

Capitol Currents



Q&A: James C. Dalton, Director of Civil Works U.S. Army Corps of Engineers

“I am expanding my circle of partners and stakeholders, because obtaining their input and collaborating together is absolutely necessary to carry out our water resources mission successfully.”

Capitol Currents is pleased to provide a Q&A interview with James C. Dalton, the Corps’ new Director of Civil Works. In this position, he leads, manages and directs the policy development, programming, planning, design, construction, contingency operations and emergency response, operation, and maintenance activities of the Army’s Civil Works Program, a \$6 billion annual program of water and related land resources of the United States. Mr. Dalton oversees the work of over 25,000 civilian employees. He also represents the Corps in the United Nation’s Advisory Board High-Level Experts and Leaders Panel on Water and Disasters and serves in several national and international water resources committees.



James C. Dalton

engineering and construction disciplines across both the military and civil works programs. As the Director of Civil Works (DCW), my responsibilities include providing guidance and oversight for not only the E&C, but all the functional areas necessary to execute a successful program, such as budgeting, planning and policy, operations, regulatory, and our contingency operations. In order to fulfill my new responsibilities, I am expanding my circle of partners and stakeholders, because obtaining their input and collaborating together is absolutely necessary to carry out our water resources mission successfully.

Q: Do you have a list of priorities you plan to pursue ahead, say similar to the first 100 days of a new Congress or new Administration?

A: I do have focus areas, but it goes beyond the first 100-day period. For the first 100 days, a lot of my attention was given to better understanding my new role and trying to meet people and organizations. I’m still in the midst of getting to know the many organizations, both internal and external to the government, with whom we interact and whose support is vital to a viable water resources mission. Beyond the first 100 days, some of the tactical areas I’d like to advance include more open and frank discussions both internally and

Q: What are you experiencing as the biggest changes from your immediate past assignment as Chief of Engineering & Construction to Director of Civil Works? What is the most unexpected difference?

A: The most obvious change is scope of responsibilities. As Chief of E&C, I was responsible for guidance and direction to ensure we maintained engineering standards and competence in the organization. This was a huge responsibility that included over 20

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Q&A: James C. Dalton

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externally, use of risk-based decisions for all aspects of our business, improving our ability to develop realistic schedules for project delivery, updating our policies and guidance to support more efficient execution, and helping advance knowledge management throughout the organization. Some of the mid-term and longer term focus areas include improved use and advancement of Integrated Water Resource Management, alternative financing as a means to address our backlog of authorized construction, establishing an infrastructure capital investment strategy supported by a funding strategy, and improving communication of water infrastructure needs to gain better public understanding and support.



Q: You assumed a principal leadership role along with a new commanding general (Todd Semonite), and a new commander in the Great Lakes & Ohio River Division (Mark Toy), among others. How has the transition been working together with the “new guys”?

A: Internal transition has been going extremely well with the new Chief and other senior leaders. Most of us know each other from past assignments, and this has been very helpful as we are assigned to new positions. Even though many of us are in new positions, our Vision and Campaign Plan have not changed significantly, so our focus remains much the same. We continue to focus on meeting our commitments, becoming a more efficient and effective organization, always being ready to support the nation and the military, and finally, recognizing that our people are the treasure that allows us to meet Command requirements.

Q: As an engineer, what are some of the key lessons learned that will be applied to future navigation improvement projects?

A: We are trying to standardize some aspects of design for our lock and dam projects. We established an Inland Navigation Design Center to help with this objective. We recognize this

will not be easy as each facility was designed individually and applying standardized components to a non-standardized set of projects is challenging. Nevertheless, we believe any aspect of a project that we can standardize as we rehabilitate these projects will

help reduce future maintenance and replacement costs. We will also continue maturing our asset management program to incorporate risk. The objective is to consider the system – not just the project – and identify the components of the system that best reduce performance risk.

Q: How do you think the Trump Administration’s infrastructure initiative will impact the Corps’ Civil Works missions?

A: This is an area of uncertainty since we have not seen any details of the initiative. When given the opportunity, we make sure the discussion about infrastructure includes water infrastructure. Our inland waterways and ports are a force multiplier and critical part of our economy. If we are not able to maintain authorized depths and widths of our waterways, it increases the cost of most goods and services in the U.S. and also makes the U.S. less competitive in the global market.

Q: How can stakeholder organizations like Waterways Council, Inc. work even more effectively with the Corps in the days ahead?

A: We need organizations like Waterways Council to continue helping us inform others of the value that water infrastructure has to our economy. We also need you to help us advance the use of newer technology and better engineering and construction practices into our projects. As an industry, we must catch up with other parts of our economy using improved techniques to help stretch the precious funding received. We need your help to identify and share your experiences from other projects. Your feedback is invaluable to help us improve and I am very thankful for your partnership. ♦

Brandy D. Christian Takes Helm of Port of New Orleans

On January 1, 2017, the Board of Commissioners of the Port of New Orleans announced that Brandy D. Christian is now the Port’s President and Chief Executive Officer, previously serving for two years as its Chief Operating Officer (COO).

Prior to her service as COO, she held leadership positions with the Port of San Diego for 14 years, culminating in her role as Vice President, Strategy and Business Development. During her tenure with California’s fourth-largest cargo port, Christian was instrumental in securing major accounts for the cruise and cargo business lines at the Port and significantly improving operational processes and reducing costs.

“Brandy is an experienced maritime professional with a strategic mindset and clear focus on actionable goals,” said Chairman of the Board of Port Commissioners Michael Kearney. “She is the right person to lead the Port in today’s increasingly competitive environment,” he continued.

Christian is the first woman President and CEO in Port NOLA’s 120-year history and one of the few women port directors in the country. She succeeds Gary LaGrange, who was President and Chief Executive Officer for the past 15 years, and a member of WCI’s Board of Directors. ♦



Brandy D. Christian

Leaders to be Lauded

WCI will honor Congressman Bob Gibbs (R-OH) with its 16th Annual Leadership Service Award, and David Dale, Programs Director of the Corps’ Great Lakes and Ohio River Division, with the Waterways Counsel Award, on March 21, 2017 in Washington, DC. See schedule, next page. ♦



Congressman
Bob Gibbs (R-OH)



David Dale

Join Us for WCI's Washington Meetings Ahead

WCI and its members will descend upon the nation's capital next month for WCI's Washington, DC meetings at the Willard InterContinental Hotel, 1401 Pennsylvania Avenue, NW. The schedule (at press time) is outlined here. To register, click [here](#). If you have any questions about the upcoming meetings, please contact Medina Moran at (202) 765-2115. ♦



Monday March 20	<p>7:30 a.m. Registration opens (Crystal Room Foyer)</p> <p>8:00 a.m. Buffet breakfast (Peacock Lounge)</p> <p>8:30-11:30 a.m. WCI Board of Directors Meeting (WCI members only) (Crystal Room)</p> <p>12:00 p.m. Opening Lunch Address by Lieutenant General Todd T. Semonite, Commanding General and Chief of Engineers, U.S. Army Corps of Engineers (Pierce Room)</p> <p>1:15-1:30 p.m. Break</p> <p>1:30-2:00 p.m. Keynote Seminar Address by Brigadier General Mark Toy, Commander, Great Lakes and Ohio River Division (Crystal Room)</p> <p>2:00-2:45 p.m. Congressional Professional Staff Panel: Ryan Seiger, Minority Staff Director, Water Resources and Environment Subcommittee, House Transportation & Infrastructure Committee (<i>invited</i>); Jen Armstrong, Senate Appropriations Committee (<i>invited</i>)</p> <p>2:45-3:15 p.m. Address by Congressman Mike Simpson (R-ID), Chairman, House Energy and Water Development Appropriations Subcommittee (<i>invited</i>)</p> <p>3:15-3:30 p.m. Break</p> <p>3:30-4:00 p.m. Address by Congressman Rodney Davis (R-IL) (<i>invited</i>)</p> <p>4:00 - 4:30 p.m. Address by David Hamilton, The Nature Conservancy</p> <p>4:30 - 5:30 p.m. WCI Advocacy Asks: Preparation for Hill visits (WCI members only)</p> <p>5:30 p.m. Adjourn</p> <p>5:30-6:30 p.m. WCI Opening Reception (Peacock Lounge)</p>
Tuesday March 21	<p>8:00 a.m.-5:00 p.m. Capitol Hill Visits</p> <p>5:00-8:00 p.m. WCI 16th Annual Leadership Service Award reception and dinner honoring The Honorable Bob Gibbs (R-OH), Former Chairman, House Water Resources Subcommittee; 2017 Waterways Counsel Award presentation to David Dale, Program Director, Great Lakes and Ohio River Division, USACE</p> <p>Presentation/Retiring of the Colors by the Joint Armed Forces Color Guard from the Military District of Washington (Willard Room)</p>
Wednesday March 22	<p>10:00-11:30 a.m. National Waterways Foundation Meeting (Foundation Trustees, Invited Guests Only) (Douglas Room)</p>

Member Spotlight: Illinois Corn Marketing Board

Founded in 1982, the Illinois Corn Marketing Board (ICMB) serves and is accountable to the interests of all corn producers in the state of Illinois. The ICMB is a group of 15 farmers from across Illinois elected by their fellow producers. The mission of this producer board is to increase the profitability of corn production by developing and maintaining markets for corn and corn products.

ICMB collects and administers the 5/8ths of a cent checkoff on each bushel of corn sold. The much-needed funding makes research possible and paves the way for the development of new uses for corn. On the research front alone, ICMB has invested \$4 million in more than 50 scientific projects. Although the return on research is a slow process, ICMB can already claim a number of successes such as hastening commercialization of corn-based degradable products like loose fill packing material; funding ethanol research that has been a catalyst for a 620 million bushel corn market; and laying the groundwork for futuristic technologies such as polylactic acid (PLA) which can be used to make a host of biodegradable plastic products, from horticultural films to fabric.

Illinois corn producers, through ICMB checkoff dollars, also fund the U.S. Grains Council, U.S. Meat Export Federation, and the Poultry and Egg Export Council, leaders in overseas



market development. The ICMB also supports the National Corn Growers Association, which addresses domestic market development and research on a national scale, and Illinois Farm Families, which works to tell the true story about farm life and how they produce a safe and abundant food supply.

Locks and Dams are a priority issue for the ICMB and its sister organization Illinois Corn Growers Association (ICGA). Improving the Illinois, Mississippi, and Ohio River system has been an ICGA priority for almost 20 years. Waterways infrastructure gives Illinois farmers and other

Illinois industry a competitive advantage for transportation of grain and other agricultural products. However, in the last 50 years, these locks and dams have become dilapidated and outdated. The crumbling lock and dam system costs Illinois corn farmers every day in lost efficiency getting their product to global marketplaces.

Improving our lock and dam system is critical not only for Illinois farmers but also for all Illinois citizens and our country and world as a whole.

Inland waterways transport is more environmentally-friendly than rail or truck. For example, the emission comparison between inland towing, rail and truck transportation shows that fewer air pollutants are generated by moving products on American's inland navigation system.

Transporting freight by water uses less energy. The most energy-efficient way to move commodities such as coal, grain, iron, steel, aggregates, petroleum and chemical products is to use the nation's navigable rivers. Barges can move one ton of cargo 647 miles per gallon of fuel. A rail car would move the same ton of cargo 477 miles, and a truck only 145 miles. ♦



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Illinois Corn production in 2016 was 2.26 billion bushels.

Corps Releases IHNC Lock Replacement Draft Report

By Matt Roe, Public Affairs Specialist, New Orleans District, U.S. Army Corps of Engineers

On January 6, 2017, the U.S. Army Corps of Engineers released the “Mississippi River, Baton Rouge to the Gulf of Mexico Mississippi River-Gulf Outlet, Louisiana, New Industrial Canal Lock and Connecting Channels Project Draft Integrated General Reevaluation Report (GRR) and Draft Supplemental Environmental Impact Statement (SEIS)” for public review.

In addition to documenting significant changes in the area since the initial feasibility study and environmental impact statement was completed in 1997, this report proposes replacement of the 95 year-old Inner Harbor Navigation Canal (IHNC) lock with a new lock.

The draft tentatively selected plan proposes replacement of the existing lock with a new shallow-draft lock having usable dimensions of 900 feet long by 110 feet wide by 22 feet deep to be constructed between the banks of the IHNC, north of the existing lock.

“The existing IHNC navigation lock is not efficient,” said Victor Landry, Gulf Intracoastal Waterway operations manager for the Corps’

New Orleans District. “The average time required for a tow to lock through is more than 15 hours.”

Located at the confluence of the Mississippi River and Gulf Intracoastal Waterway, the nation’s busiest and third-busiest inland waterways, these delays are caused by the high volume of traffic relative to the lock’s capacity compounded by the lock being the only GIWW access point on the east bank of the Mississippi River.

“Unlike the west bank of the Mississippi where we have multiple locks in use, if the IHNC lock goes down it has far reaching affects,” said Landry. “Because the alternate route is a 17-day detour through the Tennessee-Tombigbee, unexpected closures of the lock prevents traffic from traversing the full length of waterway.”

The release of the draft report comes on the heels of the Corps completing a major maintenance and dewatering effort at the existing IHNC Lock. From August to mid-December the IHNC Lock was closed to navigation for a \$20 million maintenance and

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Corps personnel stand in an empty lock chamber during the maintenance and dewatering project of the Inner Harbor Navigation Canal completed by the U.S. Army Corps of Engineers during 2016.

Corps Releases IHNC Lock Replacement Draft Report

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dewatering project that included new gates and replacement of outdated equipment with new more reliable hydraulic machinery.

“The old motors and gears were just too difficult to maintain,” said Landry. “When something broke we could not order replacement parts so we would have to fabricate parts or cannibalize old motors and you can only do that for so long. The most significant benefit of the modern hydraulic equipment is that it can be easily repaired and parts are readily available.”

During the 120-day dewatering effort, the Corps mitigated the impacts to navigation by creating an 85-mile long alternate route by dredging the Baptiste Collette Bayou to allow shallow draft to pass through the Breton Sound to the Gulfport Ship Channel. The cost for dredging the bayou to usable dimensions was approximately \$4 million.

“Though the Baptiste Collette detour was certainly a more feasible option, it should not be considered a permanent alternate route,” cautioned Landry. “In addition to shallow-draft vessels having to traverse open water, maintaining the necessary dimensions requires regular dredging and unexpected shoaling can

develop rapidly, especially during a tropical weather event.”

For the Mississippi River, Baton Rouge to the Gulf of Mexico Mississippi River-Gulf Outlet, Louisiana, New Industrial Canal Lock and Connecting Channels Project Draft Integrated General Reevaluation Report (GRR) and Draft Supplemental Environmental Impact Statement (SEIS) or for more information about the IHNC Lock replacement visit <http://www.mvn.usace.army.mil/About/Projects/IHNC-Lock-Replacement>.

The draft integrated general reevaluation report and supplemental environmental impact statement, are posted for public review and comment.

The IHNC Lock is one of 11 navigation locks in the New Orleans District. Navigation is only one of the many missions of the New Orleans District. Others include ecosystem restoration, flood risk management and hurricane and storm risk management. Nationally, the U.S. Army Corps of Engineers operates and maintains 25,000 miles of navigable channels and 196 commercial lock and dam sites and is responsible for ports and waterways in 41 states. ♦



The Inner Harbor Navigation Canal Lock is located at the confluence of the Mississippi River and Gulf Intracoastal Waterway, the nation’s busiest and third busiest inland waterways.

Preventing the Transfer of Aquatic Invasive Species through the Chicago Area Waterways



David A. Hamilton

By David A. Hamilton, Senior Policy Director, The Nature Conservancy (TNC)

Over 100 years ago, the natural divide between the Mississippi River and Great Lakes basins was erased when the flow of the Chicago River was reversed. The American Society of Civil Engineers called the canal one of the “Seven Wonders of American Engineering.” While the canal opened up the Chicago area to the economic benefits of barge traffic, it had the unintended consequence of creating a highway for aquatic invasive species (AIS). To date, over 180 non-native species have successfully invaded the Great Lakes basin, and ten more AIS are poised to enter from the Mississippi River basin. Likewise, 29 AIS already in the Great Lakes are a threat if they enter the Mississippi River via the Chicago Area Waterways System (CAWS). The threat is real – zebra and quagga mussels, as well as round goby, are examples of AIS from Lake Michigan wreaking havoc as they invade new systems in the Mississippi River basin. And the Corps of Engineers is currently fighting the advance of bighead and silver carp up the Illinois River. An engineering solution is needed to close the gates on AIS while keeping navigation open.

Searching for a suitable long-term solution to stop this threat, the CAWS Advisory Committee, 30 public and private stakeholders with both local and regional interests, identified several goals:

- Prevent inter-basin transfer of AIS between the Great Lakes and the Mississippi River basins
- Maintain or enhance maritime transportation
- Reduce flood risk and impact of Combined Sewer Overflows in Illinois and Indiana
- Protect or improve water quality in the region

Only one concept on the table has the potential to meet all of these important goals: strategically located AIS Lock Treatment Systems, managed to prevent passage of AIS. Boats and

barges would pass through measures to deter fish, into an engineered channel with a treatment chamber. Once the chamber gates are closed, the held water is chemically treated to kill all organisms to prevent AIS passage. After treatment, the chamber water is detoxified and the vessels released to the lock to complete their journey into CAWS. Alternatively, treatment may occur in the lock itself.

The first place to implement this concept is Brandon Road Lock. Any potential invader that floats, swims or is attached to vessels must pass through this lock from the Mississippi River basin to the Great Lakes. The Corps is already designing an engineered channel for that location, where this concept could be incorporated. To stop species from Lake Michigan and avoid potential flooding problems, the most effective locations for two similar systems are in the vicinity of Stickney and Alsip, near the natural divides.

There are proven treatment technologies that need to be creatively applied to build AIS Lock Treatment Systems in CAWS. To help move a solution forward, The Nature Conservancy (TNC) commissioned a study by the U.S. Geological Survey (USGS) to determine what treatment options would be feasible to stop all species from moving through a lock. Four potential treatment options (hot water, ozone, Menadione, and chlorine) were identified that offer the best potential to effectively kill 100% of the full range of aquatic taxonomic groups (invertebrates, fish, and plants), across all life stages, entering the treatment chamber in the water column or attached to hulls.

Chlorine was chosen to begin the design process because it is widely used by communities across the country to treat water, it is a highly effective biocide, and engineers have extensive design experience with it. TNC contracted with a large engineering firm, CH2M, to complete a conceptual design of an AIS Lock Treatment System. The report describes the basic functioning of the system; how chlorine is handled, introduced,

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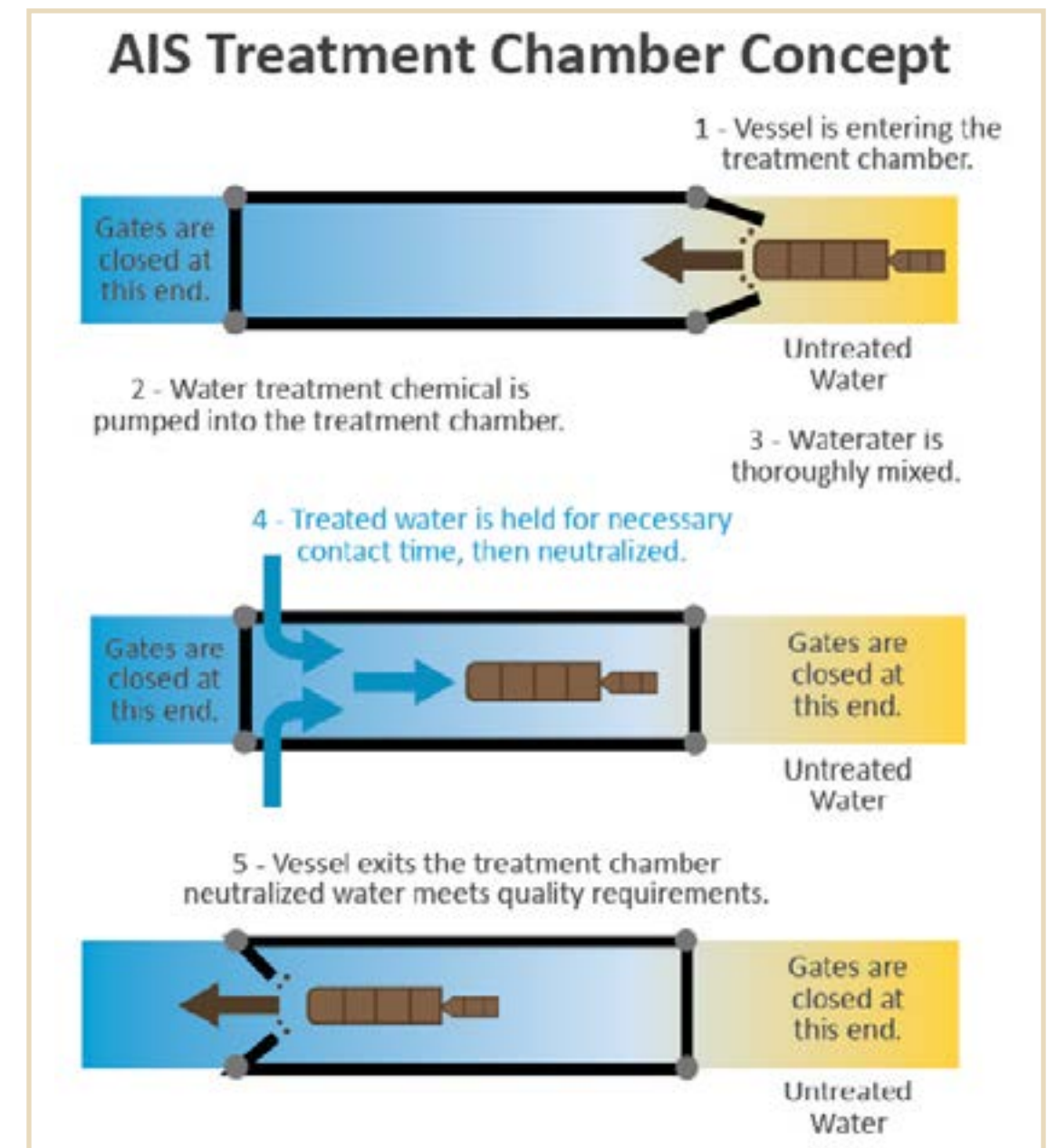
Preventing the Transfer of Aquatic Invasive Species Through the Chicago Area Waterways

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mixed and detoxified; safety and environmental permit considerations; and how the system is operated and controlled. Construction cost estimates are also provided. The engineering study illustrates how an AIS Lock Treatment System can be implemented within the CAWS that is both environmentally and economically sustainable, and designed to not unduly impede navigation.

The Corps is scheduled to release a Tentatively Selected Plan on February 28. Unfortunately, they did not include a treatment option in their detailed study. We believe the USGS and CH2M studies demonstrate there is a more effective option available that the Corps should incorporate into their design at Brandon Road. ♦



Tim Parker Announces Candidacy for Assistant Secretary of the Army for Civil Works



Tim Parker

WCI Chairman Tim Parker is a candidate for Assistant Secretary of the Army for Civil Works. His business experience, as well as his commitment to public service, well qualifies him to serve in this position. From a recent letter in support of his candidacy...

“As Chief Executive Officer of a successful transportation company operating on the inland waterways of the United States, Mr. Parker has developed a keen appreciation for, and expertise in, the Corps of Engineers’ work. After three decades leading Parker Towing Company, he has turned management of the company to the next generation of his family to allow him to return to public service.

Prior to assuming the reins of his family-owned business, Tim Parker served his country as a commissioned officer in the United States Army both in Europe and Vietnam. He served his State in elective office as a Republican member of the Alabama State Legislature. He was appointed to the Chairmanship of the Alabama State

DOD Awaits Nominee

The U.S. Army Corps of Engineers is part of the U.S. Department of Defense, led by Secretary James Mattis. But on February 3, Secretary of the Army nominee Vincent Viola withdrew his nomination after citing business complications. No replacement has been named. The Assistant Secretary of the Army for Civil Works establishes policy direction and provides supervision of the Department of the Army functions relating to all aspects of the Civil Works program of the U.S. Army Corps of Engineers. ♦



Port Authority, and the Tennessee-Tombigbee Waterway Development Council. As a member of the federally- chartered Inland Waterways Users Board, Mr. Parker helped to develop a reform plan to improve the process of the Corps of Engineers to deliver construction projects on-time and on-budget. That plan was enacted into law in landmark water resources development legislation in 2014.

Working through Waterways Council, Inc. – an advocate for a modern, efficient and reliable inland waterways transportation system – Mr. Parker helped to achieve further national reforms for increasing investment in navigation projects that are constructed through an existing public-private partnership wherein towboat operators contribute revenue through a diesel fuel tax to an Inland Waterways Trust Fund that pays up to 50% of the cost of capital improvement waterways projects. His leadership helped convince Congress to raise the fuel tax that goes into that Trust Fund by 45% to significantly increase investment for those projects.

Mr. Parker is a graduate of the University of Alabama, with a degree in Transportation, and the Harvard Business School Owner-President Management Program. For his leadership efforts in support of the inland industry and its mariners, Tim Parker received the prestigious 2016 River Bell Award by the Seamen’s Church Institute.

With [the] announced intention to create an investment program for American infrastructure, Mr. Parker fully appreciates the vital importance of strengthening the foundations of our American economy. He believes the Corps of Engineers has a critical role in revitalizing our national infrastructure, especially in transportation, flood damage prevention, water supply and clean hydroelectric energy generation. The Corps is also tasked with safeguarding the environment through its regulatory permitting mission, which requires a balanced approach to economic growth, quality of life, and environmental stewardship.” ♦

Frank Morton Honored in New Orleans

On October 7, 2016 Frank Morton, Sr., Director of Turn Services, received the 58th Maritime Person of the Year award from the Propeller Club of the United States Port of New Orleans during its 83rd annual gala. Mr. Morton’s speech, “Maritime Business: A Driving Force for Growth and Progress,” was a highlight of the evening. It is excerpted here:

“Our work is dangerous, we owe our people safety. The currency of our life is every hour and day that we live. We cannot short-change our teammates.

Infrastructure is an interesting word. *Infra* (latin for below, under); *Structa* (latin for building). However there is no latin word *infrastructa*.



Sean Duffy, Propeller Club President (left), presents the Maritime Person of the Year Award to Frank Morton. Photo credit: The Waterways Journal

When the Romans built their great infrastructure – the famous roads, aqueducts, sewerage systems, tunnels, ports, reclamation of swamps, etc., they never referred to any of this stuff as *infrastructa* instead they called it *moles necessarrie* meaning great undertakings that

are necessary. Some of this stuff was paid for by civic group’s equivilant to a chamber of commerce or a trade organization; some was paid for by a specific family or individual. However, when it was paid for, the state the Senate of Rome would say the expenditure was for ‘a great undertaking that was necessary in order that people may live as human beings.’

Through these great undertakings famine was reduced because food could easily be moved from an area of plenty to an area of want because of the roads and ports. Cholera was basically eliminated through access to good drinking water and Typhoid was basically eliminated because of removal and treatment of sewerage. If one neglects these systems they will soon be reminded of their mistake with

all the subtly and delicacy of, well, Famine, Cholera and Typhoid. Not that this will happen here but it could. Today we are a better industry.

I have a few quotes I have picked that I think will be of value to you especially if you have to deal with the people in Washington, DC:

1. “Show up.” He also said if it’s a fundraiser, show up with check but the most important thing is to show up. – *Elijah Cummings*
2. “In a crisis or opportunity: GO BIG & GO EARLY! You cannot cross a Chasm in two small steps.” – *David Lloyd George*
3. “*Quis Custodiet ipsos Custodes*” – *Juvenal*. Who will regulate the regulators? Only you can. Engage them – express your issues and your concerns.
4. “Litigation is the most expensive form of conflict resolution, short of war.” – *Stephen Merret*
5. “It’s not the mountain that wears you down, it’s the pebble in your shoe.” Be the pebble in the shoe of government. – *My Mother*
6. “Don’t tell me what you gonna do, tell me what you done.” – *Rankin Evans*, barge washer
7. “You can’t lead unless you lead by example.” (Ok – it’s a paraphrase.) – *Saint Augustine*
8. “You learn more from your failures than you do from your successes.” – *Gov. Buddy Roemer*
9. “One day, in retrospect, the years of struggle will strike you as the most beautiful.” – *Sigmund Freud*
10. Last, my favorite: “There is a tide in the affairs of men, which, taken at the flood, leads on to fortune: Omitted, all the voyage of their life, Is bound in shallows and miseries. On such a full sea are we now afloat, And we must take the current when it serves, Or lose our ventures.” – *William Shakespeare’s Play Julius Caesar Act IV, Scene 2.*” ♦

Harry Cook Remembered, Celebrated

On February 26 at the Hotel George near Capitol Hill in Washington, DC, a remembrance memorial was held for Harry Cook, who passed away January 28. Attended by family, friends and colleagues, the gathering allowed those who knew Harry to celebrate a life whose colorful fabric included extensive travel, serving and strengthening the waterways industry in in-

numerable ways, devotion to his alma mater University of Alabama, a distinguished career in journalism and politics, and creation for WCI of this very newsletter *Capitol Currents*. Those who Harry leaves behind will miss him every day, but his sharp wit, spirit and kindnesses will never be forgotten. We are all far better for having been a part of his wonderful life. ♦



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Photo 1: Among Harry's and Dolores' world travels was a trip to the Great Wall of China. Photo 2: Harry enjoyed spending time with his grandchildren, shown here with oldest grandson, William. Photo 3: Chris and Emily Cook, Harry's son and daughter-in-law, organized the memorial. Photo 4: Harry Cook's travels and relationships were captured in many photos at the memorial for him.

Harry Cook Remembered, Celebrated



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Photo 5: Former head of the Corps' Civil Works' Programs Integration Division Gary Loew (left) and his wife, Sandra, chat with John Doyle, Jones Walker, at the memorial. Photo 6: John and Ann Pisani, good friends of Harry and Dolores, recounted endless great memories of their travels throughout Europe. Among the fun remembrances, both couples climbed to the top of the Leaning Tower of Pisa in the late 1980s, just weeks before the tower's first closure in its 800-year existence amid concerns that it was about to collapse.

Meeting the Chief



Left to right: WCI President/CEO Mike Toohey stands with Scott Ramshaw, Business Development & Government Relations, United Association of Plumbers and Pipefitters; LTG Todd Semonite, 54th Chief of Engineers and Commanding General of the U.S. Army Corps of Engineers; and Sean McGarvey, President of the AFL-CIO Building and Construction Trades Department, after a meeting on February 22 at Corps' headquarters in Washington, D.C.



James "Ron" Hunter

In Memorium

James "Ron" Hunter, owner and chairman of WCI member Hunter Marine Transport, Inc., died on January 6. He was 72. His river career began in 1976 when he purchased a towboat which he named *Sarah G. Hunter*, after his mother. With it and a few old barges, he founded Hunter Marine Transport and began hauling general cargo and providing towing services for other towing companies and docks between Nashville and Cairo, Ill. The following year, he added the *L.R. Chapman*, and a year after that the *J.W. Hunter*, named after his father. Others followed, and in 2008, the company put into service its first new vessel, the 3,600 hp. *James H. Hunter*, named for his son. The Hunter Marine towboat fleet now numbers 14, which includes his namesake vessel, the 8,000 hp. *mv. Ron Hunter*.



Sheldon Morgan

Throughout the years, Hunter diversified his interest and grew the business to include owning and operating a large riverside bulk terminal in metro Nashville. Hunter also specialized in the distribution and sale of dredged river sand through this and other terminals.

In 2007, he relocated the daily operation of his fleet of boats and barges to the newly-built operations center in Paducah, Ky. The corporate office remained in Nashville as it still does today. In 2009, he bought out his sand supplier and formed Hunter Sand and Gravel, which brought the dredging operation under his control. In late 2016, he sold the sand and gravel and terminal businesses to friendly competitor, Pine Bluff Materials.

Waterways champion **Sheldon Morgan**, age 87, passed away February 10. A long-time advocate of the Alabama waterways, Mr. Morgan joined the Alabama State Docks in public relations and advertising after graduating from Auburn University. He later became Manager of Port and Economic Development activities for the Mobile Area Chamber of Commerce from 1961-1972. He joined the Merchants National Bank (Regions) in 1972, and after retiring in 1995 as Senior Vice President, served as President of the Warrior Tombigbee Waterway Association until he retired in 2008.



He was a past president of the Kiwanis Club of Mobile and on boards of the Mobile Area Council, Boy Scouts of America, Mobile Area Chamber of Commerce, the United Way and many other local civic organizations. He served on three Advisory Councils of Auburn University and National Alumni Board of Directors. Sheldon was a professional economic developer, having founded the Economic Development Council of Alabama in 1968. He was Chairman of the National Waterways Conference from 1978 to 1989. He received the National Achievement Award from the National Rivers Hall of Fame, the Silver Beaver Award from the Boy Scouts, and The Meritorious Public Service Award from the United States Coast Guard in 2008. ♦

Capitol Currents is published by



Deb Calhoun
Editor

Michael J. Toohy
Publisher

499 S. Capitol Street, SW
Suite 401
Washington, DC 20003
202.765.2166

www.waterwayscouncil.org

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Industry Calendar

March 2-4: Commodity Classic (San Antonio).

March 6-8: National Waterways Conference 2017 Legislative Summit (Washington, DC).

March 7-8: 2017 Inland Waterways Conference (Cincinnati).

March 19-21: 2017 National Grain and Feed Association Annual Convention (New Orleans).

March 20-22: WCI Washington Meetings and Waterways Seminar (Washington, DC)

April 4-6: American Association of Port Authorities Spring Convention (Washington, DC).

April 25-27: AWO Spring Convention & Annual Membership Meeting (Washington, DC).

April 25-27: Inland Rivers Ports & Terminals Annual Conference (Kansas City, MO) ♦

