

# NEWS FROM THE DOCKS



ASSOCIATION OF LOUISIANA

*Louisiana Ports Deliver*

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## Message from the PAL Office

### *What a difference a year makes!!!*

We would be remiss if we did not mention the anniversaries of Hurricanes Katrina and Rita, which brought such devastation to our state. After a year much destruction is still evident and many people have not yet been able to return to their homes. The personal trauma is beyond anything that we had even imagined and it will take many years to see a lot of progress in that direction.

However, the good news is that our ports are in great shape and many are operating at record levels. It is remarkable how quickly they got back to normal – or will anything ever be normal again – let's just say a “new and improved” normal. Facilities are open, cargo is moving and oil and gas are being transported! For our state to overcome these storms, it was so important for the maritime industry to recover quickly. Congratulations to all of you who have worked so hard to get back up and running.

PAL would like to express appreciation to all of those who helped us make the Legislative Tour of North Louisiana such a success. We had a great trip and everyone who joined us was amazed at all of the activity we saw along the way. Several of the legislators on the tour commented about being gratified to see how the money they appropriate is being invested and how it is bringing jobs and rejuvenation to the areas where it has been allocated.

We were pleased to have had the opportunity to show what the Port Construction and Development Priority Program has accomplished and we are especially thankful to Rep. Roy Quezairre for his foresight in

requesting this tour as well as last year's tour of South Louisiana.

PAL is looking forward to the AAPA meeting in New Orleans in September. For additional information go to:

<http://www.portno.com/aapa1/GenInfo.htm>.

Remember, all Louisiana ports that are non-AAPA members as well as PAL members who are AAPA conference sponsors may register at half price. Half price registration is not available on the web and you must contact this office for the forms. We'll see you in New Orleans!

PAL continues to develop plans for our conference to be held April 24-26, 2007. The ports of South Louisiana and Manchac will host the conference. Our host hotel will be the Airport Hilton in Kenner, LA. We will keep you updated as plans progress.

## AAPA Conference

The 2006 American Association of Port Authorities (AAPA) Annual Convention, slated for Sept. 10-14 in the Crescent City, is expected to attract hundreds of key port executives and their board of director members from throughout the United States, Canada, the Caribbean and Latin America.

The four-day event will feature a multi-faceted agenda of keynote speeches, panel discussions, interactive dialogues and a robust exhibition of service and product providers to the port industry. For example, the Sept. 12 morning session will be devoted to better understanding how public-private partnerships can help ports meet their development goals. Another session will focus on effective leadership strategies. Still another will focus on developing strategic

communications plans, including the use of audience and media research, and “new” media. During the program, participants will also see the results of the working group that has just finished developing a guide for planning and responding to emergencies ranging from hurricanes, floods and earthquakes, to terrorist incidents.

Kurt Nagle, AAPA’s president and CEO, said that this year’s theme, “Rollin’ on the River,” is a special time to remember the importance of the conference’s host – the Port of New Orleans – to the world’s shipping community.

“The Port of New Orleans has rebounded remarkably after the events of 2005,” Nagle said. “Having our 95<sup>th</sup> annual convention in New Orleans this year is a small contribution to the recovery process of the Port and the entire region. The staff there have outdone themselves to make this convention an exciting and memorable experience for all attendees and we’re very much looking forward to it.”

The program’s keynote presentation will come from the Chairman of the Board of the U.S. Chamber of Commerce, Gerald L. Shaheen, who will discuss how freight mobility and congestion issues are affecting port users and how all parties in the freight community can help resolve these challenges. Other speakers include AAPA’s 2006 Chairman of the Board Bernard S. Groseclose, Jr.; AAPA Chairman of the Board-Elect Capt. Allen Domaas, PPM<sup>®</sup>; Rick Murrell, president and CEO of Tropical Shipping Company USA; Robbie Vitano, founding partner and creative director of New Orleans-based Trumpet Advertising; leadership specialist Kevin Nourse, principal of Leap Advocates, Washington, D.C.; and Phyllis Saathoff, managing director of Port Freeport, Texas-Brazos.

The entire schedule of events can be found on the Port of New Orleans’ AAPA Web site: [www.portno.com/aapa](http://www.portno.com/aapa).

### Corporate Member News

***Port of New Orleans***  
*Carnival Cruise Lines to Deploy Second Ship to New Orleans*

Carnival Cruise Lines, the world’s largest and most popular cruise line, will build upon its distinction as New Orleans’ number one cruise operator when it deploys a second year-round ship to New Orleans, the 2,758-passenger Carnival Triumph, in August 2007.



Carnival will be the only cruise line to operate year-round from New Orleans and, with the deployment of the line’s 2,056-passenger Fantasy to New Orleans in October, will now offer four-, five- and seven-day cruises to the most attractive destinations in the western Caribbean.

Carnival Triumph will begin year-round seven-day Caribbean cruises from the Port of New Orleans Sept. 2, 2007. The Fantasy will launch year-round four- and five-day western Caribbean cruises from New Orleans beginning Oct. 26, 2006. Prior to the start-up of week-long service, Carnival Triumph will operate a special one-time five-day cruise from New Orleans Aug. 28, 2007.

With the Fantasy and Carnival Triumph, Carnival expects to carry 320,000 passengers annually from New Orleans.

Carnival Triumph’s deployment reaffirms the excellent relationship that Carnival and the Port of New Orleans have enjoyed dating back to 1994 when Carnival became the first major cruise line to realize the port’s vast potential as a year-round cruise homeport.

Since that time, New Orleans has become one of Carnival’s fastest growing departure points, experiencing a 10-fold increase in passenger counts in just over a decade.

Although New Orleans' cruise operations temporarily ceased following Hurricane Katrina, from early on Carnival expressed the intent to return to pre-Katrina capacity levels and operate two cruise ships from that port.

"The Port of New Orleans has been a valued business partner for Carnival for more than a decade and we're extremely pleased to deploy the Carnival Triumph and Fantasy to that port. Not only does basing these ships in New Orleans offer consumers two exciting 'Fun Ship' vacation choices, it is also indicative of the continued economic recovery of this vitally important cruising region," said Bob Dickinson, Carnival president and CEO.

Port President and CEO Gary LaGrange pointed out that with the announcement from Carnival, New Orleans will again have four home-ported cruise ships.

"After Hurricane Katrina, Carnival reaffirmed its commitment to the New Orleans tourism industry, and said it would bring back two ships to homeport here year-round as soon as possible. Carnival has lived up to its promise and shown that cruising will continue to have a vibrant future in New Orleans. Before Hurricane Katrina, the cruise industry generated about 2,800 jobs, and we anticipate that figure will continue to grow with the return of four home-ported cruise ships to the Port of New Orleans," LaGrange said.

Carnival Triumph's new year-round seven-day program from New Orleans will begin September 2, 2007, and offer two different western Caribbean itineraries visiting Cozumel, Grand Cayman and Ocho Rios; and Belize, Cozumel and Progreso (available on an alternating basis from November to April).

Prior to the start-up of this program, Carnival Triumph will offer a special one-time five-day cruise from New Orleans to Costa Maya and Cozumel departing August 28, 2007.

Guests can extend their stay in New Orleans with a variety of pre- and post-cruise land packages providing an opportunity to explore the city's many excellent restaurants, shops and historical landmarks.

More than three football fields in length, the 102,000-ton Carnival Triumph encompasses 13

passenger decks housing a 15,000-square-foot spa, cellular phone service, an Internet café, including wireless access in virtually all public rooms and areas, a jogging track, full casino gambling, and 18 themed lounges and bars with dramatic interiors inspired by the world's great cities.

Dining options include twin two-level restaurants offering extensive menus and wine lists and a casual poolside eatery featuring 24-hour pizza and ice cream/frozen yogurt. All Carnival Triumph dining venues feature "Georges Blanc Signature Selections" created by the world-renowned French master chef who has maintained the coveted three stars from Michelin for the past 25 years.

Also available are "Camp Carnival" and "Club O2," offering supervised activities and expansive facilities for children and teens, respectively.

Carnival Triumph will also feature a variety of spacious accommodations, including spectacular penthouse suites and a wide selection of cabins offering dramatic ocean views from private balconies – ideal for scenic cruising. All accommodations feature the new "Carnival Comfort Bed" sleep system featuring plush mattresses, luxurious duvets, and high quality pillows and linens.

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*Coffee Exec. Thomas Westfeldt Appointed To Board*

Thomas D. Westfeldt, a long-time coffee industry executive and civic leader, has been sworn in as a member of the Board of Commissioners of the Port of New Orleans. Mr. Westfeldt, who was nominated for the position by Greater New Orleans Inc., replaces outgoing commissioner Mr. Angus Cooper on the seven-person Board, which sets policies and regulates traffic and commerce at the Port.

A graduate of Louisiana State University with a degree in business administration, Mr. Westfeldt is president of Westfeldt Brothers Inc., a green coffee importing firm; Westfeldt Brothers Forwarders Inc., an export freight-forwarding firm; Worldwide Service Inc., a full-service air freight-forwarding firm; and chairman of the board and secretary of New Orleans Cold Storage, a locally-based cold storage warehousing firm with facilities in New Orleans, Charleston, S.C., and Houston, Texas.

“It is a privilege to welcome Mr. Westfeldt as a commissioner,” said Gary LaGrange, President and CEO of the Port of New Orleans. “He brings a wealth of knowledge of international commerce and maritime matters to this governing body and his experience will be a great asset to the management and oversight of the entire Port community.”



Former Dock Board Chairman David Schulingkamp swearing in Thomas Westfeldt as the newest commissioner of the board.

Gov. Kathleen Blanco appointed Mr. Westfeldt to the regional Board for a five-year term. Commissioners are unsalaried and serve staggered terms. The Board governs public port operations in Orleans, Jefferson and St. Bernard parishes.

Mr. Westfeldt is extremely active in the business and non-profit community. He currently serves on the boards of the Louisiana Civil Service League, Metropolitan Crime Commission, Society for the Relief of Destitute Orphan Boys, Green Coffee Association of New Orleans, World Trade Center, New Orleans Board of Trade, and Whitney National Bank. He serves as treasurer of the National Coffee Association and the Audubon Nature Institute. He is also a board member of the National Donor Awareness Foundation.

Mr. Westfeldt is a member of the New York Board of Trade Coffee Committee; co-founder of the Chartwell Consortium, a school for autistic children; and represents Louisiana, Mississippi and Alabama as an honorary consul to Sweden.

In prior years, Mr. Westfeldt served as president of the Southern Coffee Association, Green Coffee Association of New Orleans, and New Orleans Board of Trade. He is married to Linda

Hawthorne and has three children, Shelby, 24, Mary Scott, 21, and Thomas Dugan III, 13.

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### ***Port Fourchon***

#### *Key Senate and House Committee Personnel Visit Port Fourchon*

Staffers of the Senate Environmental and Public Works Committee, Senate Commerce Committee, House Transportation and Infrastructure Committee and US Army Corp of Engineers met in Port Fourchon.

The meeting and tour of Port Fourchon was part of a 3-day field trip to demonstrate the need to implement improved hurricane protection and show how the integration of coastal restoration with hurricane protection makes sense to insure efficiencies.

Port Director Ted Falgout gave a presentation to the group on the important role Port Fourchon plays to the nation's oil supply. "This was an excellent opportunity to educate key staff people from D.C. about why they and the committees they run, should be concerned about saving coastal Louisiana," said Falgout.

Carl Anderson, Project Manager for the Morganza to the Gulf Hurricane Protection Project, also addressed the group. "The Morganza to the Gulf project is very important to both Terrebonne and Lafourche Parishes and will safeguard approximately 200,000 residents while improving or protecting 1,700 square miles of existing wetlands," said Anderson. "This project is also vital to the region and the country for the infrastructure and businesses that it protects."

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### ***Port of Lake Charles***

#### *Master Plan for Industrial Canal Properties*

The Lake Charles Harbor and Terminal District announced today its first meeting with the internationally recognized engineering firm of CH2M-Hill regarding master planning for the development of the Port of Lake Charles Industrial Canal property. CH2M-Hill was awarded the master planning contract at the June 2006, regular public meeting of the Lake Charles Harbor and Terminal District's Board

following review of consultants and proposals. CH2M-Hill will be assisted in their investigations by several local sub-contractors: The Summit Group of Sulphur, LA, Webb Surveying of Lake Charles, LA, and Arabie Environmental Solutions of Lake Charles, LA.



The Industrial Canal property was purchased by the District in the 1970's and is located between mile markers No. 22 and No. 23 on the Calcasieu River Ship Channel. The entire property encompasses approximately 640 acres of which 510 acres are currently either under lease or under option. The Port is investigating the remaining 100 acres of property for future development.

“This is a prime piece of industrial property located on deep water”, said R. Adam McBride, Port Director for the Port of Lake Charles. “The Port of Lake Charles is very fortunate to have property with these features; very little undeveloped property like the Industrial Canal property exists in Calcasieu Parish”, McBride went on to say.

The initial phase of the Master Plan will include Geotechnical investigation, soils testing, identification of environmental and wetland impacts, and necessary mitigation efforts. The plan also calls for storm drainage, road layout, and preliminary dock, berth, and bulkhead layout for ship and barge traffic. The consultants will also provide preliminary cost estimates and phasing for the overall development project. “We see the Port of Lake Charles as an economic engine for all of Southwest Louisiana, and by developing this property for the most efficient use, we will provide new jobs and increased commerce within the region”, added McBride.

The Master Plan will be completed by the first quarter of 2007 at a cost of \$248,000 and will be presented to the District's Board of Commissioners at that time.

The Lake Charles Harbor and Terminal District was created by the Louisiana Legislature in 1924. The District encompasses 203 square miles in Calcasieu Parish. The Port of Lake Charles has 13 deep-water ship berths, a 40 ft. channel, and over 1.6 million sq. ft. of covered storage. A Commission of seven appointed members governs the District.

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*Gearbulk's New European Service*

Mr. R. Adam McBride, Port Director for the Port of Lake Charles, and Gearbulk Inc. are pleased to announce the arrival of Gearbulk's European service at the Port of Lake Charles. The European service will carry dimensional European soft-wood lumber from Brake, Germany which will account for 50,000 tons of additional forest products at the Port of Lake Charles each year.

Gearbulk Inc. is the world's largest integrated forest products carrier. In August of 2004, Gearbulk established an import forest products terminal at the Port of Lake Charles where forest products from Brazil and Argentina such as lumber, plywood, and fencing materials are imported for customers throughout the United States. Since 2004, Gearbulk Inc. has shipped over 500,000 tons of forest products through the Port of Lake Charles. Other commodities carried by Gearbulk Inc. include aluminum and soda ash.

“By establishing a forest products terminal at Lake Charles, Gearbulk showed its confidence in the Port of Lake Charles and its staff. Bringing our European service to the Port shows Gearbulk's commitment to the Port of Lake Charles,” said Mr. Tony Damron, Terminal Manager for Lake Charles Cargo Terminals.

“The Port, stevedores, and labor officials are delighted to acquire Gearbulk's European service. We desire to maintain our commitment of exceptional service to Gearbulk and their customers. This new service reaffirms the Port's focus on diversifying and growing its cargo base,” said R. Adam McBride, Port Director for the Port of Lake Charles.

Due to anticipated tonnage growth with both the South American and European services, the Port of Lake Charles is constructing two 100,000 sq. ft. warehouses with paved concrete floors. The warehouses will have 34ft high ceilings with 30ft doors and have a clear span of 200ft, which will allow easy access and efficient mobility throughout for cargo handling.

Gearbulk Inc. is an international shipping company providing high quality transportation and logistics services for various industrial sectors. The company is a leading carrier of unitized forest products and non-ferrous metals. Gearbulk Inc. operates the world's largest fleet of open hatch gantry craned (OHGC) vessels, controlling approximately 35% of the world's OHGC vessel capacity. Gearbulk's vessels are box hold vessels specifically designed and equipped to handle unitized cargoes. Gearbulk Inc. conducts operations on a worldwide basis through a network of offices located in 16 countries and using over 500 agents. Gearbulk Inc. employs approximately 270 staff in representative and branch offices. The North American headquarters is located in Tampa, Florida.

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***Mississippi River Deep Water Ports***  
*Port-wide Strategic Security Council*  
*Established*

The five deep-water ports on the lower Mississippi River have formed a Port-wide Strategic Security Council (PSSC) to establish a security layer around the entire 300-mile long port complex. Spearheaded by the PAL Security Committee, the PSSC is the first formal partnership of the five ports to focus on port security. Formed in the spring, Mitch Smith, Operations Manager of Port of South Louisiana, and Ned Peak of Louisiana's Millennium Port Authority led the effort to establish a cohesive security barrier around the ports.

Interoperable communications, standard design Maritime Operations Centers, and visibility of traffic and potential threats across port boundaries are some of the initial goals of the consortium. Building on efforts by the state Office of Homeland Security and Emergency Preparedness for better communications and command and control protocols, the coordination represented by the PSSC shows a

clear step forward in protecting these vital national ports.

Port of South Louisiana CEO, Joel Chaisson, supported the effort at the highest level and led a delegation of port representatives to explain the consortium and its goals to Congressional representatives and the Department of Homeland Security (DHS). This port complex is the largest in the world and is vital to America's energy imports, agricultural exports and many key commodities. A major interruption of commerce on the lower Mississippi River will have a devastating impact on the nation. The consortium lobbied for reduction in local cost share for all ports in the Gulf Opportunity Zone established after Hurricanes Rita and Katrina; that will benefit other state ports as well as Mississippi and Texas ports.

Paul Zimmermann from the Port of New Orleans, Jeff McClain from Saint Bernard, Urban Treuil from Plaquemines, and John Polansky from Port of Greater Baton Rouge rounded out the planning team, which submitted a major grant request under Round 6 of the DHS Port Security Grant program.

**Legal News**



**RECENT CASES OF INTEREST**

On April 6, 2006 the Third Circuit, United States Court of Appeals, affirmed a Judgment in favor of the defendants in the matter of *Goldsmith v. Swan Reefer A.S., et al.* Here, a longshoreman working in the Port of Camden, New Jersey, was injured when a crane that was unloading cargo from a ship caused a container to hit him and knock him overboard. Goldsmith, a longshoreman employed by the stevedore company that was hired to do the unloading sued both the ship owner and the terminal operator. As to the ship owner, Goldsmith contended that it breached its duty to intervene under 33 USCS 905(b) because it knew or should have known that the stevedore's practice of unloading with two cranes was dangerous. The appellate court affirmed the District Court's holding that the ship owner did not have a general duty under

905(b) to supervise the stevedore operations, and that the ship owner's contract with the stevedore did not impose a duty on the ship to safeguard the longshoremen in the performance of their duties. Citing the United States Supreme Court case *Scindia Steamship Navigation Co. v. De Los Santos*, decided 1981, the Court recognized that a vessel owner owes a longshoreman limited duties while performing cargo operations. The vessel has (1) a turnover duty requiring it to turn over the ship and its contents in a safe working condition and to warn if they are in a dangerous condition; (2) an active participation duty to exercise due care in protecting longshoremen from hazards in equipment or areas under the active control of the vessel; and (3) a duty to intervene if the vessel has actual knowledge of a dangerous condition and reason to believe that the stevedore will not remedy it. The Court found that the ship owner did not breach any of these duties.

Concerning the terminal operator, the Court found that there was no breach of any duty of care. As to the terminal owner, Del Monte, the Court applied federal maritime law because the event occurred on navigable water, had a substantial relationship to traditional maritime activity and had a potentially disruptive impact on maritime commerce. The general maritime negligence standard applicable to the terminal operator is "the duty of exercising reasonable care under the circumstances of each case." The Court found that the accident in this case appeared to have been caused by listing that resulted from improper timing of the cranes, something within the stevedore's control, not the operator's. The Court found there was simply no evidence that the terminal operator failed to exercise reasonable care.

In *Abt v. Dickson Equipment Company, Inc.*, and *Greens Port Ship Channel Partners*, United States District Judge Samuel Kent, sitting in Galveston on June 22, 2006 dismissed plaintiff's Complaint for lack of subject matter jurisdiction. Abt was injured when the crane that he was operating broke, causing him to fall into the Houston Ship Channel. Abt was employed as a longshoreman crane operator by Richardson Stevedoring Company at Greens Port Terminal on the Channel. When the alleged accident occurred, Abt was in the crane's cab operating the crane. Although he was not operating the crane to service a vessel, he was positioned over water. While over the water, the pedestal

supporting the raised cab sheared at its base, causing him to fall into the channel along with parts of the crane. He sued the terminal operator in federal court under admiralty law for negligence, gross negligence and premises liability. Greens Port filed a Motion to Dismiss for lack of subject matter jurisdiction on the grounds that this matter did not fall within the admiralty and maritime jurisdiction of the federal court. To establish admiralty jurisdiction over a tort claim, a plaintiff must show both a maritime situs and a connection to maritime activity. The situs test requires that the plaintiff show that his injury occurred on navigable waters or if suffered on land, that it was caused by a vessel on navigable waters. As to whether there is a connection to maritime activity, the Court looks to whether the incident has a potentially disruptive impact on maritime commerce and whether the general character of the activity giving rise to the incident shows a substantial relationship to traditional maritime activity.

Judge Kent found that Abt met the situs test inasmuch as his injuries occurred when he hit the water and that he was in the water for approximately thirty minutes after the accident took place, which may have exacerbated his injuries.

However, the Court found that Abt failed to satisfy the maritime nexus test. The Court found that the incident wherein the crane fell into the channel could have had the potential to disrupt maritime commerce, as it could have landed on a ship or prevented travel in the channel. However, the Court found that the incident did not bear a substantial relationship to maritime activity. When the crane broke, it was not providing services to a vessel in navigable waters. Abt was simply moving the crane from one end of the dock to the other and there was no evidence that the crane was either engaged in servicing a vessel or preparing to service a vessel at the time of the events giving rise to the lawsuit.

Consequently, Judge Kent dismissed plaintiff's suit without prejudice.

On the lighter side: As a result of two high profile tour boat capsizings that resulted in several deaths, United States Coast Guard has re-assessed vessel capacity regulations. One event involved the motor vessel Ethan Allen, a

forty-foot boat carrying forty-seven passengers, which capsized in calm weather on New York's Lake George on October 2, taking the lives of twenty people.

The other occurred in 2004 when a water taxi capsized in Baltimore Harbor, killing five people.

In the Ethan Allen catastrophe, the boat was certified to carry up to fifty people, but officials noted that it was based on obsolete passenger weight guidelines. The boat, built in 1964 had also gained weight as it aged, as it was modified with a heavier canopy, larger engine and more ballast. For decades, boat operators had assumed the average passenger weighed 140 pounds based on the Coast Guard's standards for a mix of men, women and children in calm inland waters. However, the Centers for Disease Control and Prevention estimates that the average American gained more than twenty-four pounds between the 1960's and 2002, for an average weight of 177.7 pounds without clothing. The Coast Guard, weighing this evidence, announced in April that it has settled on a single standard of 185 pounds per person. The new weight calculation is voluntary until new rules are created in months' long process that includes gathering feedback from operators of passenger boats of all sizes.

News Bit: When the motor vessel WILD LOTUS, a 30,000 ton refrigerated cargo ship carrying bananas from Guatemala arrived on June 27, 2006 at Port Hueneme, sixty-five miles north west of Los Angeles, a message scrawled with a marker pen in the cargo hold was found which read "This nitro is for you Mr. George W. Bush . . . ." Federal authorities were notified and ordered the port closed. Twenty people aboard the Panamanian registered vessel were taken off the ship for questioning. A sweep aboard and around the vessel by divers turned up no nitro glycerin or any other dangerous materials and several hours later the port reopened.



**BY WILTON E. BLAND, PARTNER  
MOULEDOUX, BLAND, LEGRAND &  
BRACKETT.  
504-595-3000 OR WWW.MBLB.COM**

## **America's Wetlands News**

On the anniversary of Hurricane Katrina, "Washing Away", the story of Louisiana's disappearing coastline and how this unfolding crisis affects all of America, will be aired. Narrated by Academy Award Winner Susan Sarandon, the documentary will premiere statewide in Louisiana Tuesday, August 29 at 8 p.m. and will rebroadcast on Sunday, September 3 at 4 p.m. on Louisiana Public Broadcasting Network (channel 12). The program will air nationally on PBS Thursday, September 7 at 8 p.m.

The documentary looks at the effect that Hurricanes Katrina and Rita have had on Louisiana's already shrinking coastline. It uses personal stories to show how the storms affected the coastline, their land and their livelihoods. The characters share their stories and their knowledge of the larger impacts of coastal land loss on the environment, wildlife, economics, industry, culture and community.

The story is told through the eyes of six Louisianans, Kerry St. Pe, a marine biologist and Director of the Barataria-Terrebonne National Estuary; Leah Chase, famed New Orleans chef and owner of Dooky Chase Restaurant; Errol Domingue, a sugar cane, rice, cattle and crawfish farmer from Erath; Preston Dore, a shrimper from Delcambre; Marlon Harton, a New Orleans musician; and Ted Falgout, Director of Port Fourchon.

## MARK YOUR CALENDARS

*September 11, Taste of Louisiana at the AAPA – New Orleans*  
*September 15<sup>th</sup> – Louisiana Engineering Society sponsored 8-*  
*hour seminar on Homeland Security presented by Dan Wiltiff-*  
*contact Brenda Gajan at LES (924-2120) for more information.*  
*September 19<sup>th</sup> – Millennium Port Authority Meeting*  
*October 17-19 –Clean Gulf Conference*  
<http://www.cleangulf.org/>

*Louisiana*

Ports Deliver