

Saugerties Harbor, New York

WWW.DREDGEMAG.COM

IDR SEPTEMBER/OCTOBER 2018 | VOL 37 NO 5

**JT Cleary
Joins Tully Group**

**Callan Marine
Acquires Bean Coastal**

**San Juan Harbor
Feasibility Study**



Published bi-monthly covering news and information for the worldwide dredging industry (ISSN: 0737-8181)

319 N. 4th Street, Suite 650, St. Louis, MO 63102
Phone: 314-241-4314 • Fax: 314-241-4207
www.dredgemag.com

E-MAIL INQUIRIES

Editorial: anna@wjinc.net
Advertising: jason@wjinc.net
Subscriptions: pat@wjinc.net

EDITORIAL DEPARTMENT

EDITOR
Anna Townshend
Email: anna@wjinc.net

SENIOR EDITOR
Wendy Larimer

ASSOCIATE EDITOR
Heather Ervin

CONTRIBUTING WRITERS
David Murray
Frank McCormack
Judith Powers, Founder
Léo Siqueira
Marsha Cohen
Tom Black

DATA MANAGER
Tracey Bohms

BUSINESS & SALES DEPARTMENT

PUBLISHER
Nelson Spencer, Jr.

SENIOR ACCOUNT EXECUTIVE
Jason Koenig

CLASSIFIED ADVERTISING
Zac Metcalf

OPERATIONS MANAGER
Andi Kozak

PRODUCTION/DESIGN
Alan Thorn

CIRCULATION/ACCOUNTS RECEIVABLE
Patricia Platter

ACCOUNTS PAYABLE
Julie Fisher

SHIPPING
Cindy Bequette

POSTMASTER: Send change of address to IDR, Circulation Department, 319 N. 4th Street, Suite 650, St. Louis, MO 63102
PHOTOCOPY RIGHTS: All articles and illustrations in this publication, including photos, logos and drawings, are copyrighted. Permission must be obtained from the publisher of IDR to copy anything contained in International Dredging Review.
SUBSCRIPTION RATES: Includes six issues per year, plus the Annual Directory of Dredge Owners & Operators/Dredging Industry Buyer's Guide, published the first quarter of the year.
North America All Other
One year: \$45 \$85
Two years: \$80



International Dredging Review

September/October 2018 Volume 37, Number 5

6 JT Cleary and Tully Group, Two New York Companies, Join Forces for Dredging and Marine Construction

7 Van Oord Awarded Channel and Reclamation Contracts

8 Dr. Jack Fowler was a Pioneer in Geotextile Tube Applications

10 Boskalis Consortium May Finish Martín García Dredging Ahead of Time

12 Callan Marine Acquires Bean Coastal, LLC

14 Randle Reef Remediation Moves Hamilton Harbor Closer Toward Area of Concern Delisting

18 First of Six Ultra-Low Emission Jan De Nul TSHDs Launches

Theme: Studies, Pre-Construction, Engineering & Design

20 Jacksonville District Preps San Juan Harbor Study for PED Phase; First Study Completed Under Corps' New Accelerated Process

22 La Quinta Aquatic Habitat Flourishing in Corpus Christi Bay

25 Great Lakes Dredge & Dock Announces Dredging Contract Awards

26 SES is New Value-Added Reseller for Teledyne Oceanscience

27 Royal Boskalis Releases Half Year Results

27 CEDA Begins Work on Energy Efficiency Paper

31 Royal Boskalis Sending Fairway to Work in New Zealand

31 Registration Open for TAMU Dredging Engineering Short Course

31 Boskalis Nederland Partners with GoodFuels to Reduce CO

33 Mobile District Launches New Survey Vessel

38 New York's Reconstructed Marine Facility To Serve As Corps Training Site

Departments

5 Editorial

28 North American Dredging Roundup

32 Latin American Dredging Roundup

34 Contracts

36 Classifieds

37 Events

37 Advertisers Index

38 Dredging Highlights from the Past

On The Cover



JT Cleary performed maintenance dredging at Saugerties Harbor on Esopus Creek, a tributary of the Hudson River, which is located in upstate New York. The mouth of the Esopus Creek River is located in the Hudson River at Saugerties. The Esopus Creek is part of a web of waterways that start in the Catskills and are part of New York City's water supply system.

The U.S. Army Corps of Engineers awarded the contract to the Carver Construction/JT Cleary team in 2015. It required dredging 28,000 cubic yards of silt, clay, and sand from the navigation channel by mechanically dredging the material with a crane barge and an environmental bucket. A digging bucket was also permitted for compacted sand.

The dredge material was placed in hopper barges and towed from Saugerties Harbor about 80 miles north to a government-owned dredge material placement site (DMPS) on Houghtaling Island, in the Hudson River near New Baltimore, New York. The material was then pumped off the barges into a diked containment cell. JT Cleary performed the dredging and pump-off operation, and Carver Construction restored the DMPS.

JT Cleary and Tully Group, Two New York Companies, Join Forces for Dredging and Marine Construction

BY MARSHA COHEN

In July 2018, JT Cleary officially became part of the Tully Group, a construction company located in New York City. The Tully Group is one of the largest privately held construction firms in the United States. “The group comprises several companies: Tully Construction Company Inc., Tully Environmental Inc., and now JT Cleary in the New York area, and Thalle Construction Company in North Carolina, among others,” said Dan Scully, vice president of Tully Environmental and now directly involved with JT Cleary. “All of these companies function as stand-alone entities, but of course all are able to support each other under appropriate circumstances.”

Originally working under the name Tully & DiNapoli, the names of the two founders, Tully helped build many signature infrastructure projects in the New York/New Jersey area, including the Triborough Bridge officially opened in 1935, the 1939 World’s Fair, Grand Central Parkway, Garden State Parkway, New Jersey Turnpike, Cross Bronx Expressway, Southern State Parkway, Long Island Expressway, Idlewild/Kennedy Airport, LaGuardia Airport, Whitestone Bridge and the foundation for the World Trade Center.

JT Cleary was founded in 1995 as a marine consultancy but quickly transitioned to marine construction, deep foundations, diving and, since 2005, dredging. “The JT Cleary name will stay the same, and Jim will remain president of JT Cleary,” Scully said, “but the new parent company Tully Group increases their capabilities to take on larger dredging projects on the East Coast. They’re already active in dredging operations from Maine to Maryland.”

THE NEW YORK DREDGING MARKET

Both Jim Cleary and Dan Scully agree that the New York dredging market is under-served and that there is definitely room for another competitive dredging company, both for navigation and environmental dredging. Carol Shobrook was brought onboard at JT Cleary four years ago as president of sales and marketing to focus on dredging projects and Christopher Leykam serves as chief operating officer for marine and construction and dredging.

But what specifically led to this acquisition? According to Jim Cleary, “About four years ago, I spoke to Peter Tully about opportunities in the dredging and marine construction market. He impressed me, as understanding the risks and the rewards of the market. That insight is very rare. From that moment on, the Tully Group was on my radar as potential partner. It is difficult to be small in this market, and as JT Cleary Inc. grew, the need for a financial partner became obvious. I could not ask for a better partner than the Tully Group. The future is unlimited with them.”

On the other hand, The Tully Group, which



Left to right: The management team: Daniel Scully, vice president of Tully Environmental; and Jim Cleary, president; Carol Shobrook, president of sales and marketing; and Christopher Leykam, chief operating officer for marine construction and dredging, all of JT Cleary, at their offices in Chestnut Ridge, New York.

has been expanding vertically for the last decade, was seeking horizontal expansion. “For the Tully Group the acquisition of JT Cleary was a strategic and logical step growing from our own experience in the heavy civil construction and environmental industries,” Scully said. “JT Cleary’s focus on marine construction and dredging in the New York Harbor area complements what we’ve been doing. It is now an integral part of our growth strategy in the region and beyond.”

The fact that both companies are family owned and based in the New York City area contributed to a smooth and easy transition to working together, according to Shobrook.

ADDING ASSETS

“As part of the Tully Group, JT Cleary is well-positioned to expand within the dredging, marine construction and deep foundation markets,” Cleary said. “Tully brings generations of construction experience, as well as financial resources to the table. This will allow for further investment in dredging assets and fleet to grow our presence as a major player in marine construction and dredging industry on the Eastern seaboard.”

There is definitely dredging work to be done. Presently, JT Cleary is working on a \$4.89 million maintenance dredging project at Portsmouth Naval Shipyard in Kittery, Maine, as well as the Rehabilitation of Docking Facilities & Marina Maintenance Dredging for the New York Police Department at Randalls Island, New York City, a project coming in at just under \$1 million, and the maintenance dredging of Fishing Creek at the United States Coast



A JT Cleary dredge working on maintenance dredging of Fishing Creek at the United States Coast Guard Station, Annapolis, Maryland, with an environmental clamshell bucket.

Guard Station in Annapolis, Maryland, valued at \$1.18 million.

Tully’s broad expertise includes working on dams and reservoirs, environmental, large utility, highway, bridge, airport, transit and site work, plus disaster and recovery, and treatment plants. Tully also operates asphalt plants, quarries, waste transfer stations and recycling facilities.

Environmentally speaking, Cleary will benefit from Tully's expertise when it comes to dredged material that needs placement or treatment, a crucial item on many bids. One of Tully's environmental jobs was the Alley Pond Remediation & Restoration in Douglaston, Queens, New York. Tully was also part of a joint venture awarded the contract to construct a solids handling facility at the Newtown Creek Sewage Treatment Plant in Greenpoint, Brooklyn, New York by the New York City Department of Environmental Protection (DEP).

Jim Cleary continues, "The environmental dredge windows in New York require projects to be started and completed quickly. For that reason having a fleet and assets close by, ready to be mobilized, is crucial for these dredging projects. Our New York base gives us an advantage, as well as the fact that JT Cleary is already a pre-qualified contractor for some of the major utilities in New York City."

JT Cleary has a fleet of seven barges and four cranes, as well as Cable Arm environmental clamshell buckets and Anvil digging buckets. With JT Cleary's acquisition, expansion has already begun. JT Cleary is rehabbing a few newly acquired hopper barges and exploring the possibility of purchasing some customized cranes purpose-built for dredging. The financial resources of Tully make these kind of capital investments possible. Tully on the other hand is glad to have found a partner that complements its heavy civil and environmental construction capabilities, since it had neither dredging equipment nor crews.

Tully Environmental and JT Cleary have already worked together on a dredging project on the Flushing River in New York, and going forward, there will likely be more opportunities to team on projects.



JT Cleary and Carver Construction performed maintenance work at Saugerties Harbor on Esopus Creek in upstate New York.

"The Hudson River clean-up has been the flagship of environmental dredging in the New York area," Scully said, "but now attention is turning to other contaminated and non-contaminated areas. These are jobs that Tully and JT Cleary can bid on competitively and offer turnkey solutions. Tully has long worked in waste management, but we can also help consider beneficial uses for dredged material, when the opportunity arises." For instance, the Maintenance Dredging of Saugerties Harbor, Esopus Creek project, located in upstate New York, is

an example of such a non-contaminated, navigation dredging project executed by JT Cleary in a tributary of the Hudson River.

"The acquisition of JT Cleary by Tully was the natural evolution of our core business," Scully said. "We needed dredging expertise in our strategic package and JT Cleary benefits from our bonding capacity and financial strength." Both companies realize there's a lot of competition out there but also a lot of work. "We already have a number of bids on the burners," Scully said. ↩

Van Oord Awarded Channel and Reclamation Contracts

Acting on behalf of the Dutch Nature Preservation Society (Natuurmonumenten), Rijkswaterstaat has awarded Van Oord the contract for dredging an extra channel to the south of Marker Wadden.

Dredging the channel will create more space for the underwater capture of silt to restore the environmental and water quality of the Markermeer.

The project includes dredging an additional channel of approximately 900 meters (2,952 feet) and using the dredged clay material to fill in two compartments that will become natural habitats. Some of the sand that is dredged will be used to reinforce the southern edge of the first island. Van Oord will offer the remaining sand to any market party or use it for its own purposes. To dredge the channel and fill in the first island of Marker Wadden, Van Oord will deploy its cutter suction dredge Biesbosch.

Van Oord was also awarded a contract by Anka Development Consortium for dredging and reclamation works for Phase 1 of the Anka Deep Sea Port project which will be the first deepwater port in Georgia. The self-propelled



Self-propelled cutter suction dredge Athena will dredge an extra channel to the south of Marker Wadden.

cutter suction dredge Athena will dredge 5 million cubic meters (6.5 million cubic yards) of sand. Van Oord will also install vertical drainage. The port plans to begin operation in

December 2020 and become one of the largest ports in the Black Sea region with a handling capacity of up to 10,000 TEU vessels. ↩