan-Kerr Navigation System, located in Arkansas and Oklahoma, at the confluence of the White and Arkansas Rivers, close to the Mississippi. It was completed in 1970.).*

- *In Illinois, in the Upper Mississippi, \$732 million is budgeted to complete design and construction of Lock and Dam 25 and \$97.1 million to start construction of Lock and Dam 22.*

- *Also in Illinois, at Brandon Road, \$225 million starts construction of the aquatic nuisance species barrier, a final location, almost a final chance really, to keep Asian carp out of the Great Lakes.*

- *In Kentucky, \$465.5 million is budgeted to "physically complete and close out" the Kentucky Lock and Dam project on the Tennessee River.*

- *In Pennsylvania, \$857.7 million will complete all construction work at Montgomery Lock and Dam, on the Ohio River, near Monaca, PA. And \$77 million is to complete the Emsworth Lock and Dam, just downstream from Pittsburgh.*

Many major waterway projects have almost endless histories. Consider that at the last meeting of the Inland Waterways Users Board (#95, October 2020) supporters of a Louisiana lock project noted that lock funding was authorized in 1956. In a way, that reads like a sad joke. But then consider Emsworth: its components date back to 1919. (Users Board Meeting No. 96 is scheduled to take place in-person in New Orleans, on April 20. The meeting agenda was not yet available as this report is written.)

Nevertheless, river freight transport – and related private sector economic development – continues to thrive despite all the work that was never done. These new developments

Feature

Inland Waterways

Arkansas Waterways Commission



Cassandra Caldwell,
IMPM, Director, Arkansas
Waterways Commission

match the demands of a 21st century economy, impacting energy, the environment, logistics and supply chain. Without these investments, the US economy couldn't function at the scale demanded by global trade.

The following presents some of this work, highlighting the important interplay between large scale economic development and the Inland Waterways.

ARKANSAS RIVER WATERWAYS

Cassandra Caldwell is Director of the Arkansas Waterways Commission (AWC). She highlighted the MKARNS project as one of the biggest opportunities in 2022. Arkansas has 1,800 miles of navigable waterways, third highest in the nation, across five rivers: the Mississippi, the Arkansas, the Ouachita, and the Red and the White Rivers.

Caldwell said AR's river system carries 17.8 million tons of commodities annually, supporting over 55,000 jobs, \$2.5 billion in personal income and \$277.8 million in state and local tax revenue. She said that AR's waterways "are enticing new industries and transforming the economies of some of Arkansas' most disadvantaged communities."

This new economic development goes beyond just keeping up with current demands. New investments are



U.S. Steel Port Scrap Unloading Dock at Osceola

U.S. Steel

making the pie bigger. Caldwell cited three new projects in 2022:

- *At Helena Harbor, a 4,000-acre multi-modal site on the Mississippi River, a \$10 million Delta Regional Authority grant will fund road improvements to facilitate operations for Helm Fertilizer, a major tenant.*

- *At the Port of Osceola, California based Envirotech Vehicles, Inc. (EVT) will build its new \$80 million EV manufacturing facility. Port access was called “vital” in a company press release.*

- *Also in Osceola, although just past the Port’s official boundary, U.S. Steel broke ground this year on construction of its next-generation “highly sustainable and technologically advanced steel mill” close to the company’s Big River plant. Mississippi River access and Class 1 rail service were priorities.*

Both the EVT and the U.S. Steel project bear a closer look.

Sue Emry is Executive Vice President of Envirotech Vehicles. She was asked about the importance of port access for EVT’s site selection. “The plant’s proximity to the Mississippi River, railroad and access to the port of Osceola is well-suited for the efficient transport of our electric trucks and vans,” Emry said. “Having a sustainable way for EVT to transport our electric commercial vehicles was a major factor in selecting a site location,” she explained.

The port will be used both for import and export. Vehicles will be imported for final assembly and then shipped out to regional and international markets.

James Bell is Vice President, Construction, for U.S. Steel. Scrap metal and virgin metallics, such as pig iron and HBI (hot briquetted iron), are the new plant’s raw material. Bell said



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Feature

Inland Waterways

Envirotech Vehicles



Sue Emry,
Executive Vice President,
Envirotech Vehicles

“there is a huge transportation cost benefit” with waterways transport. He said the company unloads, on average, about 125 barges per month in Osceola. Twenty percent of finished steel coils ship via barge per month, totaling about 500 barge shipments per year. In three years, shipments will increase to 1,000.

For upcoming construction, the river is critical to USS’s inbound construction logistics. Machinery and equipment will be delivered by barge and unloaded directly on site. This is easier and more efficient, Bell explained, than applying for the permitting required for oversized highway loads. The availability and necessity of this kind of transport, and its value, can be overlooked in a cross-modal comparison.

Caldwell said dredging is a constant focus for the Commission. The waterways are critical for the agricultural sector. Interestingly the Commission’s work falls within three ACE Districts: Little Rock, Memphis and Vicksburg.

TENNESSEE TOMBIGEE (THE TEN-TOM)

Mitch Mays is Administrator for the Tennessee-Tombigbee Waterway Development Authority. Mays was asked about some top issues for the Tenn-Tom, which flows for

234 miles, starting in southern Tennessee, at Pickwick Lake, and joining the Tombigbee River at Pickensville, Ala.. From there, the Tombigbee River flows to Mobile, AL, and access to the Gulf of Mexico.

Mays cited three challenges. One is the increase in energy and fuel costs. Second, rising interest rates, which could impact private sector investments. Third is the constant demand for maintenance. Mays gladly noted the federal government’s record spending on infrastructure; but he noted further – that probably won’t last forever.

Mays expects two important projects to start in 2022. Funding was appropriated for an Army Corps navigation improvement study, which will hopefully lead to increasing the Tenn-Tom channel depth from nine to twelve feet. The study should be finished in two to three years.

The second project is more tentative, still awaiting funding, Mays said. This project would authorize barriers to prevent Asian carp migration, first reported in 2020. Recreation is a high priority across the Tenn-Tom system.

TENN-TOM ECONOMIC DEVELOPMENT

William “Skip” Scaggs is Executive Director of the North Mississippi Industrial Development Association (NMIDA), which covers portions of 30 counties in north MS, an area with six inland ports. Scaggs said that new infrastructure money has already impacted at least one Tenn-Tom port –at Aberdeen, in Aberdeen, Miss. A grant will help connect rail service directly to the port terminal, providing new access to three Class 1 roads as well as new short line service.

Scaggs said that just about every company he works with asks about ESG (environmental, social and governance) initiatives at local, regional and state levels. “Part of our job,” he said, “is to point out the benefits of the waterway and other assets as it relates to ESG. We see more and more interest in waterway borne transportation.” He added that “even before \$5 a gallon diesel companies have been looking to manage their logistics costs and water borne transportation is amongst some of the most efficient.”

Critically, the Tenn-Tom links to the international port of Mobile. Scaggs said heavy industry clients, “more often than not,” want to know about access to the Gulf of Mexico. The NMIDA team emphasizes that the inland waterways work as a system, directly connecting the Port of Mobile with cities as distant as Cincinnati and Pittsburgh.

WORKFORCE

In discussions with waterways business leaders, workforce availability remains a top issue. COVID-19's impacts have not yet faded away. According to the U.S. Bureau of Labor Statistics (BLS) overall employment of water transportation workers is projected to grow 12% from 2020 to 2030, faster than the average for all occupations. For the inland waterways, however, that projection is 25%!

Paducah, Ky. is surely the central city among these central waterways. In 2018 MARAD opened an Inland Waterways Gateway office in Paducah. Some of the top towboat and barge companies in the Nation are headquartered there or have major regional operations.

Paducah is also home to West Kentucky Community and Technical College (WKCTC), a regional training center, and a highly recognized one. The College was named a MARAD Center of Excellence for Domestic Maritime Workforce Training and Education in 2021, one of just 27 schools so honored.

"The designation validates the quality and rigor of our academic program. Many of our workforce training programs are United States Coast Guard approved," said Kevin O'Neill, WKCTC's vice president of regional workforce training and economic development.

The College offers a number of educational options, including associate's degrees and certificates across four maritime areas. New courses address electronic charting and a Coast Guard approved 16-hour marine basic firefighting course.

O'Neill said that many students are already waterways employees. Schedules are deliberately kept flexible, and a lot of work is completed online, allowing

schoolwork to align with work tours. Students enroll on their own, of course, but the College also trains employees sent by employers, and not just Paducah employers – the training programs are mobile. Additionally, the College, again working with waterways operators, offers a "second chance" program for regional jail inmates soon to be released and needing skills and employment.

Ron Robbins is the College's Marine Technology Program Coordinator/Instructor. He said that enrollment took a hit at the onset of COVID. "It is starting to rebound," he said in an email, "both with new students and those who paused their studies."

O'Neill said that since the pandemic has receded contacts have increased from employers seeking training programs.

Robbins said the most popular program track is Marine Logistics Operations, a switch from Wheelhouse Management. He said logistics concepts are useful both for vessel and shoreside workers.

Employee development is not the same as workforce development. The former is more singular, the latter references groups of people preparing to start a career. Workforce development for the Inland Waterways will remain a challenge. It's an effort that needs to intensify and scale up, a problem made worse because employee turnover is high. This is not new, but it is compounded by other social and economic factors, from COVID to a competitive job market.

Ron Robbins was employed by a major towing company for 23 years. He has direct towboat experience. Robbins was asked: for how many of those years was it difficult to find deckhands? His answer: "Twenty-three years."

DESIGN FABRICATION REPAIR CONVERSION



CONRAD SHIPYARD



Feature

Training & Education

Deven Leigh Ellis / U.S. Navy



EMBARC:

Changing Course - from Coarse to Enlightened

By Tom Ewing

“U ntil every employee, and every mid-shipman, and cadet, and every trainee trusts the system and until all allegations are handled properly, abuse will continue to occur, it will continue to go unreported, and people will continue to suffer alone—and that is simply intolerable,” said Lucinda Lessley, Acting Maritime Administrator, presenting at the Connecticut Maritime Association Shipping Expo and Conference, in February.

On March 30, the Maritime Administration (MARAD) released a guidance document—EMBARC—to establish a structure and process to protect maritime cadets from sexual assault and sexual harassment (SASH). Its primary focus is on U.S. Merchant Marine Academy (MMA) cadets during their Sea Year training on commercial vessels. However, it has an expanded focus: to establish a safe, respectful and non-hostile working environment for all mariners throughout the maritime industry.

In her keynote address to the CMA Expo, Lessley said that it is her hope that EMBARC practices are “implemented in vessels’ Safety Management System (SMS): to address this as a safety measure for every mariner aboard a vessel.” SMS documents are part of the Coast Guard’s regulatory and enforcement system. The inclusion of SASH policies could extend legal protection beyond just cadets.

EMBARC, which stands for “Every Mariner Builds a Respectful Culture”, will require vessel operators who host Sea Year cadets to agree to demands for safety and accountability (for more summary details, see text box “EMBARC Primer”).

Importantly, the publication in March started a public comment period (ending May 31) on the guidance. EMBARC is not entirely new. It was first posted to MARAD’s website last December; however, it has been under development, in various form, since at least 2017.

MARAD wants comments on the specific directives within EMBARC, whether core issues are properly addressed, and suggestions to further improve compliance and workplace safety.

But MARAD’s interest goes further. It seeks comments on whether EMBARC or similar efforts should apply to vessel owners “other than commercial carriers that must comply with SOLAS” (Safety of Life at Sea). Those “other carriers” include “state and local governments, state mari-

time academies and Great Lakes commercial vessel operators”. The reference to the state academies is worth a close look. The Federal Register text proposes that EMBARC would apply to the academies both as operators of training vessels and “as institutions of higher education that place their cadets on commercial vessels would be required to meet Coast Guard licensing requirements.”

EMBARC development is open and evolving. MARAD’s website already has EMBARC updates. One important upcoming move is establishing a Federal Advisory Committee on SASH issues; MARAD is seeking committee membership now.

As many readers know, MARAD paused Sea Year training aboard commercial vessels last October. This decision, and the events that led up to it, were a priority topic – a “call to action” – within Lessley’s keynote at the CMA Expo:

“We (paused Sea Year training) so we could strengthen both the measures we require of the vessel operators carrying cadets and also our own institutional policies, procedures, and training instructions to improve safety and support a culture of respect.

“As Secretary Buttigieg has said, sexual assault and harassment have been open secrets in the maritime industry. And to combat them, it’s not enough to say the right things...to say we have zero tolerance. It’s not enough to say we take all allegations seriously.

“We must name the problems we seek to eliminate and then fully implement policies and procedures to prevent harassment and assault from happening. We must also remove the barriers that have too often stood in the way of reporting when harassment and assaults have occurred.”

Concurrent to DOT/MARAD’s decision to postpone Sea Year, Congress demanded action and accountability in response to SASH maritime incidents. EMBARC grew from this intense leadership scrutiny. As noted, it was made available in December. That’s also when MARAD announced it would lift the Sea Year pause, that “embarkations on commercial vessels will resume as operators enroll in the EMBARC program and affirm their compliance with the program’s new safety requirements.” At the time of her speech Lessley said that five companies had enrolled in EMBARC.

In an April interview Lessley was asked about the level of

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MARAD

“We must name the problems we seek to eliminate and then fully implement policies and procedures to prevent harassment and assault from happening. We must also remove the barriers that have too often stood in the way of reporting when harassment and assaults have occurred.”

**– Lucinda Lessley,
Acting Maritime Administrator**

participation by commercial vessel operators and whether that might impact sufficient training slots for cadets. Training time has a “split” reference because Sea Year typically consists of two sailing sessions, one during sophomore year and then a longer junior year session. Lessley explained that about 120 junior students were most impacted by the pause because it timed with their second year. However, Lessley said, “We anticipate that all members of the Class of ’23 will be able to accrue the time they need at the expected time period to take their license exams when they would normally take them.”

A big reason, Lessley explained, is the Navy, the Coast Guard and the Military Sealift Command (MSC) stepped up and increased their training opportunities. Lessley was effusive in her appreciation for this assistance.

She explained further that MSC normally provides about 25% of training slots. However, “training at the Merchant Marine Academy has relied largely on commercial vessels,” she commented, and added: “We recognize the value of that training and that is why we moved so quickly to create the EMBARC program, so that we could enroll commercial vessels and have those training opportunities available to our midshipmen.”

She was asked whether MARAD had a timeline, informal or otherwise, by which officials hoped to have certain numbers of U.S. vessel operators signed on to EMBARC. Her reply: “We would like all U.S. flag carriers that have vessels under SOLAS to enroll. That is our goal.”

In her keynote in February, Lessley urged international operators to consider an EMBARC type program. She referenced that the “IMO has noted sexual assault and sexual harassment are international challenges and they are examining appropriate actions.” She was asked in April about any discussions or interactions so far with foreign vessels. She said not yet, but she emphasized, again, that this starts a call to action, that it is a concern for the IMO and she is looking for “all operators to be deliberate in addressing this issue”.

In her interview, Lessley described anti-SASH efforts beyond EMBARC, which she called more public facing than a second critical move: a new “Superintendent Instruction,” issued December 22, to govern USMMA’s Sea Year and a revised Sea Year guide for midshipmen. These documents present new policies and procedures to strengthen support for cadets, including the use of new satellite phones cadets

EMBARC: A Primer – some highlights

“Every Mariner Builds A Respectful Culture”

SASH – “Sexual assault and sexual harassment”

Core focus: Vessels approved to carry cadets from the U.S. Merchant Marine Academy for training purposes. Larger focus: using SASH to leverage development of a safe and respectful workplace across the maritime industry.

Core Tenets:

- Build and maintain a shipboard culture of inclusion and respect.
- SASH: zero tolerance and zero tolerance for retaliation.
- Eliminate reporting barriers.
- Support survivors, witnesses and bystanders who report incidents.
- Prompt response to reports.
- Ensure EMBARC and company and vessel policies are aligned.
- Implement SASH best practices (available from SOCP).
- Incorporate SASH into Company and Vessel Safety Management Systems.

Actions by DOT, MARAD and USMMA:

- Develop a Superintendent Instruction on Sea Year policy.
- Update the Sea Year Guide, focus on supporting cadets; ensure the Guide contains all revised SASH policies and procedures.
- Strengthen and expand the SAPR office – “Sexual Assault Prevention and Response”.
- Continue to coordinate with the Coast Guard, “which is the regulator of the maritime industry,” to champion these changes including “efforts to strengthen regulatory requirements.”

Action Steps – Vessel Operators:

- Immediate: Affirm SMS/EMBARC compliance. Designate a SASH contact and arrange meetings. Training for officers and crew. Incident reporting. Provide functional door locks and a list of all master-key holders.
- Intermediate, within one year: Training and survivor advocacy. Develop a “SASH perpetrator information exchange.”
- Long Term: Vessel monitoring, e.g., video monitoring in passageways. Develop a related mariner credential.

Definitions: EMBARC provides an extensive and detailed list of definitions.

are given while they are at sea as well as a new amnesty policy for midshipmen who experience or witness sexual assault or harassment.

The Superintendent Instruction is a 120-page document. It starts with a memo-type directive signed by Jack Buono, Vice Admiral and outgoing USMMA Superintendent. Anti-SASH efforts are the central focus, and the Instruction implements eight specific procedures in support of Sea Year safety. One of these allows cadets to use a “designated code word,” or SOS button, to return from Sea Year assignment.

The Instruction is straightforward in establishing anti-SASH responsibilities for program management, evaluation and, as deemed necessary, recommended revisions. It names the Academic Dean and Provost as responsible for supervising faculty and staff activities. It directs the Commandant of Midshipmen to ensure that all students “fully understand and comply with all procedures set forth in this Instruction.”

Lessley was asked how the EMBARC Guidance fits within MARAD and DOT’s larger regulatory framework. She noted that MARAD is not a regulator, that the Guidance is a program that MARAD is required to have by statute. She added, however, that MARAD is working closely with the Coast Guard, “the regulator.” One goal is to establish EMBARC as an enforceable section within a company’s safety management system.

In closing, Lessley repeated that “the most important thing here is the culture change. We see EMBARC as a first step in supporting that culture change, to improve safety for all mariners.”

For additional insight, *Marine News*

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“The industry cannot lose focus. This is not just a cadet issue, and it is not just a female issue, it is widespread and must be dealt with in an expansive and comprehensive manner.”

**– Jeanne Grasso,
Maritime Attorney,
Blank Rome LLP**

reached out to a number of maritime experts. Jeanne Grasso is a maritime attorney, with Blank Rome LLP, based in Washington, D.C., specializing in maritime issues. Grasso noted that while the EMBARC Guidance focuses on vessels employing USMMA cadets, its presence on the policy stage should not be disregarded.

“EMBARC is an important start,” she said, adding that “these standards should help foster a safer and more inclusive shipboard work environment. Even more critical, however, is the company’s culture and accountability on the part of leadership, both shipboard and shoreside.”

Grasso commented that SASH aboard vessels, U.S. flag and foreign flag, unfortunately has a long history and is not confined to a few bad actors. The standards set forth in EMBARC need to draw vessel operators’ attention.

“The industry cannot lose focus,” Grasso emphasized. “This is not just a cadet issue, and it is not just a female issue, it is widespread and must be dealt with in an expansive and comprehensive manner.”

WISTA (Women’s International Shipping & Trading Association) is an international networking organization, in 54 countries, established “to attract and support women, at the management level, in the maritime, trading and logistics sectors.” Christina Liviakis Gianopoulos, Director, Business Development at American Ship Repair in New York, is incoming President and Director of WISTA USA.

Gianopoulos called EMBARC a milestone document. “We believe these standards could help foster a safer work environment for all seafarers,” she said, adding that “EMBARC represents a step in the continued discussion of how we as an industry create safe, inclusive work environments that welcome and embrace the next generation of seafarers.”

Gianopoulos said there are still many unanswered questions about implementing EMBARC. One concern is whether compliance will actually lead to meaningful change. “Creating additional check boxes,” Gianopoulos commented, “for the sake of saying an owner/operator is ‘EMBARC compliant’ will not necessarily ensure a safe workplace.” She expects the maritime industry, MARAD, and the maritime academies will need to keep working together as implementation proceeds. “All of these groups,” she advised, “need to listen to each other, to find best practices, and be willing to address concerns collaboratively with transparency in a timely fashion.”

Anti-SASH - Looking at the Ship Itself

By Tom Ewing

While most **Marine News** readers are likely familiar with cargo vessels—decks, holds, engine room, crew quarters, officers' quarters, galleys, labyrinthine passageways—some may not be so familiar.

An awareness of a vessel's vast space, its three dimensions, is critical for placing SASH concerns within a physical setting, a workplace setting. After all, despite its size, a cargo vessel carries just 20-30 people. Isolation, even entrapment (one hates to write it) are not hard to envision.

Bryan Boyle is a professional mariner, U.S. Merchant Marine Academy class of 2012; Sea Year 2009-2010. Boyle has a "Life at Sea" video blog on YouTube (35,300 subscribers and counting). His "Touring a Modern Day Cargo Ship," (2.7 million+ views) set aboard the 958-foot Maersk Ohio, offers the real-world look necessary for thinking about anti-SASH policies.

EMBARC, for example, directs video recording in hallways near cadet staterooms, likely a good place. But note there are miles (seemingly) of tunnel-like passageways aboard the Maersk Ohio. A ship is a 24-hour workplace, and an isolated one. Is an everyday passageway akin to being in a dark alley on the rough edges of town? Should all passageways have recording?

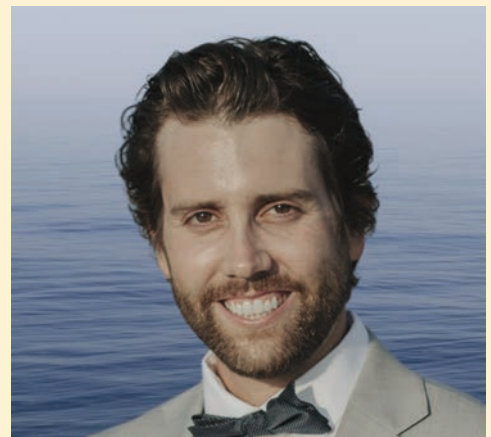
Boyle's video takes us to separate facilities for officers and crew. Is separation helpful? For whom? Maybe in mixed settings a captain and leadership would be more aware of jokes, innuendos, bullying and emerging transgressions, and know when it's time to act. Or vice versa: does leadership take advantage of exclusive areas?

In an email Boyle wrote that on-boarding these days includes presentations about a company's SASH policies and procedures, messages repeated throughout a voyage. He said that "most ships have become much more thorough in the training and enforcement of these policies."

Boyle has worked with many female mariners: captains, mates, engineers, stewards and cooks. He became involved in a harassment case during a voyage after a female crew member reported an incident to him. This prompted an onboard investigation, and an offending crew member was fired.

Looking back to Sea Year, Boyle commented that SASH incidents often go unreported because victims want to be well liked and not to be known as someone involved in charges against other crew members. "Mariners need to better support each other," Boyle said, "and let it be known that they stand with their fellow crew as brothers and sisters who look out for each other in keeping ships a safe working environment."

Boyle notes a decline in ship-board camaraderie. Crews used to spend off-hours playing games and watching movies. Now, he said, most retreat to staterooms to look at personal devices.



"Most ships have become much more thorough in the training and enforcement of [SASH] policies."

**- Bryan Boyle,
Professional Mariner,
USMMA class of 2012**

Feature

Dredging

All images: Callan Marine



AT CALLAN MARINE, THE DREDGING BUSINESS IS PERSONAL. THE COMPANY'S PRESIDENT, MAXIE MCGUIRE, DISCUSSES THE VALUE PROPOSITION OF INVESTING IN NEW EQUIPMENT AND KEY PERSONNEL.

By Eric Haun

Galveston-based Callan Marine possesses one of the youngest, most powerful dredge fleets in America. "Our oldest dredge is 11 years old, so we have a nice modern, new fleet, which really helps us in our performance," said the company's president, Maxie McGuire. "I'm very proud that we have one of the newest fleets in the industry."

McGuire and Callan Marine have plenty to be proud of. McGuire, a U.S. Air Force veteran with an Operation Desert Storm tour under his belt, took a job with the U.S. Army Corps of Engineers after discharge before eventually

finding his way into the private sector. In his current role as Callan Marine president, he's helped the family-owned dredging and marine construction contractor prosper, growing from 14 employees a decade ago to 250 today—many of them "hand-picked".

"All of our staff comes from seasoned positions, and about 75% of our management team, we've worked together somewhere along the line in my career. Behind the walls here where we are family-oriented, we are people-centric and that makes chasing the vision that much easier."

Today, Callan operates four cutter suction dredges

Feature Dredging

(CSD), including the recently launched 28-inch General Bradley, with two more newbuild CSDs—the 18-inch General Marshall and 32-inch General Arnold—and a trailing suction hopper dredge (TSHD) Admiral Nimitz on the way. “We also have a host of support equipment, tugboats, barges and the like under construction to support the dredges,” McGuire said.

McGuire said the 32-inch CSD General MacArthur (one of *Marine News*’ top new vessel of 2020) was a turning point for the company. “We made a step change with the addition of the (General) MacArthur (based on its size and capabilities). We won a job from the U.S. Fish Wildlife to renourish Breton Island, which is offshore in Breton Sound south of New Orleans. So, we had this big job to rebuild, I think the second oldest wildlife sanctuary in our country working offshore with the brand-new dredge. It was quite the challenge with all hands on deck.”

Callan’s expansion is supported by a dredging market that has been relatively strong in recent years. But, perhaps more importantly, the market is expected to continue gaining strength. “It’s been a good market, and I think we have a great outlook in the future,” McGuire said. “We have these ‘deepening’ cycles that come through every 10 or 15 years, keeping up with the nation’s need to serve larger ships. Everything we can do helps our economy.

“The size and number of ships, barges and tugs moving on our waterways creates the demand to have full depth and full width of channels to support commerce. The Corps of Engineers and owners understand that a full draft equals a fully loaded ship, which is the most effective and efficient movement of our commerce.”

McGuire also pointed to opportunities created by a surge of government dollars directed at marine infrastructure projects, like dredging. In some cases, funding for these works is long overdue. “Our country is getting old for the first time, and if you look at some of the older places in the world, they’ve rebuilt their country several times. It’s time to pay attention to our infrastructure (to fix and rebuild it),” McGuire said. “Congress and the Administrations have set the table for funding to invest in our infrastructure, part of which is navigation and flood control, along with very healthy programs with the likes of the state of Louisiana with, with the Coastal Resources and Protection administration in Louisiana. We see very



“First you build the right equipment, and we’ve done that. Once we build the right piece of equipment, after that it’s 100% about the people, giving them the tools, the confidence and the culture to create the success.”


**– Maxie McGuire,
President, Callan Marine**

healthy budgets, which gives us a great outlook and a well-funded future.”

Asked about opportunities upcoming for the next 12-24 months, McGuire said Callan will shift between the Gulf and East Coasts regularly. “We’re a pretty mobile bunch,” he said. “It depends on where the projects happen and the time of year. There’s a turtle (nesting) window on the East Coast, so rebuilding beaches tends to happen in the winter months. Overall, I think work is going to continue to focus around (dredging) our waterways and harbors to work on the infra-

Feature

Dredging



“We made a step change with the addition of the (General) MacArthur (based on its size and capabilities),” McGuire said.

structure. And I don't see a pause in the beach renourishments because that's frontline protection for everyone.”

It's this steady pipeline of work that gives Callan Marine the confidence to build out its fleet and invest in new technologies. And as Callan grows, it is also working to shrink its environmental footprint. “Every time we build a new boat, every time we remodel something, we invest in efficiencies and things to be a better steward of our environment, to be a better steward of our employees, whether it's mitigating noise or emissions.” McGuire said.

McGuire cited crew safety and fleet efficiency as other key points of consideration for its newbuild activity. “The newer dredges are diesel electric, so it helps us (be more efficient as) fuel burn is one of our largest cost items. Less fuel burned is also good for the environment. When we look at our people, we invest in automation systems to

help with fatigue, while also buying them the latest gear and providing the creature comforts on the dredges: full internet, satellite TVs, exercise rooms, individual bathrooms and just about all the food that they want to eat.”

For McGuire, it is clear that the business is all about people. “First you build the right equipment, and we've done that. Once we build the right piece of equipment, after that it's 100% about the people, giving them the tools, the confidence and the culture to create the success.

“I've come through the ranks, and I find myself being a champion of the people. I spend a fair portion of my mornings each day, sticking my head in people's offices to see how they're doing, and it's not just 'lip service'. We know each other's families and kids and we hope it comes through that we care. (Don't get me wrong), we do have a business to run; but I think we sincerely support our employees.”



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Heavy Marine Operations Get a Lift with SENNEBOGEN 'Green Machines'

By Ryan Kolb, SENNEBOGEN



Assisted by GPS guidance inside the cab of an 880 EQ equilibrium handler, BGT operators can accurately place 7-ton rocks within ¼" of specs in as little as 40 seconds.

All images: SENNEBOGEN

The towering green booms of SENNEBOGEN material handlers have become an increasingly familiar sight on U.S. waterways in recent years. The machines are most commonly deployed in barge-loading applications. More recently, they are also seen in shoreline construction, dredging and remediation projects.

Traditionally, such operations are assigned to excavators, often with conversions to help them lift loads instead of digging. However, owners have learned that the SENNEBOGENs offer multiple advantages as machines that are purpose-built to lift and swing large loads quickly.

The long arm of heavy lifters

At the Guntersville terminal on the Tennessee River, owner Mike Leuken says the long reach of his SENNEBO-

GEN 860 R-HD was a compelling feature. "It lets you get all the way over to the other side of the barge, to the outside wall and move the material directly to truck or conveyor. Given the cycle times and the flexibility we have, we can shave off 20% of our unloading time." Moving loads of more than eight tons at its full 70-foot reach, its capability saves logistic time at the docks, too. "Often times, you either have to move your material handler along the dock wall or move the barge. If our push boats are busy, we have to wait on that movement before we continue production. With this SENNEBOGEN, we don't have to move anywhere near the frequency that we did before."

On the Gulf Coast of Louisiana, Chip Broussard says his giant 875 R-HD allowed his firm to become a top competitor for shoreline restoration projects. "On some



of these rock jobs, the stones are more than the clamshell can handle, so we have the grapple for that.” The 875 first showed off its production capacity in dredging projects. “We were loading some material barges. One can hold up to 350 tons; we loaded it in about 20 minutes!” He estimates that, on the right job, the 875 could move as much as 600 tons per hour. The 875’s distinctive “Green Hybrid” energy recovery system also helps Broussard to quote competitively. He anticipates running the 875 on eight to ten gallons of diesel per hour: about the same as his cable crane, moving less than a third as much material.

Bilal General Transport LLC (BGT) has been leading the La Mer project in Dubai, building seawalls to reclaim nearly 250 acres (one million m²) of new land for urban expansion. The project requires the contractor to move around 11 million yards of sand and up to 6.5 million tons of rock. BGT deployed SENNEBOGEN’s powerful 880 EQ equilibrium handler to precisely position stone blocks weighing up to seven tons. Guided by a GPS system in the cab, operators can reach up to 115 ft. (35 m) to place rip-rap stones, accurate to within a quarter inch and able to complete a placement cycle in as little as 40 seconds. With this system, BGT no longer needs spotter boats in the water to help their operators to pick and place the rocks accurately.

Better balance with 360-degrees stability

While SENNEBOGEN machines claimed their place in land-based projects, they are equally adept in open water. Tom Russell brought SENNEBOGEN material handlers to Great Lakes Dock & Material (GLDM), in Michigan, after seeing them at work in other marine applications. “They all have full load capacity through their 360° working radius,” he explains. “Being on barges or improvised platforms, we felt this capability was essential for our machines. Even with its boom fully extended, our 840 can lift well over 8,800 lbs. (4,000 kg) and move it safely through its full 360° range of swing.”

Russell also notes a difference between purpose-built material handlers and excavators. “On a barge, your work is often in front of you and the material barge is at the side. You want as much reach as you can. You’re working at maximum radius most of the time. The arch in the banana

boom allows us to reach over the coaming of the material barges, down 20 ft. (6 m) below the tracks and lift it up. An excavator doesn’t have that lift above the track level capability (at full radius) and, the SENNEBOGEN works fast.”

According to Leuken, it’s a difference that operators appreciate, too. “They love the balance of the machine,” says Lueken. “It gives them confidence to be able to lift in all directions without worrying about the length of the reach from side-to-side on the barge or for placing the load.”

Russell and Leuken agree that the balance and stability of the SENNEBOGENs are valuable safety factors on land or on water. It also gives the operator more flexibility to load and swing in any direction.

More machine for the money

Despite the size of the SENNEBOGEN machines – the 875 Green Hybrid model weighs in at 300,000 pounds – their owners are impressed by the versatility of these purpose-built handlers. Their mobility is what first attracted Broussard to the SENNEBOGEN line. “We had seen similar machines in the area, but nothing of this size, and the other machines have to be welded down to the barge. The SENNEBOGEN is on tracks. At times, we might be doing rock work and we want a crane on the ground; then we pick up another job and want to put the SENNEBOGEN on the barge. Because of its versatility, we didn’t have to get another barge.”

The crawler mounted undercarriages give GLDM more choices in how to approach varied projects. Tom Russell notes the stability his machines offer to work in unimproved sites, as well as safety benefits when walking machines onto and off of barges. Russell says the 835 R-HD, with its retractable telescoping tracks, is easy to transport quickly between jobsites. “It’s a high production machine with the travel footprint of a much smaller model.”

Leuken says, “After looking at all the options, SENNEBOGEN was the clear choice. We chose it for the versatility and the economy it brings to our operation. We’ve also learned the value of our ability to quickly change attachments on the equipment.” Whether the material he’s loading calls for one of his clamshells, a hook, or forks, or a magnet, “...time is money. And we aren’t wasting any time.”

Vessels

Spartan



Master Boat Builders, Inc.

Master Boat Builders, Inc. in March delivered Spartan, the first of two new hybrid diesel-electric tugboats for Seabulk. This modern and unique tug was built at MBB's Coden, Ala., yard.

Spartan was designed by Robert Allan Naval Architects & Marine Engineers. The tug is built to meet U.S. Coast Guard regulations and is classed through the American Bureau of Shipping (ABS), including escort notation.

The vessel has an overall length of 98 feet, beam of 43 feet,

and bollard pull of 90 tons. The integrated hybrid propulsion system was provided by Thompson Tractor and includes two EPA Tier 4 certified Caterpillar 3512E main engines, each producing 2,550 horsepower and two Berg MTA 628 azimuth thrusters, three Caterpillar generators and two ABB propulsion motors and associated variable frequency drives.

"She is representative of their advanced workmanship and ability to deliver modern, cutting-edge marine technology. We look forward to continuing to deliver service excellence and offering our customers a more sustainable towing solution," said Daniel Thorogood, Seabulk CEO.

"As the maritime industry continues to evolve and modernize its fleet, Master Boat Builders is proud to deliver this hybrid tugboat, which will serve as the most efficient technologically advanced Tug operating in the US.," said Garrett Rice, president of Master Boat Builders. "Spartan is the latest in a series of innovative and alternative-powered work boats that we are constructing and that we will continue to deliver as demand in this market expands."

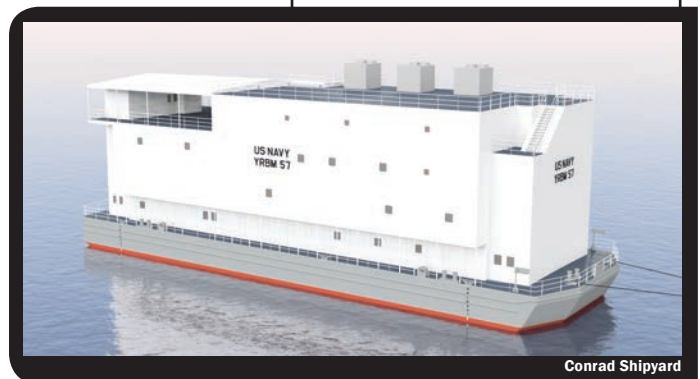
Louisiana shipbuilder Conrad Shipyard has emerged as the winner of a nearly \$19 million contract for the detail design and construction of a new Yard, Repair, Berthing, and Messing (YRBM) craft for the U.S. Navy.

YRBM barges provide a temporary home away from home and workplace for service men and women whose vessels are in port for repairs and/or maintenance. Conrad said its design incorporates functional spaces which allow the sailors to work, sleep and eat comfortably.

The \$18,988,990 firm-fixed-price contract is for one YRBM accommodation barge, but includes options for up to eight, which, if exercised, would bring the cumulative value of this contract to \$142,906,420. The contract was competitively procured via the beta.sam.gov website, with six offers received.

Work for the initial award will be performed in Amelia, La., and is expected to be completed by November 2023. But, if all options are exercised, work will continue

YRBM Barges



Conrad Shipyard

through December 2025.

The YRBM barge is an ABS A1 Accommodation Barge with a 151'-4" x 49'-4" x 14' footprint. The vessel provides pier side living accommodations capable of berthing 199 mixed gender personnel, messing for 300 personnel, and includes spaces for medical offices, classrooms, workspaces, laundry rooms, storerooms, and lounge areas.

Lorraine Hooks

A new new 27-inch cutter suction dredge for Mike Hooks, LLC has been launched at Southwest Shipyard in Galveston, Texas.

The Lorraine Hooks, named after the wife of the company's founder Mike Hooks, will now get a ladder gantry and anchor boom stops, a fresh coat of paint in Houston, and then return to Galveston for equipment install.

Once outfitted and complete, the 300- by 50-foot Lorraine Hooks, with a dredging depth of 75 feet, will be deployed on both coastal restoration and navigation dredging projects in Louisiana and across the region to improve climate resiliency and strengthen maritime infrastructure.

The dredge will be state-of-the-art, designed to meet the latest industry standards in safety, comfort, efficiency, and production. It will house "home-away-from-home" living quarters with A60 fire rating insulation and constructed on vibration mounts to reduce fatigue for the crew from har-



Mike Hooks, LLC

monic vibrations and noise. There will be a NOVEC fire suppression system in the engine room and control rooms. A cutterhead platform will allow safe operations while maintenance is performed, and anchor booms will reduce human exposure to anchor handling. Operation monitoring displays and tablets will be throughout the dredge and quarters.

Clean Canaveral



Polaris New Energy

The Clean Canaveral, a new liquefied natural gas (LNG) bunker barge operating along the coast of the southeastern U., recently completed its inaugural bunkering in Jacksonville, Fla. The Clean Canaveral has a capacity of 5,500 cubic meters, making it the largest Jones Act LNG bunker barge. The vessel operates as an articulated tug barge unit (ATB) and is owned by Polaris New Energy LLC, a subsid-

iary of Seaside LNG Holdings.

The operation marks the first barge-to-ship cool down performed in the U.S. LNG was loaded onto the Clean Canaveral at the Jacksonville dock of JAX LNG, a joint venture between Seaside subsidiary Northstar Jacksonville and Pivotal LNG, a subsidiary of BHE GT&S. The Clean Canaveral then transferred approximately 600 metric tons of LNG to cool-down and bunker the tanker Eagle Brasilia, owned by AET.

"As expected, the Clean Canaveral performed very well during the bunkering process. The McAllister Towing crew operating the ATB, our vendors, regulatory agencies, JAXPORT and Polaris worked seamlessly together to ensure we were prepared for a successful bunkering," said Tom Sullivan, Senior Vice President of Operations for Seaside. "In addition, the working relationship between AET, its ship-manager, Eaglestar, and the crew on the ATB was key to the safe transfer of LNG. We greatly appreciate AET's confidence in our ability to safely conduct this inaugural bunkering."

People & Companies



Fagan



Högberg



Wagner



Berthelot



Peakes



Williams



Cattelan



Choi



Takizawa



Tounkara



Lowe



Moore

Adm. Fagan Nominated as First Female USCG Commandant

President Joe Biden nominated Adm. Linda L. Fagan to serve as the 27th Commandant of the U.S. Coast Guard. Upon confirmation, Adm. Fagan will be the first woman to serve as Commandant of the Coast Guard. Adm. Fagan currently serves as the 32nd Vice Commandant, having assumed the duties on June 18, 2021.

Högberg Named President of Volvo Penta NA

Fredrik Högberg will take up the position of president of Volvo Penta North America, replacing Tony Kelleher who has served as acting since December 2021.

Alabama Shipyard Names Wagner CEO

Alabama Shipyard, LLC has appointed Greg Wagner as its new chief executive officer.

Maritime Partners Hires Berthelot as VP

Maritime Partners has hired Beau Berthelot as vice president of business development of alternative fuels and head of government affairs.

Hornblower Hires Peakes as EVP/CFO

Adam C. Peakes has joined Hornblower Group as executive vice president and chief financial officer.

USACE Memphis Names Operations Division Chief

The U.S. Army Corps of Engineers, Memphis District has selected Andrea Williams as Chief of its Operations Division. Williams has served in the OD Chief position on temporary assignment since January.

Brunswick Names Cattelan CTO

Brunswick Corporation has appointed Alexandra Cattelan as its chief technology officer.

HII Hires Choi as VP

Henry Choi has joined HII's Mission Technologies division as vice president of business development for cyber, electronic warfare and space.

Takizawa Joins Port of Corpus

The Port of Corpus Christi Authority has named Marcelo "Yudi" Takizawa as its Director of Trade Development.

PTL Marine Adds Two Managers

PTL Marine has hired Mohamed Tounkara as Environmental Health & Safety (EHS) Manager - West Coast and Donnie Lowe as Operations Manager - Seattle.

Sanchez Joins K&L Gates

K&L Gates LLP has added Felisa Sanchez as of counsel in the maritime and finance practices in the law firm's Houston office.

Moore Named San Diego Port Commissioner

The Port of San Diego has welcomed attorney Danielle Moore as its newest commissioner.

Products

1 VETUS



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2. In-Mar Solutions: Alu Pilot Chairs & Deck Rails

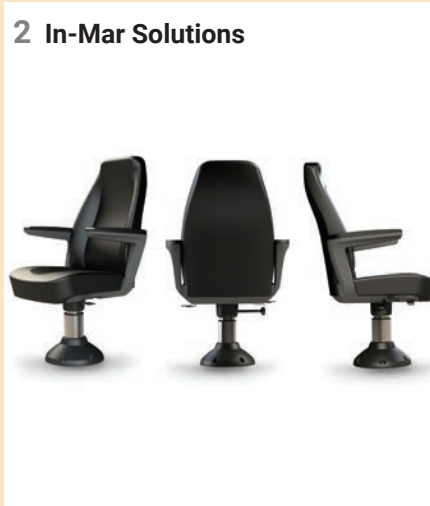
In-Mar Solutions offers a complete line of Alu Design & Services Marine Pilot Chairs and Deck Rails. There is a standard line in addition to the option for custom designs to suit specific needs. Sleek, modern design and maximum utility and comfort are emphasized.

www.inmarsolutions.com

3. Furuno RD50 Remote Data Display

The Furuno RD50 Remote Data Display has just received a significant up-

2 In-Mar Solutions



grade with software version 1.16, introducing the new 3-Axis Speed Indication when connected to a Satellite Compass. Critical for towboats, ferries and other commercial vessels, 3-Axis Speed Indication simultaneously displays important speed information for three different points of reference: Longitudinal Speed (ahead-astern), Transverse Speed port-starboard at the stern, and Transverse Speed port-starboard from a user-determined reference point.

4. Lars Thrane LT-3100S

Lars Thrane A/S released its Long-Range Identification and Tracking (LRIT) functionality for the MED/Wheelmark approved LT-3100S GMDSS System. The Iridium GMDSS satellite communications product is developed and certified to comply with the Safety of Life at Sea (SOLAS) Chapter IV Radiocommunication Requirements. Iridium was recognized and adopted as GMDSS Service Provider - the International Maritime Safety Organization (IMSO) issued Letter of Compliance

3 Furuno



4 Lars Thrane A/S



5 BEN Buchele



in December 2019. The LT-3100S GMDSS System is offering the following GMDSS services: Distress Alert, Distress Call, Maritime Safety Information (MSI), Safety Calling, and Safety Messaging. In addition, the following non-GMDSS services are supported: Voice Call, SMS, Email, Modem Data, Tracking, and Ship Security Alert System (SSAS).

5. New Motor for Anchor, Mooring Winches

BEN Buchele introduced a robust, low-maintenance three-phase asynchronous motor whose stable grey cast iron design is touted to withstand the harshest environmental conditions: salt water, salty air and extreme temperatures from -31 to 122 degrees Fahrenheit (-35 to 50 degrees Celsius). Depending on the requirements, the motor can be designed without a fan, with its own fan or with a forced cooling fan for the operating modes S1 (continuous operation), S2 or S3 (both short-time duty) and serves powers from 50 to 200 kW.

January 2022

Workboat Propulsion

- Passenger Vessels
- Distance Learning: Remote Classroom, Simulation, Online Training
- Police & Fireboats
- Pipes, Pumps & Valves

**E-Magazine Edition:****U.S. Offshore Wind:
The Growth of an
Industry**

March 2022

Pushboats, Tugs & Barges

- Shipbuilding Report
- Coatings & Corrosion Control
- ECDIS, Radar & Navigation Equipment
- Fluid Handling Pumps and Filtration
- Spotlight: Q1 Inland Waterways Report

April 2022

Offshore Energy

- Vessel Repair & Conversion
- Rope & Cordage
- Marine Cranes
- Marine Electronics: Communication & Controls
- Heavy Lifters: Deck Machinery & Cranes

Event Distribution:

OTC: May 2-5, Houston, TX

IPF: April 26-28, Atlantic City, NJ

May 2022

Dredging

- Barges
- Material Handling Equipment
- Maritime Training & Education
- Spotlight Q2: Inland Waterways Report

Event Distribution:

Inland Marine Expo: May 23 - 25, St Louis, MO

June 2022

Combat & Patrol Craft

- Multi-mission Workboats
- Patrol Craft Propulsion : Inboard, Outboard and Water Jets
- Marine Lighting
- Workboat Communications

Event Distribution:MACC: Jul 2022, National Arbor, MD
Seawork: June 21-23, Southampton, UK

July 2022

Propulsion Technology

- Autonomous Vessels
- Workboat Engines
- Water Treatment
- Fuels & Lubricants

**E-Magazine Edition:****Inland Waterways:
Operations,
Expansion &
Dredging**

September 2022

Shipbuilding & Repair

- Naval Architecture/Marine Engineering
- Barge Loading & Unloading Equipment
- HVAC
- Spotlight: Q3 Inland Waterways Report

Event Distribution:

SMM: September 6-9 Hamburg, Germany

SNAME Expo: October

October 2022

MN100

- Offshore Wind
- U.S. Shipyards
- Inland Waterways
- Health & Safety

November 2022

Great Workboats of 2022

- TBest New Tech
- Power & Propulsion
- Deck Machinery
- Spotlight: Q4 Inland Waterways Report

Event Distribution:Clean Gulf: December 2022
Workboat Show: December 2022**E-Magazine Edition:****Patrol, Escort &
Fast Craft
Operations**

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Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

NOTICE OF REQUEST FOR PROPOSALS TO PROVIDE A FREIGHT TRANSPORTATION SERVICE FOR THE ISLAND OF MARTHA'S VINEYARD

CONTRACT NO. 10-2022

The Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (the "SSA") has issued a Request for Proposals ("RFP") from responsible and eligible proponents who wish to be considered for a license agreement to provide a freight transportation service for the island of Martha's Vineyard. Proposals will be accepted until **2:00 p.m. Eastern Daylight Savings Time on Tuesday, August 2, 2022**, at the SSA's Procurement Office, which is located on the second floor of the SSA's Administrative Offices, 228 Palmer Avenue, Falmouth, Massachusetts 02540.

The SSA has established this deadline for submitting proposals so that potential proponents will have sufficient time to submit questions and suggestions regarding the RFP after reviewing both the RFP and the documents referred to therein. The SSA asks that such questions and suggestions be submitted as soon as possible so that the SSA in turn has sufficient time to respond to them well in advance of the deadline for submitting proposals.

The SSA's hope is that the successful proponent's new freight service will become a long-term part of the marine transportation network providing the island of Martha's Vineyard with adequate transportation of persons and necessities of life. Towards this end, although the SSA anticipates that most proponents will submit proposals to provide a conventional roll-on/roll-off ferry service to carry freight trucks and other vehicles between the mainland and the island of Martha's Vineyard, the SSA encourages the submission of proposals to provide other methods of transporting freight to and from Martha's Vineyard that might be more efficient, economical and/or ecofriendly than a conventional ferry service. If a proponent would like to submit such a proposal and is not certain whether its proposal would be considered responsive to the RFP or suitably evaluated under the evaluation criteria set forth in the RFP, the proponent should contact the SSA so that this RFP can be appropriately revised well in advance of the due date for the submission of proposals without prejudice to fair competition.

In order to receive electronic versions of the RFP and all subsequent addenda issued by the SSA to the RFP, please email the SSA's Procurement Officer, Peggy Nickerson, whose email address is pnickerson@steamshipauthority.com. Electronic versions of those documents may also be requested by calling Ms. Nickerson at (508) 548-5011, ext. 515, during the SSA's regular business hours.

The SSA is utilizing a RFP procurement process for this License Agreement. Under such a process, the selection of the most advantageous proposal will be based upon proposed compensation and other evaluation factors specified in the RFP. The RFP fully details the procurement process and the requirements for each proposal, and persons interested in submitting proposals for the License Agreement must comply with the provisions thereof. Unless all proposals are rejected, the SSA shall award the License Agreement to the eligible and responsible proponent who offers the most advantageous proposal to the SSA, based upon the RFP requirements and the evaluation criteria established for the License Agreement.

The SSA is soliciting competitive proposals pursuant to a determination that such a process best serves the interest of the SSA and the general public, and not because of any legal requirement to do so. The SSA reserves the right to accept or to reject any and all proposals, to modify or amend with the consent of the proponent any proposal prior to acceptance, and to waive any informality, all as the SSA in its sole judgment and discretion may deem to be in its best interest.

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