

Lake Carriers' Association



MINUTES OF THE 35th ANNUAL CAPTAINS COMMITTEE MEETING

DATE: February 8, 2018

Start: 0800

PLACE: DoubleTree Hotel, Cleveland, Ohio

End: 1345

AGENDA AND ATTENDEES

The agenda is on page 7. The list of attendees is on pages 8-9.

MINUTES

Welcome and Introductory Remarks

Jim Weakley, President of Lake Carriers' Association, welcomed attendees and introduced RDML Joanna Nunan, Commander, Ninth Coast Guard District. This was RDML Nunan's first Captains Committee meeting and she looks forward to building on the mutually respectful relationship between the Coast Guard and industry. RDML Nunan acknowledged ice conditions in December and January were challenging, so to keep commerce moving the Coast Guard delayed a repair on the MORRO BAY. RDML Nunan also announced the first of the 225s will begin service life extension in 2021.

During the Q&A, a Captain recommended that the Commanding Officers on the icebreakers attend future meetings of the Captains Committee. RDML Nunan agreed this would be beneficial and will have her staff look into it. Another Captain recommended having the daily ice call (currently at 1000 Eastern) earlier in the morning so icebreakers can get underway sooner. CDR Tony Maffia clarified that icebreakers do not wait for the calls to begin operations and are routinely underway long before the call begins. It was also suggested a late afternoon conference call or e-mail recapping the day's activities also would be very useful. D9 staff took this feedback for further consideration.

Another Committee member recommended the Coast Guard stage vessels in the St. Clair River rather than hold them at buoys 11 and 12. Time is of the essence in December and January. The extensive winter work program at the Soo Locks pretty much means the January 15 closing date is set in stone.

There was also considerable discussion about using commercial assistance, which will then allow for more vessels in the convoys in Tier 1 waterways. A workgroup will be stood up to address this further.

U.S. Coast Guard (USCG) Agenda Items

Recap of Icebreaking Operations in December 2017 and January 2018: LCDR Zac Bender reviewed the first half of the 2017/2018 ice season. After two mild winters, ice returned in full strength. Operation Taconite commenced on December 15, 2017. In December and January U.S. and Canadian icebreakers assisted 328 vessel transits, of which 153 required direct assistance.

Operation Coal Shovel commenced on December 22, 2017, and heavy, brash ice significantly slowed transits of the St. Clair River. (LCA members lost more than 450 hours waiting to be convoyed in the St. Clair River.) The situation was compounded by a thaw, which required icebreaking assets be deployed for flood control. The USCG was also short one asset; the HOLLYHOCK was out of service the entire month of

January undergoing an engine overhaul. Other assets suffered casualties of varying seriousness, the worst being the January 19th engine failure on the BISCAYNE BAY, which would keep the vessel out service for the rest of the winter.

Anyone wishing a copy of LCDR Bender's PowerPoint Presentation (or any other from the meeting) should e-mail Glen Nekvasil (Nekvasil@lcaships.com).

Update on Service Life Extension Program (SLEP) for 140s: Work on the KATMAI BAY was at the time of the meeting two-thirds done and the vessel was expected back to the Lakes in June. The MOBILE BAY will be the next 140 to undergo SLEP. The vessel is scheduled to be back to the Lakes August 2019. All the 140s will have undergone SLEP by 2020.

ICECONS Scale: Mark VanHaverbeke presented the Ice Condition Scale, a web-based ice prediction tool under development through the DHS Arctic Domain Awareness Center. The tool uses remote observations like wind and temperature, combined with satellite observations, to estimate current and future ice conditions. The Captains are the best judge if their vessel can proceed in specific ice conditions, but to make that decision, they need more good ice data from the Coast Guard. Mr. VanHaverbeke stressed the Coast Guard needs ice observations from vessels to validate the tool, including more detailed information on the location of ice (long/lat) and wind direction. LCA and the USCG will work on setting up an observation system.

Joint U.S./Canada Inspection Policy for Great Lakes Domestic Fleet: LT Jerry Federer, USCG, and John Higham, Transport Canada (TC), reviewed this new initiative. TC will begin inspections of U.S.-flag lakers in Canadian waters (they have long had this authority) in April. Initially, USCG personnel will accompany them. This is not an operational inspection, it is focused on the vessel having proper documentation, etc. The USCG and TC will meet in March to plan the first inspections. Cargo operations can continue during the inspection.

The Captains requested a copy of the Canadian checklist and asked there be as much advanced notice as possible.

LCA/Coast Guard Hoisting Memorandum of Understanding (MOU): CDR Breanna Knutson reviewed the MOU, the purpose of which is to facilitate training to ensure safe hoisting of personnel from commercial vessels. She provided a detailed review of how hoists will be performed. Particular attention will be paid to wind conditions. USCG Air Station personnel have visited a few ships to familiarize themselves with the shipboard environment, but more visits would be beneficial for all. The USCG also wants to assemble a photo data base of lakers with particulars such as length, beam, etc.

Remote Operation of ConRail Bridge over Rouge River: William B. (Blair) Stanifer, D9 Bridge Branch, reviewed ConRail's request to test remote operation of this bridge. Remote operation of bridges is becoming more and more commonplace. For example, all such bridges in Texas are expected to be remotely operated by 2025.

Bridge Branch has set the following conditions for testing remote operation. The camera must be digital, be able to zoom, be infrared and impervious to the elements. There must also be a back-up camera system. The bridge will remain manned during the test period. The person remotely operating the bridge must have no other responsibilities.

Bridge Branch has approved a 6-month test between April and November 2019. However, a notice will be published in the Federal Register seeking public comment on the requirements. Captains who transit the Rouge have serious reservations about this proposal. The bridge is in a spot where it is difficult to stop if the need arises without warning, so it is imperative the Captain of a laker know the bridge is in the full up position before actually being within sight. Further complicating line of sight issues is the fact many times there is a vessel discharging at a dock located between the ConRail and Norfolk Southern bridges and a vessel moored there blocks the view of the ConRail bridge.

Captains Comments/Questions for USCG

The Norfolk Southern bridges in Cleveland and Toledo continue to be the draw bridges that present the most problems for commercial navigation. Issues include trains stopping while still on the bridge for a crew change, not raising the bridge in a timely manner, saying two trains are coming and then allowing three to cross, and lack of communication about when a lift is coming. All Captains were reminded to keep sending in Bridge Delay Reports to the USCG.

Captains request that Sandusky Range LL# 4625 & 4630 be changed from the Red characteristics to White or Amber. And if LED lighting is inexpensive enough that it can be installed on unlighted aids, then more lighted buoys would be helpful, especially in rivers and harbors

Fixed AIS needs to be installed on ATON's in the St. Mary's River system to help in the dead zone for AIS in the Upper River.

Widespread lack of knowledge of (or disregard for) the Rules of the Road by many recreational boaters underscores the need for better inspection and education. The Captains also asked the USCG to provide guidance on what is needed when reporting interference with commercial navigation and unsafe conduct.

Drone vessels are being tested off of the Keweenaw Lower Entrance.

Icebreaking assets need to be working at daybreak, perhaps an earlier start for the Ice Call is in order.

Fish nets have been observed in the following areas and close to the navigation channel in Detour, Gros Cap, Marquette, Porte Des Mort Passage and Conneaut.

Cuyahoga River Safety

Cleveland's Plans to Address Safety Issues on Cuyahoga River: Freddy Colliers, Jr., Cleveland's Director of City Planning, reviewed the steps the City is taking this year to improve safety on that waterway. The east and west banks are undergoing an incredible transformation that recalls the 1980s when the "Flats" were reportedly the third-largest tourist attraction in Ohio. While this is of course positive, the influx of recreational boaters and recreational activities such as paddle boarding and kayaking have made a difficult transit even more challenging.

The first step the City is taking is new signage in the 11 Safety Zones. A red stripe will be painted along the top of the bulkheads and "No Docking" signs installed. The next step will be publication of a safety pamphlet that will show where the safety zones are. The last step will be informational signs at marinas and docks showing where the safety zones are.

The City will also hold a press conference to discuss safety before the boating season begins.

Industry thanked the City for taking these steps, but stressed there must be increased patrols of the river. The City has an agreement that Cleveland Metroparks will patrol north of the bridge. The City will handle south of the bridge, but at this point in time does not have a boat. LCA will continue to work with the City to increase law enforcement presence in the river.

LCA remains opposed to any waiver of the safety zone on the east bank at the mouth of the river. The Coast Guard has twice denied the request for a waiver, but industry is concerned another request might be made as more development takes place on the east bank. Industry also supports removal of the cleats in the area that encourage mooring. Failing that, they should at least be rendered inoperable.

Although not officially on the agenda, Casey Talbot, a lawyer representing Norfolk Southern, pledged their support for enhancing safety in the Cuyahoga River. They acknowledge their bridge is a factor in the congestion at the mouth of the river and will explore solutions.

U.S. Army Corps (Corps) of Engineers Agenda Items

Summary of FY17/FY18 O&M Activities: Dave Wright reviewed the year just passed. The President's budget proposed \$102.7 million for Great Lakes Operation and Maintenance. Additional funding provided by Congress then added \$51.5 million for a total of \$154.5 million. This allowed the Corps to remove 3.9 million cubic yards of sediment from 20 commercial harbors. The final budget provided nearly \$10 million for Soo Lock Asset Renewal.

The President's budget for FY18 proposed to spend \$106.23 million on Lakes O&M, which would allow the Corps to remove 2.95 million cubic yards of sediment from 16 harbors and spend \$8.9 million on the Soo Locks. The Omnibus Appropriations bill approved by Congress could boost Lakes O&M to nearly \$170 million.

It is important to remember that before LCA began its effort to increase funding for Great Lakes dredging, \$80 million was a typical annual appropriation.

Review FY17/FY18 Soo Locks Winter Maintenance: Major projects for the winter of 2017/2018 include MacArthur Lock bulkhead repairs, Poe Lock electric system rehab, Poe Lock embedded anchorage replacement, and Poe Lock miter/quoin block replacement.

Review Proposed Alignment for Second Poe-Sized Lock: Dave Wright met with the Captains the day before to review some revisions to the proposed alignment for the new lock.

Captains Comments/Questions for USCG

Dredging Areas of concern:

- West approach to Ashtabula Harbor, north of the west wall;
- Westside of channel in Huron Harbor;
- All turning basins, also clear them of tugs, barges and pipelines.

Further dredging, the Captains asked that the Corps use its increased funding to begin the process of moving beyond functional dimensions and restoring ports and waterways to project dimensions.

Captains also requested a survey of the upbound channel of the St. Marys River.

Captains asked the Corps set up one website for internet access of all soundings and that information be in PDF format. In response, they set up the following site: <http://navigation.usace.army.mil/Survey/Hydro#>. Upon arrival at the website, the following actions are required:

- Identify the specific state using the "Select State" drop down menu; (allow the site to reset) then
- Identify the waterway you are interested in using the "Select Channel" drop down.
- Select the download you desire from the list of options presented, by date; then
- Select the format:
PDF
XML
XYZ
ZIP, or
SCCR.TXT

If users want one website link they can also use www.lre.usace.army.mil/greatlakes/navigation. Then click on the link to the District within which the harbor lies - those links are listed below the map.

NOAA AGENDA ITEMS

Update on NOAA Ocean Service GL Products and Services: Richard Edwing reviewed the state of NOAA's Lakes activities. NOAA has in total 53 Great Lakes water level stations. They stretch from Duluth to Ogdensburg.

In 2020 NOAA will begin the update of the International Great Lakes Datum. The project is to be completed in 2025.

He then reviewed changes to the Great Lakes Online website.

NOAA upgraded its Lake Erie Operational Forecast System (OFS) in 2016. Starting in 2019, NOAA will upgrade the OFS for Lake Michigan/Huron and then Superior and Ontario.

Voluntary Observing Ship (VOS) Program: Ron Williams reported that since 2010 the number of vessels participating in VOS has nearly doubled to almost 70. To date, the peak year for observations is 2015 (89,495). In 2017, observations totaled 82,544.

Ship observations are important because they provide ground truth, verify satellite data, verify buoy data for winds and waves, and confirm model data output.

Digital and aneroid barometers are available for broken or ship-issued equipment. National Weather Service F420 wind units are dated, so will no longer be supported in 2018. Captains should contact him if Nimbus/MMTS temperature standard units are not functioning properly.

Surveys and Text: Brian Hirsch thanked the Captains for their survey responses and reviewed the totals and the responses. Based on the survey results, Gale and Storm Warnings will retain their currents IDs. Reformatting will take place this fall in most weather warnings such as winter and marine. The new format will highlight What, Where, When in bullets followed by precautionary and preparedness actions.

In 2019, the Open Lakes Forecast will transition from the current format to a mobile friendly tabular display. Per Captains' suggestions NWS will retain the Occasional Waves and remove any redundant metric information.

Mike Bardou, Meteorologist at the Chicago Office, spoke about **Knowing Where Your Data Comes From on the Web.** Mike discussed the value of looking to the NOAA forecasts of [GLERL](#) or [NWS](#). Five years ago these forecasts were different, but today they use much the same data but the web page presentation is different. Look closely and you will see the wind and waves are very similar with the main difference the arrows and color scales used.

Beware other webpages may show model data which does not have a forecaster looking at the data first. A perfect example of that occurred in April when there was a bad "ice mask" which depicts where the waves and where the ice are. Forecasters were able to make changes to the [text forecast](#) in the hours when the ice mask and graphical images failed. NWS encourages the use of Weather.gov/greatlakes which is available 24x7 and available even during government shutdowns as it supports safety of commerce.

NOAA Chart Update NOAA Electronic Navigation Charts (ENC): Tom Loeper noted that the USCG has authorized ENC for navigation by commercial vessels on domestic voyages within U.S. waters since 2017. Simpler, cheaper Electronic Charting Systems (ECS) may be used to display ENC data. Paper nautical charts may still be used, but will not be required if an ECS with ENC is being employed. ENC is now their primary product on the Great Lakes. Nearly all charts were loaded in their new production system. Extensive shoreline changes were made and new shoreline capture is on a 10-year schedule.

The model Operational Forecast System for Lake Michigan/Huron is undergoing testing and should be operational in about 14 months. An ice module is coming, will start with the Lake Michigan/Huron model first. Should be ready in two to three ice seasons. Lakes Erie and Superior will be next.

Work continues on updating the LCA course lines. All current routes will be retained. LCA will ask Ship Masters to undertake the updating on LCA's behalf. Ken Gerasimos at Great Lakes Fleet will be the liaison with Ship Masters.

Captains Comments/Questions for NOAA

Current meters are very important and need to be maintained.

Water level gauges are requested in the Burns Harbor, IN area, and in the Upbound Channel of St. Marys River if the gauge on the COE dock north end of Neebish Island in Middle Neebish Channel cannot be brought online.

Captains asked that an AIS transmitter be placed on all NOAA weather buoys and all university-sponsored buoys.

Great Lakes Observing System (GLOS): Kelli Paige explained that GLOS seeks to coordinate the network of Great Lakes information stakeholders such as the research community, decision-makers and resource managers. It is driven by user needs and endeavors to support and enhance the operation of Great Lakes observation capability, improve access to high-quality, integrated data and develop and enhance data products and decision-support tools.

Loadline Exemption Review for River Barges on Lakes Erie and Ontario: LCA is on record opposing this exemption. It would be unsafe for such vessels to be out on the Lakes.

The USCG has charged its Towing Safety Advisory Committee (TSAC) with further reviewing the proposal. LCA member Michael Caliendo (Andrie Inc.) chairs the subcommittee that will review this proposal. Ed Hogan (Port City Marine Services) and Paul Christensen (The Interlake Steamship Company) have agreed to serve on the subcommittee. Other members are welcome to join them.

LCA Agenda Items

Jim Weakley updated attendees on the following issues:

Second Poe-sized Lock: The Corps has acknowledged the benefit/cost (b/c) ratio it produced in 2005 is very flawed and will soon complete an Economic Evaluation Report. The Corps now agrees the railroads lack the capacity and rail connections to move the cargo that would be stranded by a lengthy closure of the Poe Lock. That alone should justify construction commencing immediately. However, the Corps continues to evaluate alternatives that won't work such as building a conveyor system at the Soo to move cargo from vessels above the locks to vessels below the locks. The Corps is also deflating the new b/c ratio by understating the cost of building a new rail connection to Escanaba, Michigan.

Congressional support for the lock is widespread throughout the Great Lakes region. If the Corps will produce an accurate b/c ratio, the lock will be built.

Ballast Water: LCA has worked very hard to pass the Vessel Incidental Discharge Act (VIDA), which would establish a uniform, federal ballast water discharge standard enforced by the USCG. Currently the USCG shares regulation of Great Lakes ballast water with the U.S. Environmental Protection Agency and seven of the eight Great Lakes states. VIDA's discharge standard is the highest currently achievable and would rise as technology advances. Effort was made to include VIDA in the Omnibus Appropriations bill, but opposition from the environmental community proved too strong.

New Heavy Icebreaker: Congress has approved construction and funds have been appropriated to begin design of the vessel, but the USCG does not think it needs another heavy icebreaker on the Lakes. This winter's ice and the numerous breakdowns of USCG icebreaking assets prove otherwise. LCA will continue to seek funding for construction.

Dredging: LCA's efforts to increase funding for dredging are an unqualified success. As noted earlier, the Lakes used to get \$80 million a year that has now nearly doubled and could reach \$170 in FY18. And funding should only increase. The Water Resources Reform and Development Act of 2014 mandates that expenditures from the Harbor Maintenance Trust Fund reach 100 percent of receipts by 2025.

Updating of LCA's Alternative Security Program (ASP): LCA's ASP expires on February 26, 2019. Since there have been no changes in the security regulations and none are in the offing, updating the current ASP should not be very involved, which means no new requirements or additional training.

Marine Sanctuaries: A number of sanctuaries remain under consideration. However, just recently the Governor of Wisconsin withdrew his support for the Wisconsin-Lake Michigan National Marine Sanctuary. LCA will continue to monitor these proposals to ensure ballasting and other operations are not negatively impacted.

Capt. Sheldon Concludes His Term As Chairman

Capt. Ray Sheldon (Central Marine Logistics) concluded his term as Chairman of the Captains Committee when the meeting ended. He has been an outstanding Chairman. Fleeting up to Chairman is Vice Chairman Brad Newland (Interlake Steamship). At the Captains-only the day before, the Captains elected Abe Grogan (Great Lakes Fleet) the new Vice Chairman.

Minutes Submitted By
Glen G. Nekvasil
Vice President

Lake Carriers' Association

35th Annual Captains Committee Meeting - February 8, 2018

DoubleTree Hotel – Cleveland Downtown/Lakeside

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

AGENDA

- 0730 - 0800 **Continental Breakfast..... Superior/Ontario Room**
- 0800 - 0815 Greetings from Jim Weakley, President, LCA
RDML Joanna Nunan, Commander, Ninth Coast Guard District
- 0815 - 0945 **Ninth Coast Guard District**
- Recap of Icebreaking Operations December 2017/January 2018 – CDR Maffia, LCDR Bender
 - Update on Service Life Extension Program (SLEP) for 140s - CDR Maffia, LCDR Bender
 - ICECONS Scale – Mark VanHaverbeke
 - Joint U.S./Canada Inspection Policy for Great Lakes Domestic Fleet – LT Federer, John Higham
 - Laker/Coast Guard Hoisting MOU – CDR Breanna Knutson
 - Remote Operation of ConRail Bridge in Rouge River – William B. Stanifer
- 0945 - 1000 **Captains' Comments/Questions for USCG**
- 1000 - 1030 **City of Cleveland's Plans to Address Safety Issues on Cuyahoga River**
- Councilman Kerry McCormack (invited, unable to attend)
 - Freddy Colliers, Jr., Director of City Planning
- 1030 - 1045 **Captains' Feedback on Cuyahoga River Safety Issues**
- 1045 - 1145 **U.S. Army Corps of Engineers, Detroit District (David Wright, Kevin Sprague)**
- Summary of FY17/FY18 O&M Activities
 - Review FY17/FY18 Soo Locks Winter Maintenance
 - Review proposed alignment for second Poe-sized lock
- 1145 - 1200 **Captains' Comments/Questions for USACE**
- 1200 – 1300 **Lunch – Hotel Restaurant**
- 1300 - 1415 **NOAA**
- Update on NOAA Ocean Service GL Products and Services – Richard Edwing, Tom Loeper
 - VOS Observing – Ron Williams
 - Surveys and Text – Brian Hirsch
 - Model Data versus Forecast – Mike Bardou
- 1415 - 1430 **Captains Comments/Recommendations for NOAA**
- 1430 - 1500 **Great Lakes Observing System (GLOS) – Kelli Paige**
- 1500 - 1515 **Captain's Comments/Questions on GLOS**
- 1515 - 1545 **Load Line Exemption Review for River Barges on Lakes Erie and Ontario**
- 1545 - 1630 **LCA Updates on Major Initiatives**
- Second Poe-Sized Lock
 - Ballast Water
 - New Heavy Icebreaker
 - Dredging
 - Updating of Alternative Security Program
 - Marine Sanctuaries
- 1630- 1700 **Open Discussion**
- 1700 **Adjourn**

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ATTENDEES

LAKE CARRIERS' ASSOCIATION MEMBERS

(LCA Captains Committee Members – Bold)

Capt. Rob	Moore	Andrie Inc. / Inland Lakes Management, Inc.
Capt. Guy	Gramzow	American Steamship Company
Tom	Anderson	American Steamship Company
Kevin	McMonagle	American Steamship Company
Mark	Pietrocarlo	American Steamship Company
Capt. Ray	Sheldon	Central Marine Logistics, Inc.
Kyle	Larson	Central Marine Logistics, Inc.
Capt. Shawn	Benish	Great Lakes Fleet
Capt. Abe	Grogan	Great Lakes Fleet
Ken	Gerasimos	Great Lakes Fleet
Joshua	Juel	Great Lakes Fleet
Ralph	Ray	Great Lakes Fleet
Capt. Brad	Newland	The Interlake Steamship Company
Capt. Joe	Ruch	The Interlake Steamship Company
Capt. Paul	Christensen	The Interlake Steamship Company
Capt. Daniel	Deady	VanEnkevort Tug & Barge, Inc.
Capt. Brian	Sauvey	VanEnkevort Tug & Barge, Inc.
Randin	Bernosky	VanEnkevort Tug & Barge, Inc.
Dave	Groh	VanEnkevort Tug & Barge, Inc.
Daniel	McAndrew	VanEnkevort Tug & Barge, Inc.

LAKE CARRIERS' ASSOCIATION

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

CHAMBER OF MARINE COMMERCE AND MEMBERS

Tom	Anderson	Algoma Central Corporation
Rob	Turner	Chamber of Marine Commerce
Scott	Porter	Canada Steamship Lines

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ATTENDEES – CONTINUED

FEDERAL AGENCIES

CAPT Nicholas	Bartolotta	Ninth Coast Guard District
CAPT Amy	Beach	Ninth Coast Guard District
LCDR Mickey	Dougherty	Ninth Coast Guard District
LT Jerry	Federer	Ninth Coast Guard District
CDR Bree	Knutson	Ninth Coast Guard District
CDR Tony	Maffia	Ninth Coast Guard District
RDML Joanna	Nunan	Ninth Coast Guard District
Josh	Peters	Ninth Coast Guard District
Blair	Stanifer	Ninth Coast Guard District
CDR Chris	Tantillo	Ninth Coast Guard District
LCDR Zac	Bender	Ninth Coast Guard District
LT Ryan	Junod	Ninth Coast Guard District
Mark	VanHaverbeke	Ninth Coast R&D Center

Richard	Edwing	NOAA, National Ocean Service
Mike	Bardou	NOAA, National Weather Service
Gary	Garnet	NOAA, National Weather Service
Brian	Hirsch	NOAA, National Weather Service
Michael	Potochney	NOAA, National Weather Service
Ron	Williams	NOAA, National Weather Service
Tom	Loeper	NOAA, Nautical Publications Branch
Allison	Wittrock	NOAA, Nautical Publications Branch

Josh	Feldmann	U.S. Army Corps of Engineers
Joanne	Gray	U.S. Army Corps of Engineers
Tim	Kroll	U.S. Army Corps of Engineers
Dave	Wright	U.S. Army Corps of Engineers

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ATTENDEES – CONTINUED

OTHER GUESTS

Mike	LaWell	ArcelorMittal
Freddy	Collier, Jr.	City of Cleveland
Susanne	DeGennaro	City of Cleveland
John	Hoose	City of Cleveland
Alex	Pollom	City of Cleveland
Susan	Vincent	City of Cleveland
Mike	Bobincheck	Cleveland Metroparks
D. Casey	Talbott	Eastman & Smith on behalf of Norfolk Southern
Melinda	Gigante	Flats Forward
Kelli	Paige	Great Lakes Observing System
Scott	Skrzypczak	International Shipmasters' Association
Lt. Chuck	Stiver	Ohio Department of Natural Resources
Jared	Magyar	Port of Cleveland
Jim	Ridge	Share the River
John	Higham	Transport Canada
Devin	Grace Gill	University of Michigan Cooperative Institute for Great Lakes Research
Ben	Miller	WeatherFlow
Dan	Franklin	Lakes Pilots
George	Haynes	Lakes Pilots
Brian	Thomas	Norfolk Southern