

# Lake Carriers' Association



## MINUTES OF THE 30TH ANNUAL CAPTAINS COMMITTEE MEETING

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DATE: February 14, 2013

Start: 0800

PLACE: Double Tree Hotel, Cleveland, Ohio

End: 1500

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### AGENDA AND ATTENDEES

The agenda is on page 8. The list of attendees is on page 9.

### MINUTES

#### WELCOME AND INTRODUCTORY REMARKS

James H.I. Weakley, President of Lake Carriers' Association, opened the meeting by thanking all for attending and encouraged them to feel free to comment and ask questions at any time during the meeting. He then turned the podium over to RADM Mike Parks, Commander, Ninth Coast Guard District. RADM Parks stressed that the Coast Guard has three priorities: Safety, Security and Stewardship.

There was considerable discussion of underway boardings by Coast Guard personnel and safety concerns were raised. RADM Parks agreed that boardings should not take place while a vessel is maneuvering to enter port or near other high risk areas, such as locks. He stressed however that these underway boardings are a national Coast Guard policy and a requirement for the Coast Guard. They are not frequent; perhaps 10 per year, and advance notice cannot always be given, nor should it always be given. However, he pledged that safety of Coast Guard and vessel personnel will always take precedence. In turn, the Captains asked that the guidelines for underway boardings be reviewed by both industry and the Coast Guard and updated as necessary. RADM Parks agreed that should be done and welcomed the opportunity to incorporate industry feedback wherever possible.

#### U.S. Coast Guard Agenda Items

**December/January Icebreaking Efforts:** CDR Ropella reported the Coast Guard broke more ice this December/January than a year ago and that windrows were more frequent. The BISCAYNE BAY had a problem with its main motor, but that has been fixed and all D9 icebreaking assets are projected to be ready for breakout in March.

**Service Life Extension Program (SLEP) for 140-Foot-long Icebreaking Tugs:** CDR Ropella reported that the \$135 million effort will begin in 2014 and should run through 2020. The work should add 20 years to each vessel's career.

The MORROW BAY will be the first vessel to be rehabbed and the work will be done at the Coast Guard yard in Baltimore and take about 12 months. An East Coast asset will move to the Lakes to cover for the vessel undergoing life extension.

**Transfer of MORROW BAY to the Great Lakes:** CDR Ropella confirmed that the Coast Guard has permanently assigned another 140 to the Great Lakes. The MORROW BAY will arrive in May and be homeported in Cleveland.

**Update on Maritime Transportation Security Act ("MTSA") 2.0:** Josh Peters reported the Coast Guard is still finalizing its proposed revisions. They should be forwarded to the Office of Management and Budget ("OMB") by late spring or early summer. Once cleared by OMB, they will be published in the Federal Register and public comments accepted. As the proposed rulemaking is still in progress, Mr. Peters could not provide details of the changes, but Glen Nekvasil (LCA) has attended some meetings on the subject in Washington and Coast Guard personnel have suggested the changes might incorporate recent policies, lessons learned and some additional training requirements.

**Update on Dry Cargo Residue ("DCR") Final Rule:** LCDR Webb reported that the comments received are still being adjudicated, so the Coast Guard cannot project a date for publication of the Final Rule. LCA did submit substantial comments. Key points were:

1. Washdown of dry cargo residue is an operational necessity and years of study have proven the practice poses no threat to the environment.
2. Vessel operators always strive to minimize DCR. It is simply good business to deliver as much of the cargo as possible.
3. What constitutes "broom clean" will be determined in part by weather conditions. A "shovel clean" condition is consistently more attainable and fully protects the environment.
4. Each carrier developing a DCR Management Plan is unnecessary; a single, industry-wide Management Plan for DCR can be implemented.
5. The Coast Guard should revisit its decision to not regulate docks. Vessel operators cannot be responsible for reducing DCR at terminals. That should be the responsibility of the dock owner/operator.
6. Given that DCR is pretty much a Great Lakes phenomena, the Coast Guard should develop a NVIC or manual so personnel rotated into the Lakes from other regions will apply the Final Rule consistent with previous practice.
7. The Final Rule should pre-empt any state laws or regulations.

**Update on Implementation of Ballast Water Regulations:** Lorne Thomas reiterated that lakers are not required to treat their ballast, but rather continue to use the current Best Management Practices. As for the future, he reported the Coast Guard believes systems will be developed that will work in fresh water, but handling lakers' flowrate (as much as 80,000 gallons per minute) remains unachievable.

The EPA's proposed Vessel General Permit Version 2.0 would require lakers that trade east of the Welland Canal to treat ballast. And the authority for VGPII, the Clean Water Act, does allow states to impose their own requirements, but Mr. Thomas stressed the Coast Guard will not enforce states' Section 401 Certifications of VGPII.

**Regulatory Cooperation Council Initiatives:** CDR Anderson reported that the Council was established in February 2011 and Transportation is a specific area of interest. The Council's purpose is to serve as a forum in which both nations can jointly work on issues.

During the open discussion period, the issue arose of Canadian inspections of U.S.-flag vessels. Some Canadian inspectors have tried to apply SOLAS (Safety Of Life At Sea) requirements on U.S.-flag lakers, but D9 agrees that U.S.-flag Great Lakes vessels are not covered by SOLAS. Discussions are underway between the U.S. and Canada about vessel inspections. The U.S. Coast Guard inspects every Canadian laker, but does not drill down to the keel. Canada inspects maybe six U.S.-flag vessels per year, but the inspection is extremely detailed. Consideration is being given to each nation taking a more middle of the road approach to inspections.

Also during the open discussion a Captain asked if the VTS at the Soo can order a vessel to stop based on its draft. The answer is yes, but industry stressed that the decision should be based on the maintained depth in the channel and not the project depth. The maintained depth will be the deeper of the two, especially in areas where the bottom is hard rock.

### **U.S. Army Corps of Engineers, Detroit District**

**Soo Winter Work and Rock Cut Wall Stabilization:** Kevin Sprague reported that the hydraulic system and hydraulic swivel joints will be replaced on the Poe Lock (the swivel joints caused most the Poe's outages in

2012). On the MacArthur Lock, work will include repairs to valves and watertight door seals, concrete repairs, grouting and installation of Point Source Bubblers. Concerning the Rock Cut, he explained the new approach the Corps is taking to stabilizing and strengthening the walls.

**Dredging Update:** Dave Wright reported that the Corps dredging budget for 2013 totals \$31 million. This will allow for the removal of 2.4 million cubic yards of sediment. However, since the natural rate of siltation is more than million cubic yards per year, the backlog will again grow.

Ports to be dredged in 2013 are:

Ashtabula, OH	Duluth, MN/Superior, WI	Manistee, MI
Calumet, IL	Grand Haven, MI	Muskegon, MI
Cleveland, OH	Green Bay, WI	Saginaw River
Conneaut, OH	Holland, MI	Sandusky, OH
Detroit River	Indiana Harbor, IN	Toledo, OH

President Obama signed a bill to help with recovery from Hurricane Sandy and it included \$821 million for dredging and port infrastructure repairs nationwide. No funds have been allocated yet, but the Lakes have requested dredging (or additional dredging) in the following ports: Burns Harbor, IN; Holland, MI; Muskegon, MI; St. Joseph, MI; and Waukegan, IL. Funds for breakwall repairs have been requested for Cleveland, OH, and Lorain, OH.

**Water Levels on the Great Lakes:** Dave Wright reported all five Great Lakes are below their long-term averages. Lake Michigan/Huron set new monthly record lows in December 2012 and January 2013, and January's level is in fact an all-time record low.

Water levels on Lakes Superior and Michigan/Huron have been below average for more than 14 years, the longest stretch on record. Lake Erie has dropped two feet in the past year, and for the first time on record, had no seasonal rise in 2012.

Most probable forecast shows Lake Michigan/Huron setting new record lows in February and March, and remaining near record low levels through July. Lakes Superior and Michigan/Huron are expected to be 12 and 18 inches below chart datum when the fleet gets under way in March.

During the open discussion period, the Captains stressed that they need as much detail as possible in charts of the St. Marys River. Strike charts are not enough. They need to know where the "deep holes" are to safely go to anchor.

The Captains asked that the Corps establish a 12-foot-wide yellow stop area for vessels being positioned in the locks. Currently vessels are required to reach an exact spot, which is difficult under any circumstances.

While flushing of the Poe Lock is not performed each time a vessel transits, Captains can request it be done.

The Captains requested that in periods of extreme congestion, such as following the storms after Hurricane Sandy, the Corps use a "one-for-one" sequence when locking vessels through the Soo.

### **National Weather Service Agenda Items**

Update of Services in the Great Lakes: Richard Edwing reported that due to funding short falls, there will be no maintenance of water level stations or current meters in 2013.

The Captains requested water level meters be installed in Burns Harbor and Grand Haven. There no longer is any need for the water level meters in Menominee and Keweenaw.

After discussion, it was determined the Corps at the Soo is the best source for the most recent water level in the Rock Cut.

Ron Williams recapped the Voluntary Observing Ship (VOS) Program results for 2012. Sixty-five ships are in the program and he visited them 140 times in 2012. More than 40,000 weather observations were received, the most ever. Six LCA-registered vessels are equipped with automated observation systems and the data is working out well. Williams stressed that when the weather buoys are removed in the fall, ship observations become the only reliable data for a forecast.

Gary Garnet reviewed improvements to the Great Lakes Coastal Forecasting System. NOAA Great Lakes Environmental Research Lab has developed a model to simulate ice growth and development on all the Great Lakes. NWS WFO Cleveland is creating graphic to allow users to easily compare the forecasts to climate, past events and changes from current conditions. Also under development is a Finite Volume Coastal Ocean Model (FVCOM) that uses unstructured grids to better fit irregular shorelines and create higher resolution and more accurate forecasts.

During the open discussion period, the Captains stressed wind speed and direction is the most important information they get from forecasts. They also recommended that a weather station be located on Gull Island in northern Lake Michigan.

### **Cuyahoga River Bridge Projects**

Companies trading on the Cuyahoga River had been asked to review two upcoming bridge projects. Glen Nekvasil reported for carriers.

The Columbus Road bridge will be removed in June and then dismantled on a barge moored in the river. It will be necessary to close the river for a period that could last 72 hours. Industry recommended the barge be moored at a Lafarge dock rather than near the Carter Road bridge, but both locations have been ruled out and efforts to identify a location continue.

Concerning the Innerbelt bridge project, industry found the mid-April start date for river closures would not allow for customers to sufficiently rebuild their stockpiles and asked that the project be delayed, preferably until mid-August, but mid-July at the earliest. Scot Striffler from the Bridge Branch warned that Ohio Department of Transportation would likely find that delay unacceptable. At a subsequent meeting of all interests, an agreement was reached whereby the river will be closed for two days and then open to navigation for five days. As of this writing the schedule will be as follows:

0600 on May 15 thru 0600 on May 17 - Bridge Construction Work (4 Lifts)  
0600 on May 17 thru 0600 on May 22 - No Bridge Work - Open Navigation  
0600 on May 22 thru 0600 on May 24 - Bridge Construction Work (4 Lifts)  
0600 on May 24 thru 0600 on May 29 - No Bridge Work - Open Navigation  
0600 on May 29 thru 0600 on May 31 - Bridge Construction Work (4 Lifts)  
0600 on May 31 thru 0600 on June 5 - No Bridge Work - Open Navigation  
0600 on June 5 thru 0600 on June 7 - Bridge Construction Work (3 Lifts)

Additional dates due to weather delays, or other variables may extend the overall construction period.

### **New Recreational Activities on the Cuyahoga River**

Dana Smith from Cleveland Metroparks reported on their plans to offer kayak tours of the Cuyahoga River in 2013. Metroparks had been considering renting kayaks to any and all, but LCA and others expressed serious concerns about safety and provided a trip on a freighter delivering iron ore to the steel mill at the end of the navigable section of the river. Metroparks personnel were able to observe how challenging a transit of that river is under normal circumstances. As a result, Metroparks will instead offer guided tours to groups no larger than 10, two of which will be professionally trained to lead tours of the river. Metroparks will also be producing a video about safety that anyone taking the tour will be required to view before entering the water. LCA will review the script for the video prior to production.

## Canadian Shipowners Association Issues and Initiatives

Robert Lewis-Manning, President of Canadian Shipowners Association, was unable to attend the meeting. Tom Anderson from Algoma Central Corp. spoke in his place. Regulation of ballast water is the biggest concern. They seek a bi-national standard that parallels the U.S. Coast Guard's Final Rule. And like LCA, they are very concerned that dredging be increased to help offset the impacts from falling water levels.

### Updates From Lake Carriers Association

**Ballast Water:** Jim Weakley reviewed the status efforts to regulate ballast water. The U.S. Coast Guard's Final Rule does not require lakers to treat their ballast, but rather continue to employ the currently required Best Management Practices. The Coast Guard does however reserve the right to require lakers to treat their ballast at some time in the future.

The EPA's proposed second iteration of the Vessel General Permit (VGP) would require lakers that transit the Welland Canal and points east to treat their ballast. The states also have the right to add treatment requirements to the VGP and right now Minnesota expects existing lakers to treat by 2016.

LCA's position is that the rate at which lakers pump ballast (as high as 80,000 gallons per minute), cold water temperatures, and the freshwater environment present engineering challenges for which there are no solutions now or in the immediate future. Furthermore, the Lakes are interconnected, so once an exotic has taken root, it can and will migrate at will. Some aquatic nuisance species have been present for more than 170 years, so they have migrated or been moved to wherever they can survive in the Lakes by one of the 64 vectors of spread tracked by NOAA and the U.S. Geological Survey. Another more basic reason U.S.-flag lakers need not treat their ballast is they confine their operations to these waters. Most are Lakes-locked; they are too big to enter the Seaway. The few lakers that are Seaway-sized are not certificated for ocean service. Clearly then, there is no need for lakers to treat their ballast.

**Dredging Crisis:** Jim Weakley reported that legislation to require the Harbor Maintenance Trust Fund ("HMTF") to spend what it takes in for dredging on dredging has been introduced in the House and Senate. As of today (February 27, 2013), H.R. 335 has 87 co-sponsors, 17 of which are from Great Lakes districts. S. 218, authored by Senator Carl Levin (D-MI), has 31 co-sponsors, including 12 of the 16 Great Lakes Senators. It is disappointing that neither Indiana Senator has co-sponsored as of this writing. Steel is perhaps the industry most impacted by the dredging crisis.

It is critical that the legislation pass this year. The backlog of sediment now tops 18 million cubic yards and will grow by about a million CY this year. The budget for FY13 dredges only one in four of the Federally maintained ports.

**Updating of LCA Alternative Security Program ("ASP"):** Glen Nekvasil reported that LCA's ASP will expire next February, so the plan will be revised as necessary late this summer and then forwarded to Coast Guard headquarters for approval. Barring unforeseen developments, the updates should be very minor. Whatever revisions the Coast Guard proposes to the Maritime Transportation Security Act regulations will not have been implemented by next February.

The Captains asked the Table of Contents for the CD that contains the forms that must be printed out periodically be revised so that the documents are more easily recognized.

**New York State Ban of Discharge of MSD Effluent in its Lake Erie Waters:** Glen Nekvasil reported that the state of New York has asked the Federal EPA to declare its Lake Erie waters a No Discharge Zone for sewage, treated or untreated (its Lake Ontario waters already are). The EPA reviewed the state's petition and was prepared to agree, but the agency did have to allow for public comment. The EPA published its notice in the Federal Register on December 6, 2012, and the comment period closed on January 7, 2013.

LCA contacted the EPA and asked for a list of contractors it deems qualified to pump-out commercial vessels in New York's Lake Erie ports (currently Buffalo and Lackawanna). The list was never provided, despite repeated requests, and New York's petition was likewise devoid of information on qualified providers. LCA objected on

the grounds that the EPA is required to provide that information so it can be verified. The EPA acknowledged this fact by arranging a conference call with industry on February 21, 2013. After considerable discussion it was agreed LCA and Canadian Shipowners Association would provide the EPA with a list of qualifications they deem necessary to consider a provider qualified by March 7, 2013. EPA will use those criteria to vet providers it identifies. Industry will then have an opportunity to assess their qualifications and approve or disapprove them. The ban cannot be implemented unless there are qualified providers reasonably available.

As of this writing LCA has identified the following requirements:

1. Does the company want to service commercial vessels? (When we surveyed Ohio providers, some just declined outright.)
2. Is the company available 24/7 from late March until mid-January?
3. How many trucks does the company have and what are their individual capacities?
4. How long does it take for a truck to fill its tank, take the effluent to the disposal facility, pump-out, and return to the dock?
5. What length of hose does the company have (for those docks where the truck can't come alongside the vessel)?
6. Does the truck have sufficient headpump pressure to lift the effluent as much as 45 feet (for vessels that can't pump off)?
7. Does the truck have couplings that are compatible with shipboard pipe threading?
8. Does the company have sufficient insurance to cover possible damages to the vessel and/or dock?
9. Does the company have Harbor and Longshoremen's insurance for its employees?
10. Do the company's employees have TWIC cards?
11. Does the company have an access agreement with the terminal(s)?
12. If there's a spill, what's the procedure and who is in charge of what?
13. Providers must have proof of employees' training and certifications.

### **Captains Committee Recommendations**

The Captains met the previous afternoon and developed the following list of recommendations:

#### **Aids to Navigation**

1. Fighting Island Channel should have a range;
2. Seul Choix Pt. Buoy can be eliminated;
3. East Outer Channel red side Qk, red needs to be brighter and bigger;
4. Buoys P19 and P20 off Pt. Louise in the St. Marys River need to have lit winter aids;
5. Buoys in corners in Sandusky Harbor need lit winter aids;
6. Keep the Duluth T/B in place until the last minute. ALDER is stationed there so can remove when ice conditions require;
7. Change characteristic of Milwaukee S. Inner Pier. Blends with shore lights, so difficult to see at night.

#### **Bridges**

1. Fendering on Norfolk Southern 5 in Calumet River needs attention;
2. CN bridge in Green Bay needs to be completely removed;
3. Upper Twins Bridge and the abutments off River Dock in the Cuyahoga need to be removed. (Scot Striffler explained will stay; the Corps has expressly allowed the abutments to remain.)
4. USCG should keep carriers in the loop on the Fort Street Bridge in the Rouge River and the new bridge over the Detroit River.

### **Memorandum for Shippers Transiting the St. Marys River**

This needs to be issued in a more timely manner so vessels can plan loadings if there will be a drastic change in water flow.

### **Surveys**

1. The shallow draft channel in the St. Marys River (Middle Neebish);
2. 30-foot shoal area west of Lansing Shoal;
3. Garden Island Shoal Area;
4. Port Inland Lake approach, especially west of the range light;
5. Off Calcite breakwall (Lakeside);
6. Area where the bulkhead caved in in the Rouge River.

### **Weather Stations**

1. Stations should be built at Rawley Pt. and White Shoal.

### **Miscellaneous**

1. Coast Guard should ask the Vulcan Dock at 106<sup>th</sup> Street in the Calumet River to reposition its security lights. They currently are aimed right in Captains' eyes.

This was Pat Hart's final meeting as Chairman of the Captains Committee. The Association and his fellow Captains appreciate his efforts and commitment.

Bill Millar, Vice Chairman, fleets up to Chairman of the Committee. At the Captains-only session, Ray Sheldon was elected Vice Chairman going forward.

There being no further business, the meeting adjourned at 1500.

Minutes Submitted By Glen G. Nekvasil  
Vice President

## 30<sup>TH</sup> Annual Captains Committee Meeting - February 14, 2013

**Double Tree Hotel – Cleveland Downtown/Lakeside**

1111 Lakeside Avenue • Cleveland, Ohio 44114 • 216-241-5100 • Guest Fax: 216-241-7437

# AGENDA

0730 - 0800 .....**Continental Breakfast**.....**Lakeside Ballroom**

### Opening Remarks

0800 - 0810 .....James H. I. Weakley, *President, Lake Carriers' Association*

0810 - 0825 .....RDML Mike Parks, *Commander, Ninth Coast Guard District*

0825 - 0930 .....**Ninth Coast Guard District**

- December/January Icebreaking Efforts – CDR Ropella
- Service Life Extension Program for the 140-Foot-long Icebreaking Tugs – CDR Ropella
- Transfer of the MORROW BAY – CDR Ropella
- Update on Maritime Transportation Security Act 2.0 – Mr. Peters
- Update on Dry Cargo Residue Final Rule – LCDR Webb
- Update on Implementation of Ballast Water Regulations – LCDR Webb
- Regulatory Cooperation Council Initiatives – CDR Anderson

0930 - 1000 .....**U.S. Army Corps of Engineers, Detroit District**

- Soo Winter Work – Kevin Sprague
- Rock Cut Work – Kevin Sprague
- Solicit Input on Lock Operations Items – Kevin Sprague
- Dredging Update – Dave Wright
- Solicit Input on Any Channel Condition Issues – Dave Wright

1000 - 1030 .....**National Weather Service**

- VOS Observations and Automated Observations – Ron Williams
- Wave Height Forecasts and Other Developments – Gary Garnet

1030 - 1100 .....**LCA Updates**

- Ballast Water – Jim Weakley
- Dredging Crisis – Jim Weakley
- Updating of LCA Alternative Security Program – Glen Nekvasil
- New York State Ban on Discharge of MSD Effluent in Lake Erie Waters – Glen Nekvasil

1100 - 1120 .....**Cuyahoga River Bridge Projects**

- Inner Belt Bridge – Glen Nekvasil
- Columbus Road – Glen Nekvasil

1120 - 1140 .....**New Recreational Activities on Cuyahoga River**

- Kayak Tours – Dana Smith, Cleveland Metroparks

1140 - 1200 .....**Canadian Shipowners Association Issues and Initiatives**

- Robert Lewis-Manning, President

1200 - 1300 .....**Lunch (stay in Lakeside room)**

1300 - 1700 .....**Captain Concerns – Open Discussion**

## ATTENDEES

### LAKE CARRIERS' ASSOCIATION MEMBERS (Bold Indicates Member of LCA Captains Committee)

Tom	Anderson	American Steamship Company
<b>Captain Bob</b>	<b>Gallagher</b>	<b>American Steamship Company</b>
<b>Captain Bill</b>	<b>Millar (Vice Chairman)</b>	<b>American Steamship Company</b>
<b>Captain Ray</b>	<b>Sheldon</b>	<b>Central Marine Logistics, Inc.</b>
Tom	Wiater	Central Marine Logistics, Inc.
<b>Captain Pat</b>	<b>Hart (Chairman)</b>	<b>Grand River Navigation Company, Inc.</b>
Mark	Rohn	Grand River Navigation Company, Inc.
<b>Captain Mark</b>	<b>Blatnik</b>	<b>Great Lakes Fleet, Inc.</b>
<b>Captain Dan</b>	<b>Rentschler</b>	<b>Great Lakes Fleet, Inc.</b>
Bill	Peterson	Great Lakes Fleet / Key Lakes, Inc.
<b>Captain Tim</b>	<b>Dayton</b>	<b>The Interlake Steamship Company</b>
<b>Captain Joe</b>	<b>Ruch</b>	<b>The Interlake Steamship Company</b>
Jayson	Toth	The Interlake Steamship Company
<b>Captain Dan</b>	<b>Hobbs</b>	<b>Pere Marquette Shipping Company</b>
<b>Captain Al</b>	<b>Tielke</b>	<b>Port City Marine/Steamship</b>
Jack	VanEnkevort	VanEnkevort Tug & Barge, Inc.
Captain Bruce	Messersmith	VanEnkevort Tug & Barge, Inc.

### LAKE CARRIERS' ASSOCIATION

Katie	Gumeny	Lake Carriers' Association
Glen	Nekvasil	Lake Carriers' Association
Jim	Weakley	Lake Carriers' Association

### CANADIAN VESSEL OPERATORS

Tom	Anderson	Algoma Central Corporation
Captain John	Bentum	Canada Steamship Lines
Darren	Pearson	Algoma Central Corporation
Scott	Porter	V Ships Canada

### FEDERAL AGENCIES

CDR Scott	Anderson	Ninth Coast Guard District
CAPT John	Bingaman	Ninth Coast Guard District
Richard	Edwing	NOAA – Silver Spring, MD
Josh	Feldman	U.S. Army Corps of Engineers – Buffalo District
Gary	Garnet	NOAA/National Weather Service - Cleveland
Thomas	Loeper	NOS Office of Coast Survey
LT Cole	Morgan	Marine Safety Unit Cleveland
RDML Mike	Parks	Ninth Coast Guard District
Josh	Peters	Ninth Coast Guard District
CDR Keith	Ropella	Ninth Coast Guard District
Kevin	Sprague	U.S. Army Corps of Engineers – Detroit District
Scot	Striffler	Ninth Coast Guard District
LCDR David	Webb	Ninth Coast Guard District
Ron	Williams	NOAA/National Weather Service – Duluth, MN
Dave	Wright	U.S. Army Corps of Engineers – Detroit District

### GUESTS

Jim	Cox	Flats Industry
Dan	Gallagher	Lakes Pilots Association
Phil	Knetchel	Lakes Pilots Association
Dana	Smith	Cleveland Metroparks
John	Wellington	Wellington Maritime