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## \$4.3 Billion Civil Works Budget Seen as Positive Under Circumstances

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The president's FY2006 budget for civil works stands at \$4.3 billion, representing a 7.5% increase over the FY2005 request, but falling almost 9% short of the level enacted for FY2005.

As a result, many important waterways projects will go underfunded, or unfunded altogether. The Calcasieu Lock Study, all Texas 216 Gulf Intracoastal Waterway studies, and the Inner Harbor Navigation Canal Lock are but a few of the projects "zeroed out" for the year.

"While the budget's not perfect, it represents, I believe, the strongest number from an administration for the Corps civil works program in 10 or more years," said **John Doyle** in an article that appeared in the *E&E Daily Reporter*. Doyle is an attorney at Jones, Walker, Wachter, Potevent, Carrere & Denegre LLP, which represents the Waterways Council, Inc.

"The Waterways Council believes the Corps budget should be at a \$5 billion level," he added, "but this is a whole lot closer in terms of a starting point, and I believe it reflects a growing appreciation on the part of this administration of how important the Corps is and the work it does for our nation's economy and environment."

The Corps is maintaining a positive outlook as well, though the budget will inevitably impact the funding, staffing and workload of various districts and divisions. In a separate article appearing in *CQ Today*, **Lt. Gen. Carl A. Strock**, commander of the Corps of Engineers, states, "The budget does not address all our needs, but we have to be mindful of the war on terror and the tight budget environment."

The budget includes construction allocations of \$1.64 billion, down from \$1.8 billion enacted in FY2005. Nearly \$114 million of the construction budget is planned for the completion of 20 high-

**"While the budget's not perfect, it represents the strongest number from an administration for the civil works program in 10 or more years."**

*John Doyle*

priority infrastructure projects by the end of 2006. Overall, a total of 61 high-priority projects are set to receive funding, as are 44 other high-return projects, including \$18 million for Sims Bayou flood damage reduction in Houston, and \$28 million for flood and storm damage reduction on New Orleans' West Bank.

Almost 25% of the civil works budget will benefit environmental restoration projects, including \$20 million for coastal Louisiana.

Operations and maintenance was increased from \$1.96 billion to almost \$2 billion. This was particularly good news for the Gulf Intracoastal Waterway, whose O&M totals were increased significantly over past years, with Mobile, New Orleans and Galveston receiving \$4.0 million, \$19.0 million and \$29.0 million respectively.

The Corps of Engineers has received much scrutiny over the last several years with regard to spending. As a result, and by directive of the administration, the agency has developed performance-based guidelines to determine which projects receive funding. The guidelines

*continued - see pg. 2*



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**The 100th Annual Convention of the GICA will be held August 8-10, 2005 in Victoria, Texas. Check page 6 for more details.**

## New Contact for Waterways Issues at Cornyn's Office

With recent reorganization of staff assignments at **Sen. John Cornyn's** Washington, D.C. office, we have a new contact for issues pertaining to the waterways – **Spencer Chambers**. Spencer assists the senator with policy, authorization and appropriation aspects of these issues.

Spencer has worked for Cornyn for two years in the U.S. Senate, and one year in the Texas Attorney General's Office. Previously, he was a lobbyist for the Texas Association of Business and an aide in the Texas Legislature for **Rep. Tony Goolsby**.

To learn more on Cornyn's work in Congress, or for contact information, please visit [www.cornyn.senate.gov](http://www.cornyn.senate.gov).

## Railroad Bridge Video Completed!

Our thanks to **Matt Woodruff** and Kirby Corporation, along with producer **Bill Denton**, for developing an informative 13-minute video documentary illustrating our issues with the Galveston Railroad Bridge. It is a compelling story on why this bridge must be widened. The GICA is using the video in its efforts to secure funding for bridge replacement. The video will be available at the GICA's annual convention in August.

## Meeting to Cover Priorities and System Approach to Spending

The GICA, Waterways Council, Inc. and the Corps of Engineers planned a joint meeting in April to discuss maintenance issues on the Gulf Intracoastal Waterway. The purpose is to develop a list of prioritized operations and maintenance projects based on risk and reliability concepts that will guide future Corps spending.

With fewer and fewer dollars allocated by Congress for maintenance and improvement of the nation's waterways, it follows that we might view our waterways as systems, rather than independent bodies. The barge industry advocated this concept in making its case against the criteria proposed a few years ago in conjunction with tagging "ton-miles" to each independent waterway segment and tributary. We argued that a system ton-miles measurement made more sense. It is the same concept we are suggesting for allocation of limited waterways funding.

## GICA Takes Funding Priorities Request to Washington D.C.

**Raymond Butler**, executive director of the GICA, recently spent several days in Washington D.C. on behalf of the inland waterways industry. Butler was accompanied by GICA past president **Les Sutton**, a seasoned waterways advocate and one highly regarded at the capital.

Over the three-day trip, Butler visited the offices of fifteen senators and representatives, either with Sutton, or as part of a group comprised of Waterways Council, Inc. members and the Inner Harbor Navigation Canal Lock team. His message, and that of others, was to urge funding for critical projects like replacement of the Galveston Railroad Bridge and replacement of

## Budget continued from page 1

the antiquated Inner Harbor Navigation Canal Lock. Materials detailing the GICA's budget priorities were left behind at each stop. A copy is available at [www.gicaonline.com/pages/initiatives/tools.htm](http://www.gicaonline.com/pages/initiatives/tools.htm).

are designed to evaluate projects on a cost/benefit basis, and ensure a minimum threshold of return. Those guidelines were applied to this budget in order to identify spending priorities.

The Corps has continued its dialog with industry in the development and refinement of performance metrics, including discussions at the 2004 GICA Convention. Even with

The Gulf Intracoastal Waterway currently falls under three independent financial management structures – the Galveston, New Orleans and Mobile Corps Districts. Implementing a system approach would require a coordinated effort between industry and the three Gulf Coast Corps Districts to best manage operations and maintenance funding and ensure maximum benefit from limited resources. The entire system, along with non-deepdraft tributaries, would be evaluated collectively with regard to risks, consequences and resource allocation. This concept has already taken root on the upper Mississippi and Ohio River systems, and has shown promise.

**Maj. Gen. Don Riley** pledged his support for this initiative, as have leaders of the three Gulf Coast Corps Districts. Key managers from each district, as well as a representative from headquarters planned to attend the joint meeting.

The GICA will keep members informed as to the outcome of the meeting and progress of initiating the system approach for operations and maintenance spending.

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The GICA was also well represented at the awards banquet of the Waterways Council, Inc., held in D.C. during the trip. The organization was mentioned several times for efforts to coordinate the joint meeting in April between the Corps of Engineers and industry to discuss project funding priorities and processes.

The GICA continues to communicate regularly with members of Congress regarding funding of critical projects, and will closely monitor the budget process.

the reductions, the Corps remains focused on assuring the maintenance of critical infrastructure, funding high-return studies and construction projects, and continuing the best of other ongoing planning and construction efforts. Lt. Gen. Strock and other officials noted that the FY2006 request is more than requested in previous years, and that projects slated for suspension will not be stopped if it proves less costly to continue them.

## Inaccurate Tonnage Reports Hurt O&M and Construction

During a recent trip to Washington, D.C. to discuss performance metrics for projects with the Corps of Engineers, the GICA learned that, on average, inland waterway tonnage numbers are underreported by almost twenty percent! Considering today's tough budget constraints, tonnage assessments reported to this degree of inaccuracy can mean losing out on maintenance and improvements to waterways which appear to be more heavily utilized, even though true tonnage numbers may show otherwise.

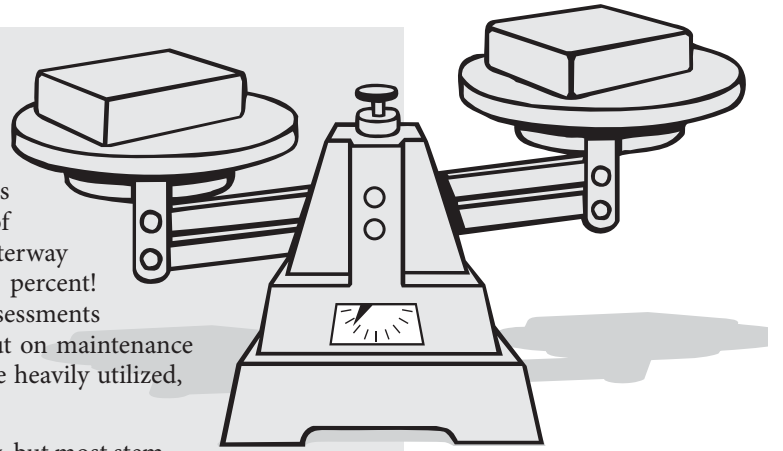
There are several culprits in the problem of underreporting, but most stem from:

1. Carriers using default tonnage for standard barge sizes instead of actual loaded tonnage
2. Reporting estimated tonnage, which is low in comparison to actual loaded tonnage
3. Failure by some carriers to report tonnage at all

The primary source for all tonnage published by the Institute for Water Resources is from reports furnished by carriers on a company-by-company basis. The Corps of Engineers often records tonnage information when our vessels traverse their locks, but this practice is not regular enough that we can rely on it alone to produce a complete assessment of waterway utilization.

It is to our advantage to ensure tonnage numbers reported by the inland barge industry accurately reflect the actual traffic load. This data is used to justify operations and maintenance construction and funding. With the Corps moving to a more stringent cost/benefits analysis process in determining which projects receive funding priority, accurate tonnage figures can mean the difference between ensuring your waterway is maintained and improved, and finding it behind a long line of projects whose costs can more easily be justified.

The Gulf Intracoastal Waterway carried a recent high of 118 million tons in 2003, up from 107 million tons the year prior.



### Navigation Stats Available for 2003

The Corps of Engineers recently released an updated version of its U.S. Waterway System Transportation Facts document, containing waterborne freight statistics for 2003. Figures are broken out by major commodity, as well as geographic distribution of freight traffic. U.S. ports are ranked by domestic, foreign and total tonnage, as are 39 of the 50 states.

The document is also interspersed with other interesting statistics on dredging, locks, ports and waterways, the Inland Waterway Trust Fund, vessels and waterborne commerce. The 12-page Transportation Facts document is available on the tools page of the GICA website: [www.gicaonline.com/pages/initiatives/tools.htm](http://www.gicaonline.com/pages/initiatives/tools.htm).

#### Did you know?

- The districts that awarded the most dredging contract dollars in FY2003 were New York (\$90.5m) and New Orleans (\$81.9m), with New Orleans and Galveston dredging the most cubic yards – 66 million and 34 million, respectively.

— U.S. Waterway System Transportation Facts

### Congressmen Receive Recognition of Waterways Council, Inc.

The **Hon. John J. Duncan** and the **Hon. Jerry Costello** both received the Waterways Council, Inc.'s Leadership Service Award at its annual dinner held in Washington D.C. The representatives were recognized for their steadfast commitment to improvement of the nation's ports and commercial inland waterways system throughout their many years of congressional service.

Congressman Duncan has represented the second district of Tennessee since 1988 after winning a special election, and serves as chairman of the Subcommittee on Water Resources and Environment of the House Transportation and Infrastructure Committee.

Congressman Costello, representing the twelfth district of Illinois, was also elected to Congress in 1988. He served as the ranking minority member on the Subcommittee on Water Resources

and Environment during the 108th Congress. He recently became ranking democrat on the Aviation Subcommittee, also part of the House Transportation and Infrastructure Committee.

"Both Representatives Duncan and Costello personify the Waterways Council Inc.'s Leadership Service Award," said **Barry Palmer**, president and CEO of the organization. "Their combined 34 years of service in Congress and to this nation demonstrate their great commitment to our critically important waterways and port system. We feel honored to present them with this award," he added.

Waterways Council, Inc. is the national public policy organization advocating a modern and well-maintained national system of ports and waterways. The group is supported by more than 250 waterways carriers, shippers, port authorities, shipping associations and waterways advocacy groups from all regions of the country.



View of the traffic backup from the Colorado Locks  
Photos courtesy of Simon DeSoto

## Self-Help Effort Clears Largest Barge Backup in Waterway's History

Last fall, towing industry volunteers worked with Colorado Lock operators and Lockmaster **Simon DeSoto** to manage the largest barge backup in the history of the Gulf Intracoastal Waterway. The event resulted from severe flooding of the Colorado River. At their worst, the high water and swift currents kept more than 135 barges waiting turn to cross. DeSoto

said currents at the mouth of the river were the fastest he's seen since 1991.

Currents reached a peak of more than 9 miles per hour during the height of the flood stage. Daytime-only traffic, limited to one barge at a time, was mandated from November 23 through December 7. When the current dropped below 5 miles per hour, additional barges were permitted to cross, and nighttime operations resumed.

Towboats were requested to help one another by tripping barges, holding tow, and providing

service as assist vessels during high-current crossing attempts. Tow operators also worked together, at the suggestion of Florida Marine's **Capt. Eddie Blackwell**, to clear shoaling problems at the lock forebay by wiring themselves together face-to-face, and running engines full ahead then full astern, resulting in a blade-like spin. This technique produced two additional feet of usable depth, and enabled tows to continue transits fully loaded. Thanks go to Capt. Blackwell, the *M/V Paddy Cenac* (Cenac Towing) and the *M/V Severn* (Maryland Marine, Inc.) for the success of this effort.

This event is an excellent example of the barge industry partnering with the Corps of Engineers and Coast Guard in the midst of a crisis situation. The GICA coordinated the self-help and washout effort, but could not have succeeded without the help of our agency partners, the staff at the Colorado Locks, and every operator, crewmember and volunteer vessel traffic coordinator who participated. Industry delay costs were estimated as high as \$13,500 per hour during the period, and conservative calculations put delay costs for the 15-day self-help period at roughly \$3 million. Without industry pulling together, however, those costs could easily have been three to four times that amount.



The *M/V Paddy Cenac* and the *M/V Severn* work together to clear shoaling problems at the lock forebay

## Industry Steps Up to Man Lower Mississippi River Crisis Action Plan

When the Mississippi River began its rise as a result of heavy rains and flooding on the upper system early this year, the barge industry partnered with the U.S. Coast Guard to implement provisions of the Mississippi River Crisis Action Plan.

On January 21, a Traffic Coordination Center (TCC) was established at Kirby's Mile 231 Fleet Office Barge on the Mississippi River in Baton Rouge. Establishment of a TCC is mandated by the Mississippi River Crisis Action Plan when the river reaches 35 feet and rising at Baton Rouge.

The TCC was staffed by industry and Coast Guard personnel, with the GICA playing an important role in scheduling Vessel Traffic Coordinators (VTCs) to ensure 24/7 coverage. Industry VTCs worked with Lower Mississippi River Advisory Commission volunteers and Coast Guard representatives to coordinate vessel movements through the designated security zone January 21 through February 11. The one-way nighttime traffic restriction through the safety zone requires this level of coordination. In

addition, vessels must meet specific minimum horsepower requirements in order to transit.

Though there were several incidents above and below the safety zone, the area inside the safety zone was managed without incident throughout the high water period, except for one occurrence on the first day of the TCC's operation.

We attribute the success of this event in large part to the lockmasters whose cooperation facilitated our efforts to clear traffic safely and expeditiously. They include **Brad Blanchard** of the Port Allen Lock, and **Kenny Landry** of the Bayou Sorrel Lock. We also owe a debt of gratitude to the many people whose efforts kept this event manageable, including: **Laurie Doirons** of the Iberville Office of Emergency Management, **Cmdr. Paul Dittmand** and **Lt. Todd Peterson** of MSU Baton Rouge, **Avery Smith** and **Capt. Ed Reiox** of Kirby Corporation, **Z. Dave DeLoach** of Delaware Marine and all of those who volunteered their time and service as vessel traffic coordinators (see sidebar for a complete listing).

The final tally shows 825 boats and 7050 barges were passed through the safety zone from 6:00 a.m. January 21 to 12:00 p.m. February 11.

### Special Thanks to Colorado and Mississippi River Vessel Traffic Coordinators

Capt. Elvin Baldwin, Capt. Jerry Bang, Capt. Homer Barrett, Capt. George Brumley, Capt. Billy Burkette, Capt. Timmy Callais, Capt. Dean Cheramie, Capt. Ricky Cheramie, Tracy Cheramie, Kirk Colletti, Capt. Lester Cruse, Sheldon Detrafford, Capt. Mike Ebey, Joey Ghrigsby, Capt. Simpson Kemp, Eugene Kenworthy, Capt. Donny Nolan, Andy Norval, Capt. Marvin Reed, Capt. Ed Reiox, Mike Sanders, Pat Smith, Kelly Teichman, Capt. Clem Theriot, Dallas Theriot, Ben Veracruz, Capt. Mike Weeks

## One Person CAN Make a Difference

Within the last year, several events have brought complications to navigation along the Gulf Intracoastal Waterway. Each provides the opportunity for the marine industry and our partners at the Corps of Engineers and Coast Guard to come together with the common goal of facilitating interim navigation and expediting safe reopening of the waterway.

Throughout these recent events – the oil spill in Port Arthur, landfall of Hurricane Ivan, and record floods along the Colorado and Mississippi Rivers (see stories on page 4) – one individual in particular has contributed in extraordinary proportion. His efforts not only helped see us through some difficult times, but have prepared us to better respond to similar events in the future. His name is **Capt. Ed Reioux**.

**...one individual in particular has contributed in extraordinary proportion.**

Ed is the port captain for Kirby Inland Marine's canal division, and for the last several months has been quietly devoting much time and effort to keeping our waterway traffic flowing smoothly. It began with the oil spill in Port Arthur that shut down the waterway last summer. Ed showed up with his notecards and paperclips, and commenced to lead a temporary Vessel Traffic Service at Bean's Fleet. This effort enabled barge and ship traffic to resume more quickly, and allowed the Unified Incident Command to focus on clean up of the spill. The operation was staffed 'round the clock by Ed, Coast Guard personnel and several other volunteers.

Not long after the oil was cleared, more trouble was on the way. Hurricane Ivan entered the Gulf and set its sights on a 200-mile path of destruction along the coast. Again, Reioux was fast on the scene – this time with Kirby's response vessel in tow. He trailered the boat to Mobile, where he assisted the Corps and National Oceanic and Atmospheric Administration in channel survey efforts that enabled expedited reopening of critical segments of the waterway. Ed's experience as a towboat captain was also tapped by the Coast Guard for placement of "detour buoys" marking shoaling near the Foley Land Cut. Ed even used the response vessel to carry navigation aids to their respective locations!

November brought a new set of problems when heavy rains flooded the Colorado River in Texas. Flood stages were the highest on the river in more than 100 years, and the resulting backlog the worst in the history of the Gulf Intracoastal Waterway. Ed was a major contributor in assembling volunteer vessel traffic coordinators to clear the backup. He served several watches himself, including Thanksgiving Day. And again, the Kirby response vessel proved valuable in Corps efforts to collect shoaling data on conditions that worsened throughout the high water period.

In light of these events and several that have gone before them, Kirby began assembly of a portable Automatic Identification System (AIS) base station, providing complete AIS and electronic tracking, very much like a full-blown Vessel Traffic Service.

Ed had just finished putting this mobile system together when he got the opportunity to test it during high water conditions in Baton Rouge. In January of this year, flooding along the upper Mississippi River system resulted in the highest river stages seen since 1997. Following the River Crisis Action Plan developed during that event, an industry-staffed traffic coordination center was activated January 21, and Ed's system went prime-time. This was the first "hands-on" trial of his system, and it worked beautifully! Ed stood several watches himself, and instructed others on use of the portable AIS, which was given an authority transmission number by Coast Guard Baton Rouge for the event.

Thanks to the foresight of Kirby and Capt. Ed Reioux, we now have a tool that will significantly improve our capabilities with respect to emergency traffic situations. The GICA is proud to recognize Capt. Reioux for his incredible contributions to industry throughout the past year.



Captain Ed Reioux



## Annual Convention Marks GICA's 100th Anniversary

Please join us August 8-10 at the Holiday Inn in Victoria, Texas, as the GICA celebrates 100 years of service to the marine industry of the Gulf Coast! Victoria is the birthplace of the GICA, which formed when a group of visionary leaders gathered to promote the idea of a single channel to connect all major Gulf Coast ports. One hundred years later, we return to that place to celebrate our accomplishments and reaffirm our commitment to the waterway this organization helped build.

### Monday

A golf outing is planned for Monday, August 8. General convention registration will follow at the hotel. A welcome reception with live music and open bar will be held just prior to dinner and the evening's program. A number of awards will be presented, and key people throughout the history of the organization will be recognized. **Tom Kornegay**, executive director of the Port of Houston Authority, will be a guest speaker.

### Tuesday

The U.S. Army Corps of Engineers and the U.S. Coast Guard will each have sessions as part of

Tuesday's program. A panel discussion titled *New Directions in the Shallow Draft Industry* is also planned. All meals are provided, with the day's lunch and dinner served in honor of the Corps and Coast Guard, respectively.

### Wednesday

Convention attendees are invited to attend a champagne brunch at the Port of Victoria. Bus transportation will be provided. The meal will be followed by the GICA's general membership meeting (at the port facility) and a tour of the Port of Victoria.

Convention registration is \$325 per person, and includes golf, all meals from Monday evening through Wednesday morning, and the spouse's tour, which includes a historic homes tour, shopping, and lunch at Toscana Restaurant. Rates at the Holiday Inn are \$55 per night. Call 361.575.0251 for reservations, and mention "Market Code #2-GIC" to secure the \$55 rate.

The GICA is currently seeking sponsors for its annual convention. Please call **Nita Butler** at 281.996.6915 for details. Additional convention information will be published as it is available.

The 100th Annual Convention  
of the GICA will be held  
August 8-10, 2005 in Victoria, Texas

### Echo Marine, LTD Goes Online

Echo Marine, LTD is one of our latest members to launch a website. **Tommy Echols**, vice-president of the company, worked with **Tiffany Estes** of Whole Brain Creative to develop content and take the site live last fall. "We wanted to establish a presence on the web," Echols said.

Tommy attributes growth of the company, started by his father, **Capt. Tom Echols**, in 1972, entirely to the reputation for performance and service they have built over more than 30 years in business. In fact, Tommy states that almost every new customer comes to Echo Marine on the good word of another. While you can't ask for better advertising than that, the new website should get even more people talking!

[www.echomarineltd.com](http://www.echomarineltd.com)

### Waterway Seeing New Growth

The Gulf Intracoastal Waterway is fast becoming a "destination" in and of itself. Americans are feeding their appetite for Gulf Coast living as more and more homes, commercial developments and recreational outlets take root along the banks of the waterway.

In Texas and Alabama particularly, we are seeing a steady increase of permit requests for marinas and condo developments that will bring more people to our waterway. While this will bring its own set of challenges, it is also an opportunity for heightened awareness of the need to maintain and preserve the Gulf Intracoastal Waterway.

The GICA has made several presentations concerning marina development and the challenges it poses to waterway operations. Most recently, we held discussions with the Texas General Land Office, Corps of Engineers and Coastal Coordination Council, with the purpose of broaching the issue when there is still time to work cooperatively with others to insure safe, coordinated development.

Of particular concern to us are: marina entrances and exits near bridge approaches; presence of blinding lights along the waterway's edge; and structures that extend into the waterway and pose hazard to wind bound empty barges.

Locating all waterside structures inland of a main entrance and not directly on the waterway is by far the preferred design for future developments. Even though a structure may be outside the Corps of Engineers' formal easement, it is not necessarily protected from damage or destruction caused by an empty wind bound barge. Many of the existing boathouses, docks and even homes would not meet our preferred safety criteria if they were to request permits today. Regulating recreational boat traffic at confined entrances to the waterway is also desirable, in order to prevent a high speed boat from exiting a marina and heading straight into the bow of an oncoming tow.

We applaud developers like Pappas Properties, who choose to involve the barge industry early in planning their development so as to minimize safety risks and other problems.

## Port of Victoria to See Additional Cargo

On February 28, the Port of Houston Authority (POHA) signed a formal agreement to help establish and expand cargo container service to the Port of Victoria.

The plan, originally proposed by Port of Victoria executive director **Howard Hawthorne**, would benefit both entities. By diverting some of its container traffic to Victoria, POHA can reduce congestion and pollution caused by the constant stream of trucks carrying containerized cargo to and from its facilities. For Victoria, the shift bolsters the visibility and importance of its own facility, and fortifies its potential to become a real economic engine for the area. **Lee Swearingen**, chairman of the Victoria County Navigation District, said district officials feel there is an advantage to container shippers who would use the port in Victoria. "There are some transportation savings," he explained.

Containerized shipping would be a new enterprise for the Port of Victoria, and Hawthorne noted the potential for economic growth brought by additional truck and barge traffic, including more companies at the port's business park, and new jobs at warehousing and distribution facilities.

The memorandum of understanding signed between the Port of Victoria and Port of Houston Authority states that both would look for opportunities to have cargo that would normally be brought to and from the deep-water port in Houston via truck to instead be transported by barge to and from the Port of Victoria.

About 1.4 million containers move through the Port of Houston each year, said **Jim Edmonds**, chairman of POHA. Most of them, he added, travel in and out of the port's facilities by truck. In fact, some 1,100 trucks conduct 1,700 transactions per day, on average, at POHA facilities. That does not include additional traffic produced by private companies who lease facilities from the authority.

The Port of Victoria can currently process up to 15,000 containers annually. A new container dock is in design, however, which would increase that capacity to approximately 40,000 containers. Plans for the improvement would be executed once container traffic at the port reached a level to justify the expense.

Swearingen added that the port is actively seeking container business for its facilities, and discussions are underway with several prospects.



Officials from the Port of Houston Authority and the Port of Victoria formalize their agreement to seek opportunities for shifting container traffic

The hope is to have containers moving through the port by the end of the year.

This is the latest move in an effort to build a true port in Victoria, something Victoria Barge Canal and Port of Victoria officials have been working toward since 1999. There have been several accomplishments to date, including acquisition of adjacent properties, enlargement of the turning basin, creation of a freight corridor for overweight trucks, drainage improvements, and addition of a security system. A new port building now houses the Coast Guard's local marine safety and security office, and will soon house the port's new offices. An agricultural export center was also recently dedicated.

The environmental impact of container traffic diversion to Victoria is uncertain, but early modeling shows that the shift would not mean a direct transfer of pollution from Houston to Victoria, according to **Joni Brown**, coordinator of Victoria's air quality program. The modeling actually showed little change to Victoria, and could help reduce its pollution during certain times of the year, she said.

Hawthorne added that trucks would be able to move in and out of Victoria faster than they can Houston, creating less pollution. He also pointed out that many of these vehicles are already traveling though Victoria without any local economic benefit.

The Port of Victoria has been working closely with the Texas Department of Transportation and other agencies to ensure any additional traffic would not create new problems for the area. Several state agencies signed off on the agreement prior to final signature of POHA and the Port of Victoria, Hawthorne said, adding that the agreement required several months of planning and study.



Excerpted from "Container facility may come to port" by **Greg Bowen** appearing in the February 1, 2005 edition of the *Victoria Advocate*, and "Port of Victoria will get some of Houston's cargo traffic" by **Thomas Doyle** appearing in the March 1, 2005 edition of the same publication.

# From the Wheelhouse

## Poor Self-Reporting Rates Could Mean Video Surveillance

A continued trend of poor self-reporting rates for aids to navigation (ATON) knockdowns along the Houston Ship Channel is likely to result in the installation of surveillance equipment on selected aids in particularly troublesome areas.

The self-report rate decreased slightly from 2003 (23%) to 2004 (22.1%). The total number of self reports was up, but the total number of incidents that occurred was up even more, resulting in a net decrease of the self-reporting rate.

While the difference in annual figures may not seem significant, the activity at the end of 2004 is. During the month of November, there were only 2 self-reports out of 22 knockdown incidents, resulting in a 9.1% self-report rate. December was only slightly better, with 3 self-reports of 22 incidents for a 13.6% self-report rate. This has forced the Coast Guard to pursue installation of surveillance equipment on selected aids so culprits may be identified and held accountable for the damage they cause.

Self-reporting permits the most efficient use of Coast Guard resources in making repairs and replacements, and ensures damaged or missing aids are addressed expeditiously – guaranteeing the safety of all mariners. Failure to report carries severe consequences, including a fine to the mariner of \$500 to \$2500, and/or imprisonment for 30 days to one full year. The mariner's license may also be suspended or revoked.

Historically, the Coast Guard has been very lenient with mariners who self-report in accordance with procedure. For those who refuse to self-report, however, it will soon be much more difficult to escape potentially severe professional and financial repercussions.

We have been working closely with the Coast Guard to foster a cooperative relationship, and as a result, they have been very responsive in our times of need. Improving our efforts in this area will go a long way in strengthening the partnership we've worked so hard to build. Please do your part and report incidents when they occur.

## Detail Helps ATON Response

When reporting missing or damaged aids to navigation (ATONs), please remember to provide as much detail as possible. With

complete information, the Coast Guard can more efficiently address reports and respond with appropriate action. According to a Coast Guard representative, an incorrect assessment based on limited information can delay ATON repair or replacement for several days.

Remember, time and financial resources are limited. By providing better information, we can ensure those resources are put to their best use.

## Initiative to Include Towboats on List of Inspected Vessels

In the recently-enacted Coast Guard and Maritime Transportation Act of 2004, Congress directed the Coast Guard to add towing vessels to the list of those subject to inspections, and to consider the establishment of an appropriate safety management system. In response, the Coast Guard held several meetings in January and February of this year to solicit input from industry and the public.

A segment of the barge industry is proposing the existing Responsible Carrier Program of the American Waterways Operators be used as the basis for an inspection regime. Others are calling for increased manning requirements for inland towboats. Still others are advocating application of design and equipment standards more in line with the existing ABS standard for offshore vessels.

The Towing Safety Advisory Committee, representing industry and the Coast Guard, is charged with advising lawmakers on such legislation, and will be working on that effort during its April meeting in Washington D.C.

## AIS Enforcement Begins April 1

On April 1, the Coast Guard begins strict enforcement of Automatic Identification System (AIS) regulations. We've been operating on an unofficial grace period since January 1, the date AIS operation became mandatory.

Not only must AIS units be installed and operating, but all information fields must be completed accurately – including vessel name, length, width, MMSI number, etc. As recently as mid-March, Houston Vessel Traffic Service noted 35 discrepancies out of 200 vessels. **Cmdr. Tom Marian** also notes that some vessels have erroneously transmitted distress signals as a result of AIS training.



## Let Us Not Forget

Written by **MSTC Collin Croft**, MSO Group Los Angeles-Long Beach  
Contributed by **Capt. Rick Kaser**

“This is a good analogy to the duty we all stand today at work or at home. You never know when you will be the one that ‘makes a little luck,’ and catches the next terrorist attack in the opening stages when something can still be done to stop it.” – **Capt. Rick Kaser**

Oftentimes we see and report unusual circumstances just because we have been trained to. But other times we can become disgruntled because we do not hear the outcomes of our reports “up the chain,” or we think it won’t make a difference.

As most of you know, December 7th was Pearl Harbor Day, a tragic day in our nation’s history when a generation decided to carry the burden of the entire world.

On the early morning of December 7, 1941, two young Army privates, **George Elliot** and **Joseph Lockhard**, were standing watch at a radar installation in Hawaii. At 7:02 a.m., the two men observed a large number of unidentified aircraft approaching the islands from 132 miles away. The information was quickly passed up the chain to a young lieutenant, who may or may not have actually been trained on the fine tunings of radar, but was “in charge.”

The lieutenant passed off the repeated warnings of these two privates as approaching B-17s from the mainland U.S. at 7:20 a.m., even though the planes on the radar were approaching from the wrong direction and no flight plans were received for that many B-17s to arrive.

Elliot and Lockhard knew their equipment was working properly and decided to track this flight of B-17s for training, if nothing else. As the images got closer, they repeated their warnings several times – again only to fall on deaf ears.

The first wave of 183 Japanese planes commenced attack on Pearl Harbor and surrounding areas at 7:55 a.m., fifty-three minutes after initial radar detection. Obviously, many planes could have been scrambled, ships placed on general quarters, anti-aircraft guns manned, and scores of lives saved in that fifty-three minutes before the first attack.

Now a new generation is carrying the burden of the entire world. September 11 was our generation’s turning point. It has been over three years since any other terrorist attack on U.S. soil, however, many plots have been foiled and we must maintain our vigilance. Our duty does not stop when we take off our uniforms and go home. It is now part of our everyday lives – at home, on the road, in stores, theaters, parks, etc.

So I hope you will remember George Elliott and Joseph Lockhard, because we can make a difference. Fortunately for us, there are numerous reporting methods today – intelligence centers and local law enforcement – in case we run into a roadblock like a young lieutenant.

### Channel Breakaways Reduced 75%

For two years, the Navigation Operations Subcommittee of the Houston-Galveston Navigation Safety Advisory Committee has been working on a comprehensive and aggressive outreach program focused on reduction of mooring incidents throughout the Houston Ship Channel. Chaired by **David Foret**, the subcommittee, with cooperation of the Houston Pilots and facility owners along the Houston Ship Channel, has reduced the number of parted mooring lines and associated facility damage 75% from that of the previous year.

One of the initial steps toward addressing the problem of mooring breakaways was to embark on a concerted effort to notify facility personnel of slack mooring lines. Slack lines permit excessive and uncontrolled vessel movement, which can result in broken moorings. The subcommittee has also conducted several facility audits that have improved mooring conditions at many locations along the ship channel. The cooperation of these facilities in identifying and correcting problems is greatly appreciated, and contributes to the overall navigational safety of the waterway.

# From the Wheelhouse

## Houston PCT Establishes Standard Procedures for Communication and Crisis Response

As a member of the Port Coordination Team (PCT), the GICA represents towboat and barge operators, and serves as the primary PCT liaison. The GICA urges all members to review this article, especially portions pertaining to priority movements during emergency closures or traffic restrictions (see “The Meeting” section below). The full text of the procedures is available on the tools page of the GICA website: [www.gicaonline.com/pages/initiatives/tools.htm](http://www.gicaonline.com/pages/initiatives/tools.htm).

### Mission:

The PCT is comprised of members from the ports of Houston, Galveston, Texas City and Freeport. These members represent core constituents and are responsible for consolidating information from their respective groups in order to provide information to the Captain of the Port (COTP) on port infrastructure needs. As a conduit through which information flows, the PCT permits the COTP to establish shipping priorities, implement port reopening protocols and better manage the flow of vessel movements without compromising the safety and security of the impacted ports.

These core stakeholders are responsible for developing outreach within their own groups. The focus of the outreach is two-fold. First, to ensure various users are aware of the representative they should contact in the event of a prolonged closure to the port(s). Second, to ensure the representative has a means of reaching out to the individuals that he or she represents. *Please remember that your PCT representative is your channel for communication regarding priority treatment as it relates to special vessel movement needs.*

### PCT Notification:

When the COTP deems it necessary to convene the PCT for purposes of passing information to the core user groups, the Coast Guard will initiate calling each representative and informing that person of the meeting specifics. PCT members as well as their designated back-ups have been requested to provide 24-hour contact numbers to the Coast Guard.

### The Meeting:

The COTP will focus on the most pressing needs of the port and weigh those against the prevailing conditions within the port(s). Items that will be considered include but are not limited to:

- Number of vessels within the offshore anchorage
- Number of vessels within the inshore anchorage
- Number of tows at Bolivar Roads
- Number of tows at Pelican Cut
- Feedstock levels within the refinery infrastructure
- Number of vessels located at berths (current berth capacity)
- Weather conditions (currents, winds, tides)
- Discrepant Aids to Navigation
- Visibility
- Critical manufacturing components destined to/from the port(s)
- Tug availability
- Pilot availability
- Fleeting area congestion

Based on the interplay of these factors, the COTP will establish an operating protocol for restoring commerce to the impacted port(s). This process will be overseen by Houston Traffic and may consist of the following guidelines:

- Imposing traffic measures to minimize overtaking situations
- Staggering the entry of vessels into the Houston Ship Channel
- Identifying particular vessels/cargos for priority entry into the ports(s)
- Identifying critical berths that require vessel departures

Once a vessel traffic management plan is devised, PCT members will receive a follow-up e-mail that may be distributed to port stakeholders, the purpose being to insure impacted parties are aware of the measures instituted to restore commerce to the port(s).

The PCT also serves as an external evaluative body that furthers the objectives of the COTP in managing an incident of MARSEC III status.

For complete information on Port Coordination Team protocol and crisis communications, please visit the tools page of the GICA website: [www.gicaonline.com/pages/initiatives/tools.htm](http://www.gicaonline.com/pages/initiatives/tools.htm).

# Industry Loses Two Giants



Vernon Behrhorst



King Fisher

Within two months, the marine industry lost two of its most ardent supporters, **Vernon Behrhorst** and **King Fisher**. The achievements of both men were formally recognized at the last two GICA conventions.

Behrhorst, who passed away November 29, 2004 at the age of 76, was unofficially known as the “dean of water resources” – the man to go to when you needed to know anything about the nation’s waterways. He was a trusted information source whose ideas were sought by leaders establishing waterway policy and making critical decisions.

During his 32 years of university teaching, Vernon divided his time between education and proactive involvement in waterway matters. He conducted research on Louisiana water resources and worked with civic and government agencies in water resources development. He held leadership positions in a variety of associations, including almost 40 years of active membership in the Gulf Intracoastal Canal Association.

Among the most notable achievements to his credit is providing the leadership necessary to secure construction of the Leland Bowman Lock, which established a new precedent for lock replacement – one previously limited to construction of new locks no wider than existing structures.

Behrhorst was the first person to receive lifetime membership status from the GICA. He also received the National Rivers Hall of Fame Achievement Award, as well as its prestigious John P. Bickel award, which has been presented to only four individuals.

Vernon was consistently able to bring together leaders of diverse regional and national water

resources organizations to address issues of mutual concern – a cooperative industry effort that continues to this day.

King Fisher, an equally valued asset and friend to the Gulf Coast waterways, passed away January 7, 2005 – just one week before his 89th birthday.

King grew up in Port Lavaca, Texas, where his family operated a successful fish and shrimp business. He worked fulltime while attending Port Lavaca High School, which was the extent of his formal education.

King quickly earned a reputation for building things – often from nothing more than a collection of discarded scraps and lots of imagination. His first towboat, for example, was built from a repossessed hull and an old Buick engine. He built one of the most successful dredging companies in the country with a dredge he built by hand. And his dry dock – the one some said would never work – made over 300 successful lifts for King Fisher Marine Services.

Under King’s leadership, which spanned 57 years, King Fisher Marine Services dredged in almost every section of the Gulf Intracoastal Waterway. It performed the original dredging for the Alcoa plant in Point Comfort, was a major contractor for original construction of the Victoria Barge Canal, and competed regularly against larger, out-of-state companies for dredge work on the Houston Ship Channel. The multi-million-dollar company Fisher built continues today as a primary contractor for maintenance of the Gulf Intracoastal Waterway, and remains the largest marine contracting company of its type in the state of Texas.

King gave countless hours to the Gulf Intracoastal Canal Association, and was known for his support of other local concerns as well. For all his efforts, King has been recognized with numerous awards. He was inducted into the Smithsonian Rivers and Harbors Hall of Fame and the Pipeliners Hall of Fame. He also received the Achievement Award of the National Rivers Hall of Fame.

On February 16, 2005, the Texas Legislature passed Senate Concurrent Resolution 3 in honor of King Fisher.

## Welcome New Members

Atlantic Aviation  
New Orleans, LA

Horizon Maritime, LLC  
Houston, TX

Red River Waterway Commission  
Natchitoches, LA

St. Bernard Parish Government  
Chalmette, LA

Valero Marketing & Supply  
San Antonio, TX



## Mark Your Calendar!

**April 20-22**  
**American Waterways Operators Spring Convention**  
Washington, D.C.  
703.841.9300  
www.americanwaterways.com

**April 20-22**  
**Inland Rivers, Ports & Terminals Annual Conference**  
New Orleans, LA  
admin@irpt.net  
www.irpt.net

**April 28-29**  
**Warrior-Tombigbee Waterway Assn. Annual Meeting**  
Mobile, AL  
334.431.9055

**May 10**  
**Texas Waterway Operators Assn. Monthly Meeting**  
Brady's Landing Restaurant  
Houston, TX  
Teresa Robertson  
713.435.1069  
www.twoa.org

**May 10**  
**The Propeller Club Salute to Congress Dinner**  
Washington, D.C.  
703.691.2777  
www.propellerclubhq.com

**May 19-20**  
**American Waterways Operators Coastal Safety Committee Mtg.**  
South Florida  
703.841.9300  
www.americanwaterways.com

**July 13-14**  
**American Waterways Operators Interregion Safety Committee Meeting**  
Louisville, KY  
703.841.9300  
www.americanwaterways.com

**August 8-10**  
**Gulf Intracoastal Canal Assn. 100th Annual Convention**  
Holiday Inn  
Victoria, TX  
Contact Raymond or Nita Butler  
281.996.6915  
wrbutler@hal-pc.org  
www.gicaonline.com

**August 19**  
**American Waterways Operators Midwest and Ohio Valley Regions Joint Summer Meeting**  
Chicago, IL  
703.841.9300  
www.americanwaterways.com

## Measells to Direct Port Arthur VTS



**Mike Measells**, who many of you know from his most recent position as manager of marine operations at Marine Fueling Service, has taken the position of director for Port Arthur's Vessel Traffic Service (VTS).

In his new post, Measells is responsible for establishing and managing a new VTS within Marine Safety Office (MSO) Port Arthur. The Port Arthur VTS zone includes the Sabine/Neches Waterway and the Ports of Sabine Pass, Port Arthur, Beaumont and Orange. It is the 4th busiest zone in the United States in terms of total tonnage, and ranks first for inbound crude oil shipments. Refineries within the area represent one-sixth of total U.S. refining capacity.

Measells said hopes are for the new VTS to go online September 30 of this year. Once operational, the center will be staffed 24/7, with approximately 4 people on duty at all times. The last several months have been spent developing training programs and operating procedures, overseeing facility construction and equipment installation, and making other general preparations.

Mike brings 32 years of experience to his new position, and the added benefit of having worked at several levels within the towing industry – from deckhand all the way to vice-president. We congratulate Mike on his new position, and look forward to working with him in Port Arthur.

## Maurer Retires After 40 Years



Raymond Butler (L) presents an award to Herbie Maurer

**Herbie A. Maurer**, an icon of the Gulf Coast barge industry, began his career in 1964 as a civil engineer. He accumulated more than 37 years of government service, all within the Galveston Corps District.

During his career, Maurer served as chief of the compliance section, regulatory branch within the construction-operation division; chief, engineering section of the same division; area engineer for the Fort Point Area Office; and chief, operations and maintenance branch. In 1996, he became chief of the construction-operations division, and moved up to chief, programs and project management and deputy district engineer in 2000.

As deputy district engineer, Maurer served as the district's senior civilian and advisor to the district engineer. He utilized the district's approximately \$200 million annual budget for civil works project that span the Texas coast.

## Condolences

### Harold John Cavallero, Jr.

Harold John Cavallero, Jr. died December 27, 2004 in a boating accident on Lake Calcasieu. He was a lifelong member of the inland marine community, working for Compass Marine, Dixie Carriers Offshore, Kirby Corporation, Coastal Towing and PPG Industries, where he most recently served as senior inspector of the Lake Charles Chemical Group. Harold excelled in working with people, and his contributions to the barge industry were most valuable.

### Bill Evans

Bill Evans, recently retired Gulf Coast manager for the *Waterways Journal*, died of

lung cancer March 5, 2005 at the age of 62. He joined the *Waterways Journal* staff in 1979, where he worked until his retirement earlier this year. The GICA sincerely appreciates all Bill did for the marine industry. He was a regular attendee of our conventions, showed a genuine interest in the needs of members, and understood the value and importance of the towing industry along the Gulf Coast.

### Tom Jackson

Tom Jackson, general manager of the Jefferson County Waterways and Navigation District since 1999, died March 27, 2005. Jackson was a tireless advocate for the ship channel, pursuing improvements to accommodate larger vessels and help local ports and private terminals remain competitive.