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January 2005

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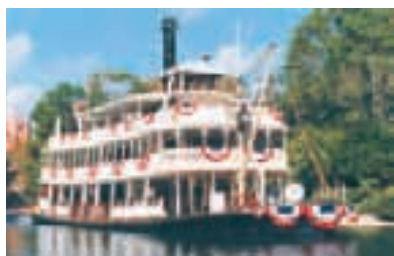
— Louis Schaefer, President, Pintail Yachts, Annapolis, MD



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On the Cover: Bridgeport, CT-based Derektor recently christened the second aluminum fast ferry for service in Alaska, dubbed Chenega. Pictured here is M/V Fairweather, a sister ship delivered in 2004.

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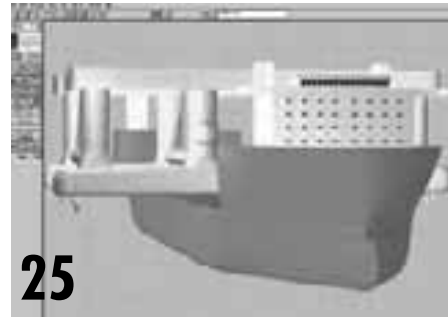
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Bollinger Delivers Mega Mini Supply Boat

Bollinger Shipyards, Inc. has delivered the M/V Capt. Rudy to Seahorse Marine Inc. of Lockport, La. The M/V Capt. Rudy is the first of a new vessel concept that was modeled from the success of the original Bollinger 145 ft. mini supply vessel design, which will provide greater capacity, better sea-keeping and has several design improvements.

The M/V Capt. Rudy is a 163 ft. mega mini supply boat named in honor of the captain of one of the first Bollinger 145 ft. mini supply boats, Seahorse, Capt. Rudy "Uncle Rudy" Lefort. The concept design is a collaboration of Phillip Plaisance, president of Seahorse Marine, and Bollinger's design and production team. "I've had a lot of success with vessels from Bollinger, and I have influenced the various designs by working with Bollinger to get exactly the vessel I need

to take care of my customer's needs.", said Phillip Plaisance. "The Capt. Rudy is another example of Bollinger's dedication to working with the customer, insuring that the operator gets the quality vessel that they spec'ed out, at the agreed price, and delivered on time," continued Plaisance.

Main Particulars

Length, o.a.	163.5 ft.
Beam	36 ft.
Depth	11.5 ft
Capacities	
Deadweight	625 Lt
Liquid Mud	1230 BBL's
Methanol	44,600 US Gallons
Fuel Oil	57,200 US Gallons
Cargo Deck	385 Lt
Dimensions	110 ft. x 30 ft.
GRT	498 Tons
Machinery	
Main Engines	2 x Cummins KTA 38MO
Bow Thruster	Schottel driven by Cummins
Dynamic Positioning	Beier IVCS



Bollinger Shipyards presents Seahorse Marine's 163 ft. mega mini supply boat, M/V CAPT. RUDY during seatrials in the US Gulf of Mexico.

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USCG, NJ Police Enter Partnership

As the mandate to secure U.S. waterways continues to evolve, the U.S. Coast Guard and the New Jersey State Marine patrol forged an important partnership which highlights the necessity for cooperation among federal, state and local authorities.

Rear Adm. David Pekoske, Commander, First Coast Guard District, Rear Adm. Sally Brice O'Hara, Commander, Fifth Coast Guard District and New Jersey Acting Governor Richard J. Codey formalizes the maritime security partnership last month. The partnership, known as a Memorandum of Agreement, allows Coast Guard law enforcement crews and New

Jersey State Marine patrol officers to better work together. Under the terms of the agreement, New Jersey state officers, working with the Coast Guard, will have the authority to stop and board vessels and take enforcement action against persons violating Federal security zones created by the Coast Guard. This signing was the second in the nation, and the first since Federal law was changed in August, 2004. Maine and the Coast Guard entered into a memorandum of agreement in April 2004.

"We're working across traditional agency boundaries to make America stronger in the maritime domain," said Vice Admiral Vivien Crea, Commander of



New Jersey State Marine Police and the Coast Guard conduct training operations in the Port of New York and New Jersey Nov. 15, 2002. USCG Photo/Mike Hvozda



Acting Governor Richard J. Codey and Coast Guard Rear Admiral Sally Brice O'Hara signed an agreement giving enforcement power in Coast Guard homeland security zones to the New Jersey State Police.

the Coast Guard's Atlantic Area. "As lead agency for Maritime Homeland Security, we must rely on our law enforcement partners at the federal, state and local level to ensure the safety of the American people. Working together like this just makes sense," she said.

The Coast Guard has established several homeland security zones within the regions of the Port of New York and New Jersey, and the Port of Philadelphia. The zones include the Global Marine Terminal in Bayonne; Ports Newark and Elizabeth; and areas surrounding critical infrastructure sites. The two agreements give New Jersey State Police the power to patrol and enforce laws in those homeland security zones.

Prior to this action, State Police did not have the power to stop, arrest or issue

citations to boaters violating the security zones. Instead, State Police would have to contact and wait for the Coast Guard, whose assets might not be nearby.

"New Jersey is at the forefront on homeland security. We've invested more than \$300 million in State funds on security efforts; we are a national leader in bioterrorism preparedness; and we're working with the private sector to safeguard critical industrial sites," Acting Governor Codey said.

"Today we've reached another milestone in our efforts to keep New Jersey safe. Our State Police has been designated by the Coast Guard to patrol and enforce the Coast Guard's homeland security zones. New Jersey is only the second state that has received this designation. It is a testament to our own efforts on home-

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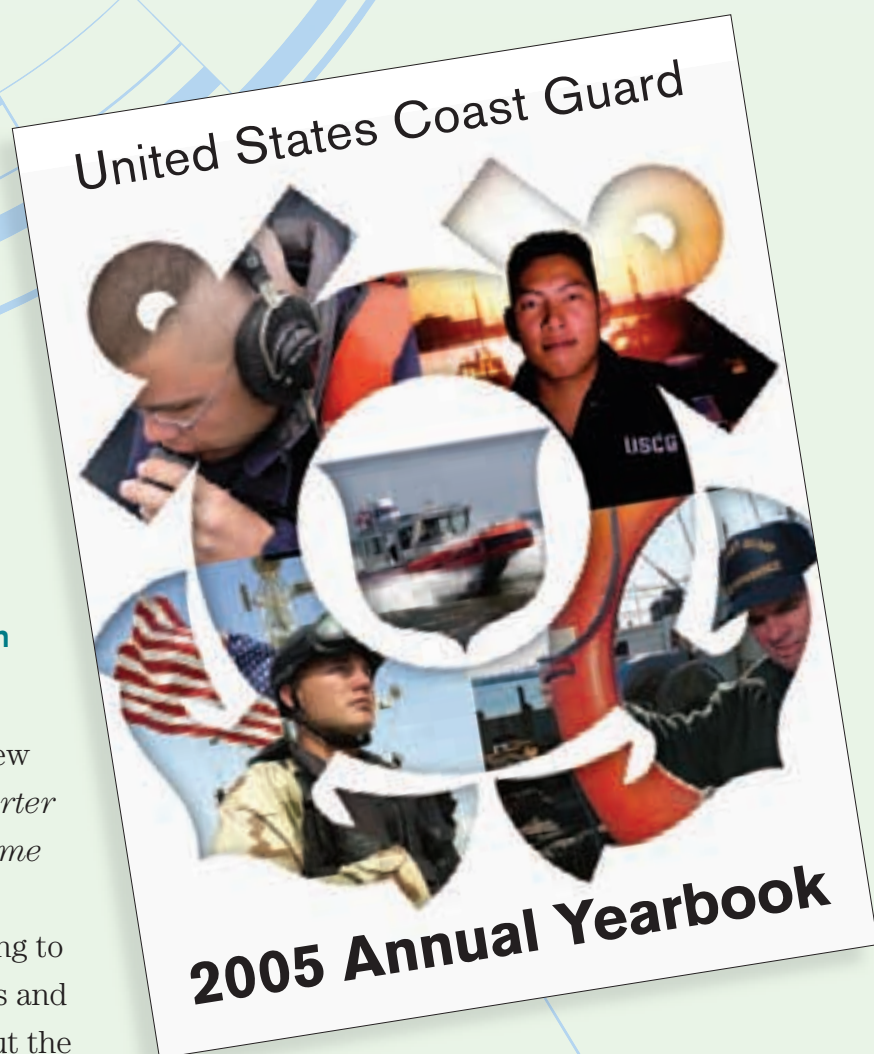
Introducing the *United States Coast Guard Annual Yearbook—Charting A New Course for the Gatekeeper of Maritime Security & Safety*

A sea change is taking place at the United States Coast Guard, and the stakes have never been higher.

The *United States Coast Guard Annual Yearbook*, premiering June 2005, takes an in-depth look at the strategies driving the **20-year, \$17 billion expansion** of America's oldest maritime service.

Written and produced by the respected editors of New Wave Media (renowned publisher of *Maritime Reporter and Engineering News*, *Marine News*, and *Maritime Security Source Book*), this valuable and insightful source will focus on how the Coast Guard is rebuilding to better protect America's coastline, shipping channels and seaports. The Yearbook will be referred to throughout the year by Coast Guard officers, procurement decision-makers, government officials, and maritime industry professionals.

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News

land security and the great training and professionalism of our State Police," the Acting Governor continued.

Acting Governor Codey has pointed out the need for greater homeland security funding for the ports. President Bush's fiscal year 2005 budget includes only \$46 million for port security grants nationwide - far less than the \$400 million America's ports have identified as a minimum level of needed support.

USACE Plan for Waterways

The Army's Chief of Engineers, Lt. Gen. Carl A. Strock, approved a Chief of Engineers Report that offers a framework for ecosystem restoration and navigation improvements on the Upper Mississippi River and Illinois Waterway. His report has gone to the Secretary of the Army for review and submission to Congress. "We have benefited from a collaborative approach with other federal and state agencies, non-governmental organizations and the public in developing our recommendations," Lt. Gen. Strock said. "I am especially pleased that the study results enjoy the solid support of our non-federal sponsors, and I believe the independent review from the National Research Council has strengthened our effort. I am confident that our plan bal-

ances the need for economic growth and environmental sustainability."

The recommended plan includes a program of incremental implementation and comprehensive adaptive management to achieve the dual purposes of ecosystem restoration and navigation improvements. Its first costs are the \$5.7 billion framework for ecosystem restoration and a \$2.6 billion for the navigation efficiency improvements. The details include:

An initial 15-year increment of ecosystem restoration actions with continuous analysis and review to shape the next increment at an estimated cost of \$1.58 billion.

Immediate implementation of non-structural and small-scale structural navigation measures, together with monitoring and reporting of traffic and economic conditions at an estimated cost of \$235 million. Pre-construction engineering and design of seven new locks, together with further analysis, with initiation of construction subject to congressional review. The estimated cost of the seven new locks is \$1.79 billion.

The plan, if approved, will be implemented in a phased manner with future checkpoints for the Administration and the Congress.

The Corps believes that the recommended plan contains actions for manag-

ing the river for dual purposes. For example:

- Integrating channel maintenance activities with island building and backwater restoration can provide better synergy of management practices.
- Managing water levels to restore plant habitat and consolidate sediment can be achieved with little or no impacts to navigation.
- The placement of mooring facilities for waiting tows can also remove tow traffic from environmentally sensitive areas.
- Institutional arrangements involving both economic and environmental interests can ensure sustainable operation and maintenance of the waterway system.

Northrop Grumman Unveils New Harbor Surveillance

Enhanced maritime security in major ports across the nation may soon become a reality, thanks to a new harbor defense system being developed and tested by Northrop Grumman Corporation to identify and track potential underwater and surface ship threats.

U.S. Navy officials were among the special guests gathered at Naval Base Ventura County recently to witness a demonstration by Northrop Grumman of

the capability to provide an integrated view of a harbor, based on information gathered from a variety of already-proven military and commercial sensors and systems, including underwater fiber-optic sonar sensors, a marine radar, and a shipboard identification system.

Called Centurion, the integrated sensor and display product, developed by Northrop Grumman engineers, showed the harbor vicinity and potential threats on a standard Navy display system located at the test site. During the demonstration, divers with a battery-powered underwater propulsion device were easily detected attempting to penetrate the harbor. Surface craft traveling in the test area, and entering the restricted Port of Hueneme, were also detected and tracked.

"Integration of the radar, shipboard identification system and the fiber-optic arrays exceeded the objectives for this phase of the program," said Mary Ann Benischek, vice president of Situational Awareness Systems at Northrop Grumman's Navigation and Space Sensors Division. "Future program objectives include integration of additional sensors and further system optimization."

The proof-of-concept demonstration was completed within three months of the contract award by the Navy's Maritime Surveillance Systems Program Office, uti-

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Crowley Presents Memorial Scholarships to Midshipmen

Continuing its support of students wishing to enter maritime, transportation and logistics fields, Crowley Maritime Corporation recently presented four U.S. Merchant Marine Academy (USMMA) midshipmen with Thomas B. Crowley Sr. memorial scholarships totaling \$10,000. Mark Miller, director of corporate communications for Crowley, recognized Samantha Adrienne Skeens, Tormod Engvig, Brian Griffin and Justin Mitchell during the Containerization and Intermodal Institutes annual luncheon at the Newark Club in Newark, NJ.

Skeens, from Hydeville, Vt., has a 3.48 GPA and has received eight academic stars. She also served as one of the academy's delegates to the Naval Academy Foreign Affairs Conference and has sailed aboard the Maersk Constellation, CSX Anchorage, USNS Laramie, USNS Supply and USNS Rappahannock. Engvig, originally from Oslo, Norway, moved to San Francisco, Calif., with his family in 1991. He is currently a first classman and regimental human relations training officer at the academy as well as a senior crewmember of the M/V Growler, an ex-Coast Guard harbor tug attached to the Academy's waterfront.

Griffin is a senior from Towson, Md. He is the academy's regimental waterfront officer, the skipper of the M/V Storm and co-president of the Christian Fellowship Club.

Mitchell is a marine transportation major and has earned five academic stars while at the academy. He was junior class president, a drill instructor for the class of 2006, a member of the color guard, a crewmember for



(L to R): Midshipman Brian Griffin (Crowley Scholarship recipient); Midshipman Robert Reese (CII Award recipient); CAPT Jon Helmick; Director USMMA Logistics & Intermodal Transportation Program; Midshipman Samantha Skeens (Crowley Scholarship recipient), Mark Miller, Director of Corporate Communications, Crowley; Midshipman Tormod Engvig (Crowley Scholarship recipient); Midshipman Justin Mitchell (Crowley Scholarship recipient); CAPT Don Ferguson, USMMA Director of External Affairs.

two years with the varsity offshore team and editor of the midshipman newspaper.

Crowley has provided scholarship aid to USMMA students since 1993. To qualify, students must obtain a pre-determined grade point average (GPA) and possess leadership skills identified by the college and by Crowley.

The recipients are chosen each year in the spring and fall by the academy but aren't formally recognized until December. Crowley also extends formal internships when possible as an additional benefit to the scholarship recipients.

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More Money for Civil Works Budget

Waterways Council, Inc. expressed its appreciation to Congress which, in the recently completed lame duck session, passed an omnibus spending package which allocates \$4.7 billion in FY 2005 to the U.S. Army Corps of Engineers' civil works program. The bill includes \$331.5 million for the Inland Waterways Users Board's priority navigation projects - a \$61 million increase over last year's appropriations and \$64.6 million over the President's FY 2005 request for these projects. Specifically, the Omnibus Bill appropriated funds to the following critical infrastructure projects on the inland waterways system: Inner Harbor (\$14.5 million); Kentucky Lock (\$32.5 million); Lower Mon 2,3 & 4 (\$35.5 million); Marmet (\$75 million); McAlpine (\$68.5 million); Olmsted (\$69 million); Chickamauga (\$17 million); and major rehabilitation on L&D 11 (\$1.5 million); L&D 19 (\$4.8 million) and L&D 24 (\$8.8 million). Despite last minute House-Senate negotiations, a final agreement on the Water Resources Development Act (WRDA) failed to reach agreement in the lame duck session, a disappointment to the waterways industry. Even though WRDA did not pass this year, the omnibus measure contains \$355,000 to continue the Upper Mississippi-Illinois Waterways navigation study and another \$13.5 million in planning funds to start pre-construction engineering and design. "We are grateful for Congress' growing understanding and recognition of the critical value of our inland navigation system to our Nation's continued prosperity. As funding for the Army Corps of Engineers continues to increase to allow for the maintenance of the inland waterways' navigation infrastructure, we as a Nation ultimately benefit," said R. Barry Palmer, President/CEO of Waterways Council, Inc. "We are, however, disappointed that the WRDA bill failed to pass this session and we will re-double our efforts to see its future passage," he continued.

The waterways industry transports more than 800 million tons of commodities such as coal, which supplies 50 percent of the nation's electricity, and grain (more than 60 percent of U.S. grain is bound for export). This industry also serves as a critical, integral component of the manufacturing, distribution and industrial economy of the U.S. and our ability to compete in world markets.



Barry Palmer

Continued from pg. 6

lizing passive fiber-optic sonar arrays and support equipment delivered by Northrop Grumman's Navigation and Space Sensors Division, coupled with commercial-off-the-shelf equipment provided by Northrop Grumman's Sperry Marine business unit in Charlottesville, Va.

The equipment provided by Sperry Marine included the marine radar, shipboard identification system and the digital electronic charting system that provided the integrated harbor picture.

The Northrop Grumman team completed a threat analysis for the port and determined the most effective locations to place the underwater array. The array installation was performed with the assistance of the Naval Facilities Engineering Support Center and the team's ocean engineering subcontractor, Sound and Sea Technology, Inc. of Edmonds, Wash. and Ventura, Calif.

The next step in maturation of the technology involves optimizing the fiber-optic sonar arrays for the harbor environment, integrating additional sensors into the system, and demonstrating the enhanced integrated harbor picture that results from these improvements.

"The fiber optic acoustic arrays used for Centurion are a revolutionary new technology developed by our Navigation and Space Sensors Division," said Alexis Livanos, vice president and general manager of the division. "The arrays provide a rugged, low-cost and easy-to-install port monitoring solution when combined with the other Centurion system components."

Performance benefits of this technology include unsurpassed detection, identification and tracking capability for the harbor

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3204	\$495	6C,6CT,6CTA,8.3	\$1,345	4-53	\$524	8.2NA	\$877
3208 (2R)	\$705	L10	\$1,175	6V53	\$775*	8.2T	\$887
3208 (3R)	\$775	N14	\$1,275	6V53X	\$1,094**	8V71	\$1,069*
3304	\$675	N14 Dual-Ni	\$1,375	8V53	\$1,040*	8V71X	\$1,375**
3306	\$988	N743	\$1,065	8V53X	\$1,455**	8V92N/T	\$1,486
3406	\$1,445	855 Prem	\$725	2-71	\$310	12V71	\$1,483*
3408	\$2,075	855 Prem +	\$775	3-71	\$412*	12V71X	\$1,875**
3412	\$3,025	855 Dual-Ni	\$845	3-71X	\$512**	12V92N/T	\$2,365
D342	\$2,429*	VT378	\$659	4-71	\$498*	12V149	\$10,345
D379	\$3,182*	VT504	\$925	4-71X	\$646**	16V71	\$1,965*
D398	\$4,627*	VT555	\$1,075	6-71	\$795*	16V71X	\$2,742**
D399	\$6,519*	VT903	\$1,525	6-71X	\$885**	16V92N/T	\$3,122
G379	\$3,394*	KT/KTA19	\$2,420*	6V71	\$795*	16V149	\$12,985
G398	\$5,361*	KT/KTA38	\$5,220*				
G399	\$6,036*	KT/KTA60	\$7,450*				
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defense applications. Since no electronic components are in the water, the fiber-optic arrays provide a highly reliable solution that also offers reduced acquisition and maintenance costs. "The arrays employ glass fibers, instead of older technology piezoelectric hydrophones, to convert sound to modulated light for efficient transmission to shore," said Livanos. "The sensor arrays have low power requirements and provide wide frequency coverage."

Circle 31 on Reader Service Card

Port of San Juan to Install Security System

Honeywell signed a \$4.9 million contract with the Port of San Juan in Puerto Rico for an integrated digital surveillance system. The new system will cover the entire 11-mile perimeter of the port, giving security personnel a complete view of activity in the San Juan Bay and on the port platform. This is a significant step in making the port more safe and secure, and it will help the port meet U.S. Department of Homeland Security requirements. In addition, the new system supports integra-

tion with other enterprise systems through a single PC workstation, and can interface with the security system in place at the San Juan International Airport.

The port currently relies on its human resources to perform a majority of security tasks. After 9/11, the Department of Homeland Security established strict criteria for securing national ports to help protect against terrorism by utilizing the latest technology on the market. To move the port beyond this criteria, Honeywell will install a scalable, closed-circuit television (CCTV) solution that includes Honeywell Enterprise Buildings Integrator (EBI) and Honeywell Digital Video Manager (DVM). The result: a digital surveillance system that supports integration with other enterprise systems through a single PC workstation. This will allow the new system at the port to interface with the security system in place at the San Juan International Airport. In the event of a maritime or aviation emergency, authorities will be able to manage security operations at either location.

The Honeywell system will monitor and manage 153 video cameras located throughout the port. Seven of these video

cameras will have special night vision capabilities that can detect activity from as far away as 3,000 feet. Plasma displays throughout the command center will allow operators to track port activity with clarity.

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ACMA Gets in on LCS

Alan C. McClure Associates (ACMA) was selected by Unidynamics to design a fully-articulating ramp for the Lockheed Martin Littoral Combat Ship (LCS). This assignment is part of a contract recently secured by Unidynamics to provide ship-board equipment handling systems and shell door structures for the 115-m, high-speed ship being built for the U.S. Navy by the Lockheed Martin team. Critical to the success of the operation will be the ability of the ship's ramp to be deployed while the vessel is underway, allowing various watercraft to be launched and recovered.

"We're very excited about the opportunity to work with Unidynamics on this special project," said ACMA President Scott McClure. "Although this will be

ACMA's first project with Unidynamics, we've built a good relationship with them over the past three years exploring various projects that might provide a good fit."

The Lockheed Martin team includes Gibbs & Cox, Marinette Marine and Bollinger Shipyards. Construction of the first LCS will begin at Marinette Marine in the first quarter of 2005, with delivery scheduled for late 2006. The LCS provides the Navy with fast, maneuverable and shallow draft ships aimed at maximizing mission flexibility in the world's coastal waters. Ensuring littoral battlespace access and dominance, the ship's first missions will include mine warfare, anti-submarine warfare and surface warfare.

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Zaloom Joins Sea Tow

Sea Tow Services International, Inc., announced the expansion of its Business Technology group with the hiring of technology expert Charles Zaloom. He will serve as the company's Director of Business Technology.



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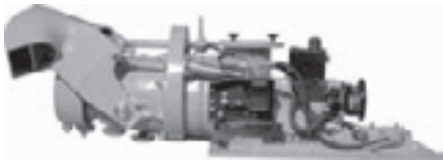
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News

UltraJet Wins Bridge Erection Boat Deal



FBM Babcock Marine has awarded Ultra Dynamics a contract to supply UltraJet 305 waterjet systems for the overhaul and modernization of the US Army's Bridge Erection Boats (BEBs). The UltraJet has undergone extensive testing to validate its thrust capability and reliability. A twin UltraJet 305 installation is capable of achieving a static boat thrust of 5,600 lbs at an input power of

250 hp per jet. As well as the UltraJet's high thrust to horsepower capability at low boat speed it also has a high speed sprint capability which can be used for high speed river patrol duties."

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Alaskan Ferry Sustains Damage

The Alaska Marine Highway System (AMHS) is cooperating with U.S. Coast Guard Marine Safety Office Juneau to investigate and evaluate structural damage sustained to the ferry Fairweather sustained December 16 in Southeast Alaska waters. Fairweather sustained damage by waves during a regularly scheduled voyage from Haines to Juneau. The vessel carried 101 passengers at the time, includ-

ing the commanding officer of Marine Safety Office Juneau. At no time during the voyage were the passengers in any danger. Crewmembers discovered the damage after the Fairweather safely docked in Juneau upon completion of the voyage. Damage appears confined to a void space located at the forward part of the vessel between the two catamaran hulls. Several of the internal structural frames also suffered damage along with an 18-inch tear in the vessel's hull plating. All damage is about 14 feet above the waterline. Coast Guard marine inspectors examined the damage and are prohibiting the ship from carrying passengers or vehicles until satisfactory repairs are completed.

A Coast Guard investigation is under-

way to determine the cause of the casualty. The vessel's master reduced speed during the voyage and crewmembers took steps to ensure the safety of the passengers. The Coast Guard will remain engaged throughout the repair process and will review and approve all repair proposals.

GAO: Better Planning Needed on ID Card Program

The Government Accountability Office (GAO) issued a Report stating that better planning is needed to develop and operate the maritime worker identification card program. The Maritime Transportation Security Act of 2002 (MTSA) requires the

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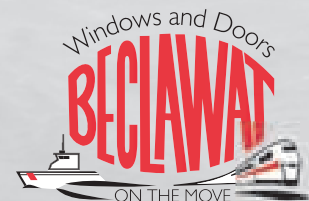
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Transportation Security Administration (TSA) to issue a worker ID card that uses biometrics to control access to secure areas in ports and on ships. The program is delayed, in large part because (1) officials had difficulty obtaining timely approval to proceed with the prototype test; (2) extra time was required to identify data to be collected for a cost-benefit analysis; and (3) additional work was required to assess card technologies. The agency still lacks an approved comprehensive project plan and has yet to identify eligibility requirements for the ID card. (HK Law).

ACP Announces Record Tonnage

Only two months into the 2005 fiscal year, the Panama Canal Authority (ACP) is breaking records. The ACP announced that during the months of October and November, a total of 46,956,399 Panama Canal/Universal Measurement System (PC/UMS) tons were moved through the waterway - a 7.1 percent increase compared to the same period last year. Moreover, during the month of November, a daily average of 778,176 PC/UMS tons transited through the Panama Canal. This new figure breaks the record of 774,014

PC/UMS tons previously held in April 2004.

ASA Members Respond to Delaware Spill

Several Members of the American Salvage Association (ASA) were contracted to assist in the case of the tanker Athos I, which began leaking oil as she entered a terminal off the Delaware River outside of Philadelphia, Pa., on the evening of November 27, 2004. Three ASA General Members, along with an Associate Member, joined together to respond to the casualty.

The ASA members provided salvage assistance, as well as the pumping, lightering and removal of the crude oil. The Athos I is currently on even keel, and free of all cargo. At the direction of the U.S. Coast Guard, ASA members are working to patch the hull of the tanker and prepare her for dry dock.

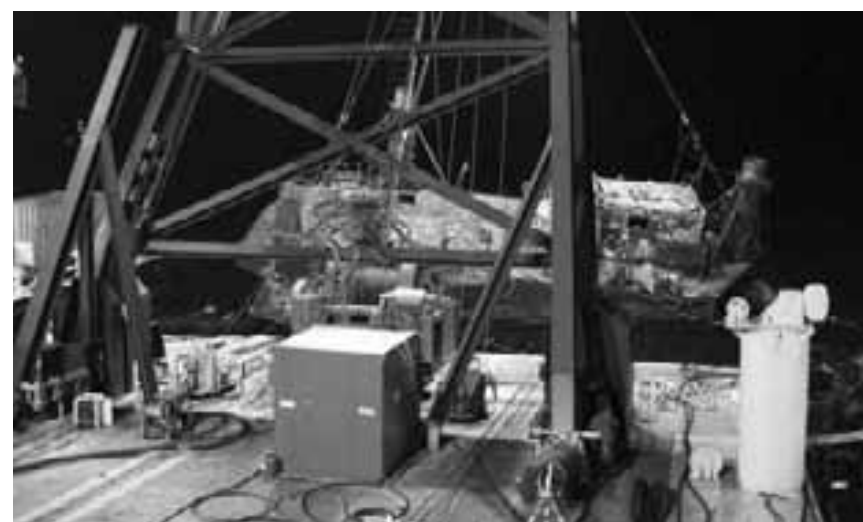
"This marine emergency required a professional salvage response to quickly protect against further damage to the marine environment and surrounding environs," said ASA President Dick Fairbanks. "ASA members came together to ensure this was another successful response," he continued.

Bisso Salvages Liftboat

Bisso Marine recently completed the salvage of a 105 Class Liftboat from 258 ft. of water from the Main Pass Area. The liftboat, which was believed to have sunk in much shallower water in the mid 1980's, was discovered to be on top of a 20-in. pipeline after Hurricane Ivan. Bisso Marine took extreme care to remove the liftboat to minimize the potential damage to the pipeline.

As a precautionary measure the liftboat was lifted several feet above the pipeline then moved several hundred feet northward before being lifted to the surface. Due to the depth of the water and because the liftboat needed to be lifted out of the water on location to be placed onto a materials barge for transport; Bisso Marine specially configured the 600 ton capacity D/B Lili Bisso with an A&R winch and two specially designed single sheave blocks. The liftboat was lifted from the -258 ft. seafloor to a +15 ft. materials barge in a single lifting operation.

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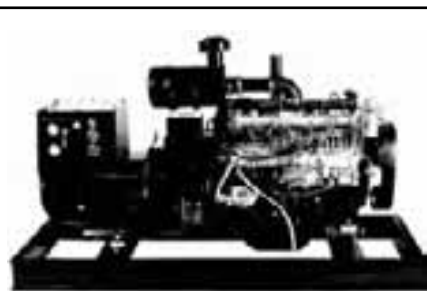
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Main Iron Works to Build Tug for Bisso Towboat

Bisso Towboat Co., Inc. has signed an agreement with Main Iron Works, Inc., Houma, La. to begin construction on a new 4,300 hp reverse Z-drive ship-assist tug.

The tug will measure 100 x 38 x 13.5 ft. and will be powered by a pair of EMD 16-645E6 (EPA Complaint) main engines, producing 2150 hp each @ 900 rpm, driving Ulstein-Aquamaster US2001 Z-drives. The Z-drives will feature 2,300 mm diameter stainless steel propellers inside Kort Nozzles. Estimated bollard pull for the vessel will be 59 tons and the vessel will carry an ABS International Loadline.

Electrical service will be provided by a pair of 100 KW generators powered by John Deere engines. Deck equipment includes a Markey DYSF-42 hydraulic bow winch, carrying 500' of 8" circumference Plasma line, and a Washington Chain and Supply 100 ton quick-release tow hook.

Other features will include Engine Monitor Inc. USCG-approved engine and

fire/smoke alarm systems, complete electronics package including Simrad GPS/Autopilot and Furuno Radar and AIS units, Heli-Sep USCG-approved Oil/Water Separator, Owens Kleen Tank sewerage treatment plant and 1,000 gpm fire-fighting capability.

Tankage includes capacity for 43,000 gallons of diesel, 1,800 gallons of lube and hydraulic oil, 11,000 gallons of potable water and 1,500 gallons of dirty/waste oil.

Construction is scheduled to commence in January 2005 with an estimated construction time of 12 months.

The tug, to be named Alma S., will be an almost exact carbon copy of our Cecilia B. Slatten, a 4,300 hp reverse Z-drive ship-assist tug also constructed by Main Iron Works in 1999 that was the first reverse Z-drive ship-assist tug on the Mississippi River. The new tug will feature a few minor modifications, primarily in the areas of increased crew comfort and improved operational capabilities.

The new tug will join our fleet of 12 ship-assist tugs on the Lower Mississippi River, primarily servicing the large bulk carriers and tankers that call in the River.

Moose Boats Unveils the M2 Sport Utility

Moose Boats' M2 is an all-aluminum catamaran powered by twin 380 hp Cummins turbo diesels and propelled by twin Hamilton water jets.

The M2 can attain a top speed of over 35 knots, cruise at almost 30 knots and come to a full speed stop in two boat lengths. Its 21 in. draft will allow all of this to be done in less than three ft. of

water. This high-performance, versatile, go anywhere and do anything boat will be unveiled at the Seattle International Boat Show, currently scheduled to be held January 13-24, 2005.

Much like the 'Hummer', the M2 evolved out of its Naval cousin, the 340C patrol boat, that Moose Boats has been building for the U.S. Navy.

The Navy standards have been carried over entirely to the M2, making it a significantly different vessel for the experienced boater with demanding recreational or commercial needs.

The M2 Sport Utility Boat is built on a symmetrical planing catamaran hull, which provides for an extremely fast and stable working platform.

As a dive boat, sport fishing or exploring the shallows, the catamaran design and rugged water jet propulsion will get you there and back safely and fast.

Its full-deck level walk-around plan and compact, yet comfortable air conditioned and heated cabin, make this vessel an all weather, all year, commuter.

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Bollinger to Build Another Liftboat

Success achieved by the 245-ft. class liftboat L/B Myrtle, delivered two years ago from Bollinger Shipyards, Inc., Lockport, La., to Montco Offshore, Inc., Golden Meadow, La., has led Montco to order another nearly identical vessel, L/B Kayd. Like its predecessor, the L/B Kayd will be built in Lockport and delivery is planned for September 2005. "When we took delivery of the L/B Myrtle," said Lee Orgeron, president of Montco, "we hailed it as a giant leap forward in the evolution of liftboats. Now we are excited that the L/B Kayd, named after my grandson, will be the next step in that evolution. The basic difference between the two vessels will be in the cranes and their increased lifting capacity."

The three cranes, all to be manufactured by Titan Industries, will include a port bow mounted primary crane with a 110 ft. lattice boom rated for 175 tons; a starboard bow telescoping auxiliary crane rated for 40 tons with a boom that extends from 50 to 70 ft., and a 70 ft. box boom crane mounted on the starboard stern rated for 25 tons allowing support vessels to offload personnel, cargo, and/or fluids without hindering other work being done by the liftboat. Equipped with 245-ft. legs, the self-propelled floating platform will have the ability to work in water depths to 180 feet with a 15-ft. air gap while lifting a total of 950 KIPS of variable load

Like the L/B Myrtle, the L/B Kayd will be different from other liftboats in that it will be equipped with a bow thruster and controllable pitch (CP) propellers for greater maneuverability and precision placement of the huge legs with oversized pads on the ocean bottom.

Orgeron said, "The bow thruster, CP wheels and joy-

stick controls give us the edge. With such a high degree of control over the boat, we can more effectively avoid contact with underwater piping, can-holes, and other rig infrastructure. Further, almost all liftboats use their main engines to either maneuver or operate the leg lift system while in neutral which interferes with positioning. With this boat we can maintain jacking speed and maneuvering to hold a precise position at the same time."

The L/B Kayd will be equipped with 40 ft. by 16 ft. pads to provide for greater bottom stability and greater deck loads. It will also be able to jack with a full pre-load and its pre-load system has quick acting stainless steel dump valves to discharge water faster.

The boat will be 137.5-ft. long, with a 92-ft. beam and hull depth of 13-ft. Open deck will be 6,000 sq. ft. and its three legs will be 72 inches in diameter and constructed of 1.5-in. wall thickness high strength steel. Power will be supplied by two Caterpillar 3512 diesels developing a total of 3,000 bhp. They will drive Berg controllable pitch propellers through Reintjes reduction gears. Electrical power will be produced by two 190 kW generators driven by Caterpillar 3306 diesels and a 350 bhp hydraulic motor will drive the bow thruster.

The Hydraquip jacking system is designed using the latest hydraulic and computer technology to accurately control the leg position. The programmable logic controller provides all jacking system logic, safety interlocks, leg position and alarm monitoring. The hydraulic system incorporates a three speed jacking system that allows leg tagging at 10 ft/min, normal jacking at 4 ft/min and preload jacking at 2 ft/min. The jacking system has



Outstanding success achieved by the 245-ft. class liftboat L/B Myrtle, delivered two years ago from Bollinger Shipyards, Inc., Lockport, La., to Montco Offshore, Inc., Golden Meadow, La., has led Montco to order another nearly identical vessel, L/B KAYD

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Raising a Red Flag?

A Review of Recent Developments with the Americans with Disabilities Act's Requirements for U.S. and Foreign Flag Passenger-Vessels

By James P. Nader & Rudolph F. Lehrer

Douglas Spector and Tammy Stevens presumably do not know each other, but they have a lot in common. Approximately five years ago, both Spector and Stevens boarded cruise ships out of major ports in the southern United States. Both Spector and Stevens, who are wheel-chair bound, believed their respective cruise ships discriminated against them as disabled passengers. Both individuals filed suit in federal courts alleging violations of the Americans with Disabilities Act. Despite the similarities in their lawsuits, these two federal courts reached completely opposite results. The disagreement between these courts has now drawn the attention of the United States Supreme Court, which recently decided it will review the lower courts' decisions in *Spector v. Norwegian Cruise Line, Ltd.* during the present 2005 term. The Supreme Court's decision to review these cases will not only affect the cruise-ship industry, but also promises to focus the spot-light on the obligations of all passenger-vessel owners and operators under the

Americans with Disabilities Act.

Congress enacted the Americans with Disabilities Act of 1990, ("ADA"), for the purpose of prohibiting discrimination against disabled persons. Title III of the ADA prohibits discrimination against disabled persons full and equal enjoyment of "places of public accommodation." Title III of the ADA also prohibits discrimination against disabled persons "on specified public transportation services provided by a private entity that is primarily engaged in the business of transporting people and whose operations affect commerce." In order to enforce to these dual provisions of Title III, the ADA vests the Department of Justice ("DOJ") and the Department of Transportation ("DOT") with the authority to issue regulations concerning the construction and alteration of new buildings, facilities, and specific means of transportation. The DOJ and DOT furthermore have the authority to issue what are commonly referred to as "barrier removal" regulations. These regulations require that architectural and

communications barriers must be removed in public areas of "existing facilities" when their removal is "readily achievable."

The ADA regulations have the potential to significantly affect the design, staffing, and even evacuation procedures of the passenger-vessels. Understandably then, owners and operators of these vessels, like other affected private entities, are well-advised to keep current with ADA regulations. However passenger-vessel owners and operators face an additional burden, because even though the ADA was enacted nearly fifteen years ago, there are no formal regulations specifically for passenger-vessels. Any effort by operators and owners to be ADA-compliant is further complicated, when one realizes the current ambiguity in federal maritime law. As it currently stands now, some federal courts have determined that foreign-flag vessels can not be bound by any ADA regulations at all. This has made the cruise ship industry's compliance with the ADA especially problematic, as it is well known that, "virtually all cruise ships serving

U.S. ports are foreign flag vessels." The U.S. Supreme Court's decision to review *Spector v. Norwegian Cruise Line, Ltd.* has brought all of these issues to the forefront.

In *Spector v. Norwegian Cruise Line, Ltd.*, Douglas Spector sued Norwegian Cruise Lines for what they alleged were discriminatory practices by the cruise company against disabled passengers. The plaintiffs maintained that under the ADA the cruise ship improperly denied plaintiffs access to (1) key facilities such as public restrooms, restaurants, pools, and elevators; (2) emergency programs and emergency evacuation equipment; and (3) cabins with a balcony or window. Norwegian Cruise Lines defended the lawsuit contending that its cruise ships fly the Bahamian flag, and therefore as a foreign-flag vessel, it is not obligated to conform to the requirements of the United States' ADA. Norwegian Cruise Lines also argued that the absence of any specific ADA regulations applicable to cruise ships renders compliance with the ADA impossible. While the federal district



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court acknowledged the deficiency in passenger-vessel regulations, that court held that foreign-flag vessels were obligated to follow the ADA. Thereafter, Norwegian Cruise Lines appealed to the U.S. Court of Appeals for the Fifth Circuit. The Fifth Circuit agreed with Norwegian Cruise Lines and held that Congress never explicitly legislated that the ADA was meant to regulate foreign-flag passenger vessels. Without any expressed intention by Congress to extend the ADA to foreign-flag vessels, the Fifth Circuit ruled that Norwegian Cruise Lines could not be sued for any violation of the ADA.

As the Fifth Circuit readily acknowledged, its ruling in Spector directly conflicts with the U.S. Eleventh Circuit Court of Appeal's earlier decision in *Stevens v. Premier Cruises, Inc.* from June of 2000. On strikingly similar facts, the Eleventh Circuit ruled in a completely opposite direction. The Eleventh Circuit found that "public accommodations", such as restaurants, bars, health clubs, etc., which must comply with the ADA when on land, similarly must comply with the ADA when these public accommodations are incorporated as part of a cruise ship. The Eleventh Circuit further held that foreign-flag vessels had been regulated in the past by Congress under the terms of the National Prohibition Act. The court also noted that cruise ships in U.S. waters are predominantly foreign flag vessels, that the U.S. government is well aware of this statistic, and therefore the Congress could not have meant to exempt these foreign vessels from the requirements of the ADA. By deciding to review *Spector v. Norwegian Cruise Line, Ltd.*, the U.S. Supreme Court will directly address the stark conflict between the Fifth and Eleventh Circuits as to the applicability of the ADA to foreign-flag vessels. The Supreme Court will be forced to strike a balance between competing, core principles of maritime and international law. It is well-established that a ship that "voluntarily enters the territorial limits of another country subjects itself to the laws and jurisdiction of that country." At the same time, the Court has also found it advisable to refrain from "interfering with the internal management and affairs" of a foreign-flag ship. Under these competing principles, the Supreme Court has held it was permissible to enforce National Prohibition laws against foreign-flag vessels, but impermissible to apply United States' labor laws to foreign-flag vessels.

While it is premature to predict how the U.S. Supreme Court will ultimately rule on *Spector v. Norwegian Cruise Line, Ltd.*, its progression through the federal appellate system has already had some limited results for U.S.-flag passenger-vessels. Since the Supreme Court's recent decision to hear argument on *Spector v. Norwegian Cruise Line, Ltd.*, the federal government has begun the formal steps in promulgating ADA-specific regulations for passenger-vessels.

On November 26, 2004, the Architectural and Transportation Barriers Compliance Board, the government body charged with the task of issuing ADA regulations for vessels, released its draft guidelines. These draft guidelines relate specifically to the accessibility requirements for those newly constructed and altered "large" passenger-vessels (those vessels per-

mitted to carry more than 150 passengers or more than 49 overnight passengers). The board has made its proposed guidelines available through its website (www.access-board.gov) and seeks the comments and feedback from the maritime community by March 28, 2005. In fashioning these draft guidelines, the board considered a range of different types of passenger-vessels including ferries, gaming boats, cruise ships, and sight-seeing boats. The board's guidelines address a variety of issues including requirements for different accessibility routes on the vessels, requirements for restrooms and bathing facilities, requirements for providing assistive listening systems in auditoriums, guidelines for providing instructions and directions in tactile and Braille messages, and requirements for providing accessibility in means of escape routes. It should be emphasized that the board's guidelines govern only "large" passenger-vessels which are newly constructed or newly altered. Also, the guidelines notably do not address the requirements for "removal of barriers" from existing passenger-vessels. The combined jurisdictions of the United States' Fifth and Eleventh Circuit Courts cover the majority of the cruise ship industry based in the Gulf of Mexico. Considering that these courts have taken completely opposite positions on the applicability of the ADA to cruise ships, it was necessary for the U.S. Supreme Court to resolve this dispute. And while the U.S. Supreme Court's decision to review *Spector v. Norwegian Cruise Line, Ltd.* will by no means provide instant clarity, it is undoubtedly a step in the right direction. In the meantime, passenger-vessel owners and operators of both U.S. and foreign flag vessels are well-advised to carefully monitor and contribute to the Architectural and Transportation Barriers Compliance Board's rule-making process, as the new-year promises a number of judicial and regulatory developments in this area of maritime law.

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Derecktor-built Ferry Christened

The wife of Alaska's senior senator Ted Stevens, christened Alaska's second fast ferry at the Derecktor Shipyard in Bridgeport, Conn. The ship -- M/V Chenega -- is scheduled to begin service in Alaska's Prince William Sound in late spring. Designed by Nigel Gee and built by Derecktor Shipyard, the vessel is the second aluminum passenger and vehicle carrying catamaran built for the state. Once it is put into service, it will provide daily service between its homeport of Cordova and the surface highway accessible communities of Valdez and Whittier -- at travel times of almost half those of most Alaska Marine Highway vessels. "The addition of the Chenega will continue to change our system," noted Tom Briggs, Deputy Commissioner of the Alaska Department of Transportation and Director of Marine Operations. "While we've done a good job of providing regular service to Cordova, Valdez and Whittier, the Chenega will greatly improve access by providing these communities with daily service." Captain John Falvey, General

Manager, noted the system began using fast ferries last year with the introduction of the M/V Fairweather, (featured on this month's cover) and that the learning curve is steep. "We've gotten to the point where the crew is comfortable navigating the Fairweather and traveling at more than 30 knots - a major accomplishment, especially during the winter," he said. "While we now have crew trained for the Inside Passage, we are going to have to adapt that knowledge to Prince William Sound." Gavin Higgins, COO of Derecktor Shipyard, noted the importance of the vessel's construction to the shipyard, as well. "The Chenega, like its sister ship, the Fairweather, utilizes the latest technology in building techniques and equipment. We've learned a great deal from the Fairweather's performance and have applied that to the Chenega. It's a great vessel, a true prototype for 21st century ferry travel, and one that will provide Alaska with another great, "state of the art" ship."

Last of Three Built for NYC's DOT



Marinette Marine Corporation, a subsidiary of The Manitowoc Company, Inc. launched the ferry Spirit of America for New York City's Department of Transportation (NYC DOT) on December 18. This 310-ft. ferry is the third of three Staten Island Ferries to be built as part of a \$120-million contract that was awarded to Manitowoc in 2001. The ships are the largest ever launched at the Marinette Marine facility.

The launch featured Margaret Gordon, Executive Director of Safety and Security for the Staten Island Ferries, performing the traditional christening ceremony.

"The Spirit of America will be the 27th ferry to serve the Staten Island to New York route since municipal service began in 1905. We are proud to be part of this 100-year tradition, and we're proud of

the work our Marinette shipyard did on these three cutting-edge ships," said Dennis McCloskey, president of Manitowoc's Marine Group.

The ferry was named Spirit of America in remembrance of how America pulled together following the 9-11 tragedy. The ferry will be under construction for four additional months and will then undergo sea trials. It is scheduled to be delivered to NYC DOT in New York in June 2005.

The first of the three Staten Island ferries built by Marinette Marine, the Guy V. Molinari, is currently undergoing crew training in New York and is expected to enter service next month. The second ferry, the John J. Marchi, sailed from the Marinette Marine shipyard earlier in December and is en-route to New York City.

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A Market that has Rediscovered its Rudder

By Larry Pearson

The year 2004 was a watershed year for the passenger vessel industry. The first two American flagged fast passenger and vehicle ferries went into service and equally important was that business was up in all sectors of the marketplace.

There is more variety as well. For the first time in several years, new casino boats are being built. One is for an operator in Michigan City, Indiana, a vessel being built at Chicago Bridge & Iron as a replacement boat for a vessel now almost 10 years old. A second is for the Lake Charles, La. Subsidiary of Pinnacle Entertainment, a Las Vegas-based gaming company. This is a 330-ft. by 225-ft. powered barge built by Leevac Shipyards, Jennings, La.

"We see a definite improvement in our business over the past few years," said Andy Lebet, vice president of DeJong & Lebet, naval architects and marine engineers of Jacksonville, Fla. Lebet's firm is a major designer of passenger vessels. Lebet was discussing the passenger vessel market with this reporter at the WorkBoat Show held in New Orleans. Behind Lebet were photos and drawings of several recent passenger vessel projects punctuating his upbeat feeling about this market.

This article looks at five major categories of passenger vessels: excursion boats under 149 passengers, known as Subchapter T vessels; excursion vessels over 149 passengers referred to as K boats and three classes of ferry boats, fast passenger only, fast passenger/vehicle and passenger; and vehicle carriers traveling under 20 knots.

Excursion Boats-149 passenger (Subchapter T)

The buzz in the excursion boat business is still the motor yacht designed more for the charter market than the scheduled cruise business and the Solaris was built as a luxury charter yacht charter that also runs scheduled cruises.

Jim and Gail Murray have a rare-one-of-a-kind distinction with the Passenger Vessel Association. They are simultaneously the oldest active Associate Members and one of the newest vessel members. For over 25 years, the Murray's built other peoples dreamboats in their Freeport, Fla. shipyard. Now they own and operate the 149-passenger, \$2 million luxury yacht Solaris.

The 125-ft. by 26-ft. vessel operates from the harbor at Sandestin, a luxury beachside development of condos and sin-



gle-family residences in the Destin/Ft. Walton Beach area of the Florida Panhandle.

The Murray's had their own ideas on what makes a luxury dining yacht successful, having built many such vessels including the Atlantica, a 400 passenger Subchapter K vessel delivered in 2003 to the demanding New York City market.

We wanted a quiet vessel and one that did not break up the open space of the main dining salon," Jim Murray said. "Large picture windows are also important to the success of a dining yacht because it is the views on the water that people seem to love," Gail Murray added.

One of the reasons the Solaris started with an evening schedule of cruises was to introduce the vessel to potential charter clients. "With nothing in the area quite as upscale as the Solaris, it had to be experienced to be believed," said Gwen Hall, directing of marketing.

One look at the design of the Solaris shows that it was built for wedding charters. The main deck can hold 149 guests for the reception while the second deck has a huge U shaped bar and plenty of enclosed space for seating. The top deck is open and features a large raised alter area forward for the wedding ceremony. "All 149 guests and the crew can be pre-

sent on the top deck at the same time," said Andy Lebet whose firm performed many of the stability calculations and other engineering services on the Solaris. "The Stability Letter for the vessel states that 174 people can be on any single deck at the same time," Lebet added.

Power for the Solaris is via a pair of Caterpillar 3406 engines each rated at 340 hp. Twin Caterpillar 3056 engines are coupled to 63 kW generators for electric power.

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150 passengers typically are sized for 300-400 passengers since tighter U.S. Coast Guard regulations apply even if the vessel is sized for one passenger over the 149-passenger limit. The regulations for Subchapter K vessels mostly address structural fire protection, flammability of interior materials and other passenger safety issues. For some time now Skipperliner of Lacrosse, Wis. has been building vessels in this size range for a number of clients. In early 2004, Skipperliner delivered the 148-ft. long by 32-ft. wide, Majestic, 400-passenger vessel to Pacific Avalon Yacht Charters of San Diego, Ca.

The vessel began service in May of 2004. Pacific Avalon has a fleet of four vessels, all built by Skipperliner. The Majestic is the largest vessel in their fleet and the largest passenger vessel built by Skipperliner. All of the vessels work exclusively in the charter business with weddings being their largest individual market.

The \$4.5 million yacht has a 400-passenger capacity with 300 passengers allowed on any one deck, a positive feature when that many people may be on one deck for a wedding ceremony or other event. The Majestic has three passenger decks with primary restroom facilities in the hull. "The boat has a 10-ft. deep hull, so we could effectively use this space for restrooms, freeing up space on the upper decks for passenger events," said Todd Jordan, director of marketing for Skipperliner.

Seating for 250 passengers is available on the main deck in rounds of 10. The second deck is a lounge with leather couches, a dance floor, bar and other amenities. The third deck is open but canopied aft with the pilothouse forward and a Bride's changing room. Private space for the bride and her attendants has become a welcome amenity on vessels that are marketed to the bridal market.

A pair of Caterpillar 3406E engines producing 600 hp each supplies power for the boat. Two John Deere 6081 engines power two 150 kW generators and a PTO off one of the main engines powers a 150 hp bow thruster by Wesmar.

Both of these vessels continue the trend of building vessels with upscale interiors intended to appeal to charter groups such as weddings and corporate events. Several more such yachts are being built in 2005 including one for New Orleans Steamboat that will go out for bid this spring.

High Speed Passenger Ferries

Two shipyards building vessels by Incat Designs of Sydney, Australia have built over 50 high-speed passenger ferries in the past few years. A very unique high-speed ferry was built in 2004 by Gulf Craft, Pat-



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terson, La. Gulf Craft, known best for their crew/supply boats, had their Australian designer, Crowther Multihulls design a 300-passenger 351-ft. passenger ferry for Key West Express, Ft. Myers, Fla. Key West Express has a fleet of three fast ferries serving Key West, Fla. from a terminal in Ft. Myers year around and Marco Island in season.

The 34-ft. wide Big Cat Express was delivered in January 2004 and makes the trip in 3-3.5 hours at a top speed of 38 knots. Gulf Craft called on their experience as a builder of fast crew/supply boats using the same engine setup used on many of their oil field boats.

A pair of Cummins KTA50-M2 engines are mounted in each hull of the catamaran driving Hamilton HM-651 waterjets through NICO offset reduction gears. Total horsepower is 7,200. Two Cummins engines also power 75 kW generators one mounted in each hull.

The vessel is designed with a partially enclosed main cabin that can seat 150 passengers. This space also holds 24 gaming machines and a snack bar. The second deck has enclosed seating for 80 persons in a VIP business class arrangement aft of the pilothouse and an open second deck area with 104 seats. The upper sun deck has seating for 44 passengers. There are five 48-in. plasma televisions onboard with digital satellite reception.

The company also operates the Big M casino boat out of Ft. Myers with a complete array of casino games. Two daily cruises are offered.

High Speed Passenger and Vehicle Ferries

As noted in the intro of this story, 2004 was the year that large high-speed passenger and vehicle ferries were introduced for the first time in the U.S. Two ferries were introduced this summer on Great Lakes routes and the early returns shows that one was mostly a success while the second was a complete flop.

First the bad news. The \$42.5 million vessel Spirit of Ontario built in Australia to run across Lake Ontario from Rochester, NY to Toronto, Canada. suspended service after three months of service awash in red ink. The December issue of Marine News chronicles this debacle with an interview with the driving force behind the venture.

Now for the relatively good news. Lake Express, a U.S. flagged vessel built by Austal USA, Mobile, Ala. (ironically the parent company Austal Ships of Australia built the Spirit of Ontario) ended its 2004 service two months early but met its passenger projections, according to ferry spokesperson Jeff Fleming.



The 192-ft. by 57-ft. all-aluminum catamaran began its 76-mile trans Lake Michigan route between Milwaukee, Wisc. and Muskegon, Mich. on June 1 and halted service at the end of October. The service is expected to resume April 30, 2005. "We failed to market the availability of service to the end of the year," said Lake Express President Ken Szallai. "The popular assumption is that Lake Michigan service is only offered in the summer and fall and we did not do enough marketing to counter this idea," Szallai added. As a result ridership was projected to down significantly the last two months of the year.

Even so, the Lake Express got rave reviews from tourism officials during its first season of operation. "Now that we understand its potential, we can move forward to a fantastic season in 2005," said Cindy Larsen, president of the Muskegon Area Chamber of Commerce.

The vessel, that has a capacity of 253 passengers and 46 vehicles, carried more than its goal of 100,000 passengers in spite of a five-month rather than a seven-month season.

Powered by four MTU 16V 4000 M70 engines, the Lake Express is capable of a

speed of 34 knots using Kamewa 80 SII waterjets, allowing the ferry to cross Lake Michigan in under 2.5 hours.

Next season the vessel will offer upgrades in both facilities and on-board amenities.

Traditional Ferries

The Alaska Marine Highway System (AHMS) made big news this year with the introduction of the fast passenger/vehicle ferry Fairweather on the Sitka- Juneau route. Its quartet of MTU 16V595TE70 engines drive the ferry to a top speed of 43 knots and a cruise speed of 32 knots. The vessel has a length of 235 ft. and a 60-ft. beam. Passenger capacity is 250 people, small for a boat of this size but the AHMS decided not to make the decks of the vessel "wall-to-wall seats. Rather the vessel has lounges and other passenger hospital-ity areas.

Not as well publicized, but equally valuable to AHMS was the slower speed passenger/vehicle ferry Lituya. The steel-hulled vessel more resembles an offshore supply boat than a traditional ferry with an open main deck and a center island with a passenger lounge topped by a pilothouse.

It was a case of form following function, according to Tom Atwood, an AMHS manager and on site construction manager as the vessel was being built at Conrad Industries, Morgan City, La.

The vessel shuttles between the mainland port of Ketchikan and the tiny island of Annette, home for the Metlakatla Indian tribe.

"Rough weather is often encountered on this route and since this is 24-hour a day service, we needed a vessel that can handle rough seas and can shed water quickly," said Atwood. "A supply boat design is proven to handle those conditions," Atwood added.

The 181-ft. Lituya has a 50-ft. beam and is powered by a pair of Caterpillar 3508B engines rated at 1,000 hp. This propulsion power setup is the same as many similar-sized supply boats. A 200 hp Thrustmaster bow thruster completes the propulsion system. Top speed of the ferry is 14 knots and passenger capacity of 149 passengers with a crew of five.

In spite of her supply boat look, the Lituya is a Subchapter T passenger vessel for Lakes, Bays and Sounds under 100 gross tons.

Are More Casino Boats on the Horizon?

By Larry Pearson

While the Casino boat building business has been stagnant for nearly a decade, there maybe emerging opportunities for growth. For naval architects, shipyards, interior designers and marine systems and equipment suppliers the mid 1990's was a heady time. Over 100 casino boats were built during this time. If there are more on the way, it will be a smaller market this time around. The market is not so much for new boats for new jurisdictions, since the last casino boat legislation was passed in Indiana in 1993, almost 12 years ago. What is happening is that those boats are now 12 years old and needing replacement. Over the past couple of years some boats have been replaced. With the sailing issue settled, all casino boats can stay permanently docked, although vessels in Indiana and Louisiana still need Coast Guard certification. This has caused the way casino boats are designed to be changed. "A few years ago we were designing mostly Coast Guard certified vessels, but now that has shifted to PMV's or Permanently Moored Vessels," said Matt Pittman, of Lay, Pittman and Associates of Jacksonville, Fla. PMVs are not powered and do not have to be Coast Guard inspected. Indiana and Louisiana are the only states that require their casino boats be certified as Subchapter H vessels. That means sea trials are necessary and they are fully equipped to meet that certification. However, they resemble floating boxes more than boats.

L'Auberge Du Lac

The new casino boat for Lake Charles,

A "first generation" 10-year-old casino boat with three levels of gaming. This style of vessel will be replaced with barges with a single level of gaming as is the industry custom for land-based casinos.



La. is a perfect example. The new \$40 million vessel has all gaming on a single level with 1,600 slots and 100 table games. Single level gaming facilities are preferred by the gaming companies and their patrons, but this new vessel is the first to be specifically designed to both have a single level gaming facility and be able to met Coast Guard regulations. It fits into a cofferdam at the Lake Charles site and will be integrated into the rest of the complex so the gaming patron will not know when he/she is on the water or land.

The vessel was built in three sections, two by the main contractor LEEVAC Industries LLC, Jennings, La. and one section by Quality Shipyards at their Houma, La shipyard. The three sections were joined at the LEEVAC yard and major construction completed there. The final outfitting was done in Lake Charles at a portable shipyard LEEVAC established at the Port of Lake Charles.

To comply with Louisiana gaming law that the vessel must resemble a vintage paddle wheeler, the vessel does have a split paddlewheel that operates (another Louisiana gaming law requirement) and a pair of stacks painted black with gold-colored filigree, I guess to comply with the vintage looking boat requirement. Other than that, the boat is a 330-ft. by 225-ft. box with a 13-ft. deep hull named L'Auberge Du Lac.

At the present time the casino vessel is in its slip at the Pinnacle Gaming facility. The gaming facility, hotel and entertainment venues at the complex are scheduled to open in April 2005. This will be the 15th and last state regulated riverboat gaming facility to open in Louisiana.

There is little reason to discuss the vessel's propulsion, navigation and communications systems since they will be used only on sea trials. The generators, a pair of Caterpillar 3508B units, develop 920 kW

each but they will also see limited action. The vessel will use shore power, but the generators can be used in a standby mode if shore power is lost. Even the air conditioning system is located on shore as a part of the hotel mechanical system.

The casino boat is part of a \$365 million hotel-casino complex with a 26-story hotel with 700 rooms and an 18-hole golf course owner by Pinnacle Entertainment of Las Vegas, Nevada.

As noted by Pittman, the casino boat market has now shifted to primarily (except for Louisiana and Indiana) Permanently Moored Vessels. Many of the original vessels were built as fully operating boats, since they had to be Coast Guard licensed when they opened. The replacement vessels can be built to totally different standards requiring no propulsion equipment, navigation systems or steering gear.

While these vessels result in smaller shipyard contracts, they do require some mechanical systems and interior design and joinery is about the same as with Coast Guard certified vessels.

At the present time the market is for replacement vessels for many of the original 100 vessels originally built. But rumors remain high that additional states will pass some form of casino boat gaming, probably using permanently moored vessels.

The problems facing state today are still the same as those facing the original six states that passed casino boat gaming legislation in the 1990-1993 time period. Briefly stated that is voter demand for increased state services without raising taxes. With this continuing pressure, states that were on the verge of passing riverboat gaming in the 1990's may revisit that issue in the next few years.



"The Magnolia Belle glides effortlessly through the water on another excursion. The 1969 era vessel is beginning life anew in Mandeville, La.



Boat Recycling

Some excursion vessels happily seem to live forever. They change owners, change paint colors, endure countless renovations, bare scars from misguided attempts to "improve" her propulsion system... but the boat lives on. Such is the case of a 1969 vintage two-deck paddle wheeler built in 1969 by the Dubuque Boat and Boiler Company. The vessel has had many names. But the one most associated with the vessel is Bonnie Belle, owned for many years by Lloyd and Bonnie Poore and sailed on thousands of excursions on the Ohio River.

It also spent some time on the Missouri and Ohio rivers under other names and various owners. The vessel is a classic design hydraulic paddle wheeler with an enclosed main deck and a canopied second deck. A 240 hp Isuzu engine drives the hydraulic pump and another engine powers a 65 kW genset.

When I first saw the Magnolia Belle in October, it was an unusually cold and blustery day. It was still the Bonnie Belle to me, although it sported blue trim rather than the more traditional red. It rode high in the water her stern highlighted by the paddlewheel. I was hoping that the new owner had an appreciation of the treasure he had just bought for the history of this boat mirrored the ups and downs of the excursion boat industry.

Since I was at the boat before the owner arrived I stepped onboard and it was like going back in excursion boat history. The main deck cabin was in the process of being renovated not so much to modernize it, but to return it to its former glory.

I was relieved to learn that Joe Baer, a successful line haul towboat pilot from

Cincinnati, now owned the boat. He bought the vessel and moved it to Madisonville, La. on the Tchefuncte River. Baer is lovingly restoring the boat, updating the interior, modernizing the pilothouse and doing those one million and one things needed to bring the old Bonnie Belle into her new life as the Magnolia Belle.

Yes, Joe Baer knew the history of the boat and told me things about it I never knew. The boat was in good hands.

The 85-ft. by 23-ft. vessel operates very simply. The main engine drives a hydraulic pump that powers the paddlewheel. Steering is accomplished by a direct chain drive from the large wheel in the pilothouse to the rudders.

The main deck can seat 80 comfortably and 40 additional guests can be seated for dining on the upper deck, making a 120 person charter an ideal party size.

"We intended to do a lot of charters and that is what we are focusing on at the moment," said Baer. The boat has a 3.5-ft. draft so it can go into any marina in the area to pickup guests.

"The boat is harbored on the North Shore of Lake Pontchartrain in Madisonville, but we do cross the 24-mile wide lake for pickups in the larger New Orleans area as well," Baer said.

All of the food for the vessel is catered by Benedicts Plantation, Mandeville, La. "We do have a holding and prep galley with a refrigerator/freezer, beer cooler, dishwasher and a commercial oven aft on the main deck," Baer added. "The galley can and has served 120 people for dinner," Baer said.

Charter corporate events, rehearsal dinners and other parties form the core of the

business for the Magnolia Belle. "We may add scheduled cruises to the mix in 2005 depending on how the business develops," Baer added.

But there is no question that owning his own excursion boat is what Joe Baer has wanted to do for a long time.

Now he has his chance as the owner of a boat that has seen many good times, but few recently... being passed from owner

to owner like a star baseball pitcher past his prime.

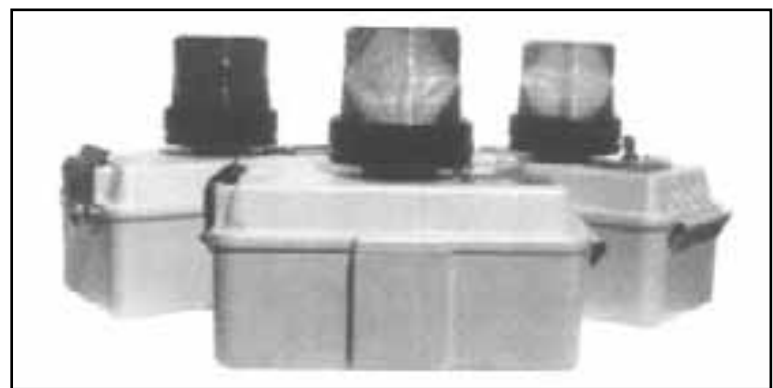
Unlike athletes, excursion boats can return to their former grandeur with the TLC of a caring owner and a well thought out marketing plan. Baer may just be the right owner at the right time for this proud paddlewheeler.

— Larry Pearson

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Passenger Vessel Annual

Burger Books Brisk Business to End Year

Burger Boat Company announced the signing of the contract to build a 150-ft. (46 meter) Tri-Deck, motor yacht dubbed. Time for Us. This is the largest, most comprehensive yacht design and construction project in the Company's 141-year history.

John Munford of the UK., is the interior designer. Patton Marine has developed the comprehensive specifications and will provide project management. Vripack of the Netherlands is co-engineering the yacht along with the Burger Design Team who has developed the interior layout as well as the exterior styling.

Time for Us will be ABS certified, fully MCA compliant and will be available to charter in various unique cruising areas of the world. Time for Us will have handicap accessibility featuring a four-level elevator. Tenders are positioned on the main deck level aft with opening side bulwarks and overhead gantry cranes for quick,

easy deployment. The voluminous yacht will have over 6,500 sq. ft. (600 sq. meters) of interior space and almost 4,000 sq. ft. (375 sq. meters) of exterior space. She will have a 4,500 mile range and a top speed of 15.6 knots. All four guest cabins are configured as VIP suites and the interior design will be classical, elegant with use of raised-panel cherry and mahogany throughout. Delivery is scheduled for late 2006 and will further establish Burger's commitment to the new, larger class of highly customized, distinctive, ocean-going yachts.

Areti I & Areti II

Within a four-hour period, 404 ft. of new yacht construction projects were signed at Burger Boat Company. Starting with a contract for a 150 ft. (45.7m) Tri-deck, Time for Us and followed by the signing of two identical 127 ft. (38.7m) Tri-deck yachts, Areti I and Areti II.



Without question, this is one of the most historic moments in Burger's history, the signing of the largest motor yacht combined with the contract to design and build twin 127 ft. (38.7m) Tri-deck motor yachts. The identical yachts will be owned a young Russian industrialist with a global business and leisure interests. The signings coincide with the recent completion a new 48,000 sq. ft. (4,460 sq. m) world class manufacturing complex.

Areti I and Areti II will be built upon the very successful and well-proven 26.5 ft. (8m) beam hull platform (SIS-W, Lady Grace Marie). These vessels will be ABS+A1 AMS and MCA certified continuing an uninterrupted trend at the shipyard. The five-stateroom yachts will have

a traditionally styled interior motif of raised panel African cherry (makoré) with several interesting features including a large commercial galley, full sauna room and much more. The vessels will be powered by Caterpillar engines, have zero-speed stabilization and full "glass bridge" navigation electronic systems among numerous other technical attributes.

Both yachts will be launched in the spring of 2007. Areti I will be based in the U.S. for cruising the Eastern Seaboard, the Bahamas and the Caribbean. Areti II will be based in Europe for cruising the Mediterranean, Adriatic and Aegean Seas and the Balkans.

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Fomer Suncruz Owner Pleads Guilty

Marcos Daniel Jiménez, United States Attorney for the Southern District of Florida; Jon Sall, Special Agent in Charge, United States Coast Guard Investigative Service; and Ricky D. Langlois, Special Agent in Charge, United States Environmental Protection Agency, Criminal Investigation Division, announced that defendant, JAB America, Inc., pleaded guilty before United States District Court Judge Kenneth A. Marra, in Fort Lauderdale, Fla., to charges that one of its vessels, the SunCruz VI, dumped garbage off its deck into waters of the United States while departing from Port Everglades on April 24, 2003, in violation of the Refuse Act, Title 33, United States Code, Sections 407 and 411.

According to statements in court, JAB America, Inc., at the time of the offense, owned seven vessels, including the SunCruz VI, which made twice daily gambling "voyages to nowhere," beyond the territorial waters of Florida. On April 24, 2004, United States Coast Guard surveillance equipment observed and recorded several filled plastic garbage bags being dumped overboard from the vessel into Government Cut near Fort Lauderdale.

At the time of the incident, JAB, America Inc., and the vessels' operator SunCruz, LLC, were operating under Chapter 11 Bankruptcy protection. On April 9, 2004, the assets of both JAB America, Inc. and SunCruz LLC. were purchased by Oceans Casino Cruises, Inc. and Vessel Casinos, Inc. (collectively "Oceans and Vessels"). Oceans and Vessels continue to own and operate the SunCruz business under the SunCruz name and have maintained the same operations. Oceans and Vessels signed the plea agreement and expressly agreed to assume all of JAB America, Inc.'s obligations under the agreement, including the development, implementation, and enforcement of a comprehensive Environmental Compliance Plan that requires an independent consultant to be hired to oversee environmental operations. The court, in accepting the plea, noted that the Environmental Compliance Plan required by the Plea Agreement constituted a benefit to the community.

ACL Plan of Reorganization Confirmed

The United States Bankruptcy Court, Southern District of Indiana, New Albany Division confirmed the Plan of Reorganization for American Commercial Lines LLC and its affiliated debtors. ACL and its affiliated debtors, including American Commercial Barge Line LLC and Jeffboat LLC, filed for Chapter 11 protection on January 31, 2003. Richard L. Huber, Chairman and Chief Executive Officer of ACL said "We are extremely pleased to complete this reorganization process. The implementation of our Plan of Reorganization provides the best possible recovery for our creditors and ensures the Company's future viability. Our efforts are now focused on completing the steps required to emerge from Chapter 11 on January 10, 2005." Under the terms of the Plan, JPMorgan Chase Bank N.A., as Administrative Agent for various lenders, will continue to provide financing of approximately \$364M. ACL has also secured a \$35M revolver facility from Bank of America, N.A. and UBS Securities LLC. Five-year Maritime Lien Holder Notes will be issued to holders of maritime liens or in the alternative, a cash payout of fifty cents on the dollar. Equity in ACL will be transferred to the holders of approximately \$278M of pre-petition bonds and other unsecured creditors in satisfaction of their claims. Eugene I. Davis, Richard L. Huber, Nils E. Larsen, Emanuel L. Rouvelas, R. Christopher Weber and Clayton Yeutter have agreed to serve as members of the ACL Board of Directors upon emergence.

Holden is New President, CEO

ACL announced that Mark R. Holden was selected as President and Chief Executive Officer. Prior to joining the Company, Holden was Senior Vice President and Chief Financial Officer of Wabash National Corporation, where he held various officer-level positions for the past 12 years. In addition to his duties as the Chief Financial Officer, Mr. Holden served on the Board of Directors of Wabash National and in the Office of the Chief Executive Officer. As a member of the Office of the Chief Executive Officer, Mr. Holden oversaw a very successful turnaround and restructuring of the \$1 billion industrial company. Prior to joining Wabash National in 1992, Mr. Holden spent 12 years at the international accounting firm of Arthur Andersen. Holden earned a BA from Ball State University and is a CPA. Richard L. Huber, Chairman of ACL's Board of Managers and Interim CEO said, "We are very pleased to have Mark coming on board as

the Company emerges from Chapter 11. Mark's strong background in the transportation industry coupled with his experience

in both turnaround and growth situations provides an ideal complement to the existing management team's strong

focus on execution." Mark Holden commented, "I am looking forward to working with Norb Whitlock and the rest of the ACL team as ACL emerges from Chapter 11 and regains a strong position in the transportation industry."

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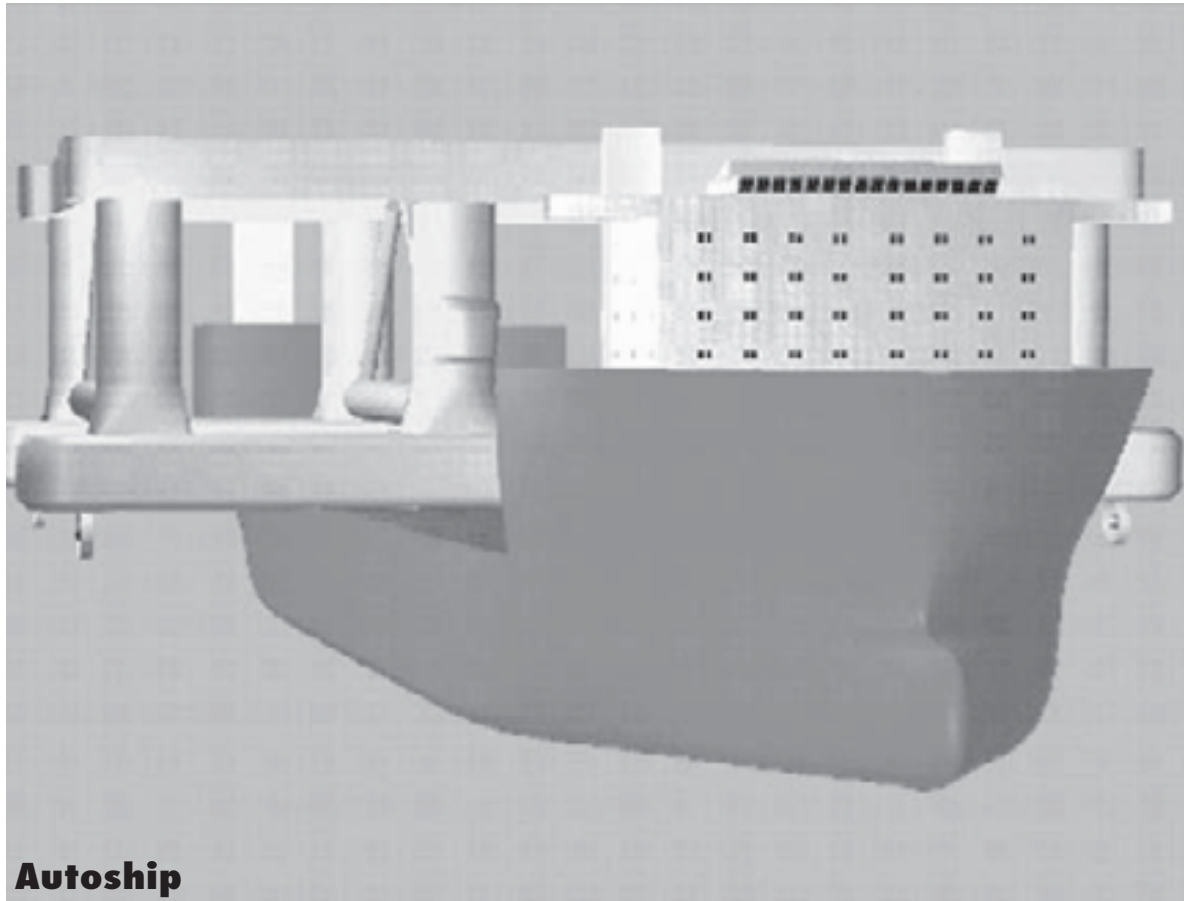
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The Advanced Approach to Vessel Design

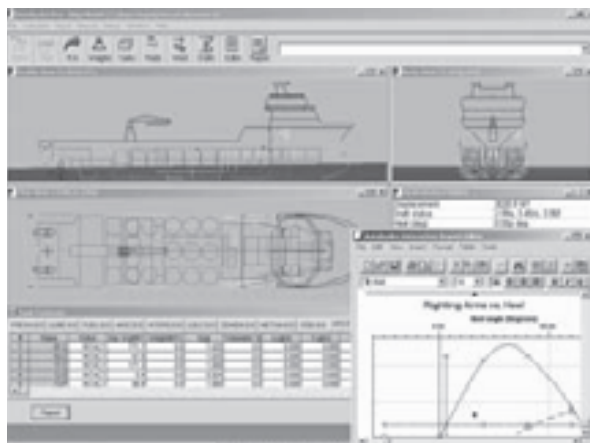


Autoship

Autoship Systems Corporation (ASC) of Vancouver, Canada has been a leader in CAD/CAM vessel design software for nearly 25 years. Originally conceived for the monohull, ASC software is now used for designing all types of marine vessels - from conventional hull forms to oil rigs.

In the early 1980s, PCs were beginning to have respectable computing power at a relatively affordable price. This situation encouraged Grahame Shannon of Vancouver, Canada to develop his idea of designing vessels on the PC-platform. Soon Shannon had many naval architects knocking at his door. His design software, called Autoship, had apparently made the vessel designer's life a lot easier. Before long Shannon had to hire employees and move his business, Coastdesign Inc., out of his basement.

Autohydro



Coastdesign Inc. quickly built its reputation as a CAD software specialist. Dealerships were established in key maritime countries, such that by the late 1980s the company had a strengthened position among the PC-based CAD software suppliers around the world. Coastdesign had, by this time, licensed and developed analysis tools to complement Autoship. These new software tools comprised: AutoPlex (for designing with developable surfaces); Autoplate (for plate expansion); GHS (for stability and longitudinal strength analysis); and Autopower (for resistance calculations and powering estimation). A total CAD solution, whereby software could be used to take the vessel design completely around the design spiral, had emerged.

Now was the time to tie the design process with vessel construction, a link between vessel design and construction that was made in two steps.

First, Autobuild - an internal structural modeling program was developed. Second, AutoNC, a nesting and cut-file generation program, was licensed. Now, parts created in the Autoship CAD suite could be exported using standard dxf file format to AutoNC for part nesting and cutting. The CAD programs also advanced, with Autoplex being integrated into Autoship, and GHS being replaced by Autohydro. The company, now called Autoship Systems Corporation, had a complete CAD/CAM software product line.

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Vessel Design

to innovate. In the early 1990s, all products were re-written to move from the DOS operating environment to Windows. Further, the products have undergone continuous improvement, taking advantage of increased computing power available in PCs, and more advanced programming

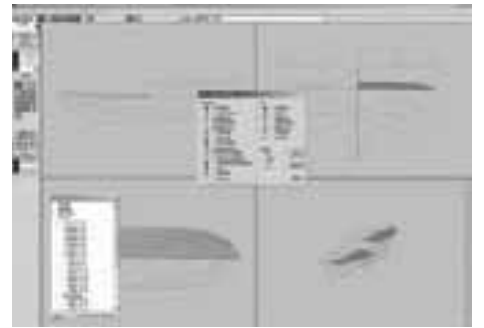
tools. Finally, ASC has further proved its commitment to making the vessel design and construction process easier by integrating with third party software.

Today, the Autoship CAD/CAM suite is as follows:

- Autoship - for surface modeling. The Autoship program uses Non-Uniform Rational B-Spline (NURBS) mathematics, the high-end CAD standard for surface modeling.

- Autopower - for resistance and power

Autoplate



ing prediction. Twelve independent resistance and propulsion methods for variety of hull forms are offered.

- Autohydro - for stability and strength calculations. The program performs damage and intact stability analyses on a 3D model of the vessel. The program input can either be an Autoship-generated model, or a table of offsets.

- Autostructure - for internal structure design. This is a group of programs consisting of: Project Manager - for project management, Autostructure - for design work, and Report Manager - for report generation. Autostructure is built on top of the Microsoft SQL Server database

- Autoplate - for plate design and expansion. The program performs plate expansion calculations for both developable and non-developable plates. It helps in the layout and forming of the shell plating. It is based on a modern proprietary expansion algorithm.

- Production Manager - for nesting and stock management. The foundation of Production Manager is the Autostructure database. Parts for nesting are read from the database; nestings and inventories are stored in it. Production Manager exports nesting drawings and tables into AutoCAD.

Third Party Integration

In today's shipyard, there are many different software packages in use. The individual software alone may improve efficiencies within a given department, however the real benefit of these disparate packages can only be realized through meaningful data transfers between these systems. Ultimately, the supply chain will still experience bottlenecks if these links

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are not made. ASC understands the shipyard supply chain and therefore continues to work hard to integrate their state-of-the-art CAD/CAM systems with other notable shipyard software.

To this end, some key AutoShip CAD/CAM suite interfaces with third-party software systems include:

- AutoShip. Models created in other programs can be imported via IGES or DXF. In addition, if the vessel designer wants to start his vessel in the AutoShip suite from the lines of an existing vessel, this is possible with the surface match routine (available only in AutoShip Pro). The user has two ways to enter the data: a. manually typing in offsets into a table; or b. by importing the existing vessel's offsets using a "csv" (comma separate variable) file format - a file format easily created from a Microsoft Excel spreadsheet. Either way, the surface match routine will generate a set of curves from the data, and then loft a surface through them.

- Autostructure. Autostructure interfaces with two third party software: AutoPLANT and AutoCAD:

- a. AutoPLANT is a third party piping design software. The link between Autostructure and AutoPLANT ensures


that any conflict between piping system design and structural design is resolved during the vessel design stage, rather than during the vessel construction stage.

- b. AutoCAD is used by Autostructure for editing 2-D flat parts, and exporting of parts, assemblies and cross-sections in 2-D and 3-D.

- Production Manager. Production Manager exports nesting drawings and tables to AutoCAD. Optionally, the program operator can write out a DWG file.

AutoShip has not stopped the third party integration process. For example, AutoShip has an agreement with SPAR Associates, Inc www.sparusa.com for an interface between Perception software of SPAR and the AutoShip CAD suite. The interface means that material requirements determined in the design process can be transmitted exactly and a timely fashion to the supply management software of the Perception suite.

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On Tugboats



A year after 9/11 and the remarkable rally by New York's mariners, several of the participating tugboats commemorated the anniversary with a parade past the former site of the twin towers. Many tales of the Evacuation of Lower Manhattan remain to be told. (Photo: Don Sutherland)

By Don Sutherland

There have been plenty of books published on the subject of tugboats in the past few years, sharing a cookie-cutter similarity - they're large, handsome, colorful, well-produced coffee-table volumes, which pretty much cover the same introductory material in the same glancing way. In all those regards and quite a few more, Virginia Thorndike's *On Tugboats* is a different sort of book. For starters, it's not large nor particularly handsome, and not all that well-produced - a standard paperback printed in black-and-white on paper that will probably not last for centuries. But then, it is a book crying out to be read, where coffee-table books ask merely to be seen.

On Tugboats certainly should be read, for the reason expressed in its subtitle: "Stories of Work and Life Aboard." That's a type of work and a style of life without many parallels in other lines of business, which seldom has been examined. The other, more glamorous volumes may introduce the mate and state what time he gets up in the morning, his routine duties and what he eats for supper. Such matters are more in the background in *On Tugboats*, which goes on to portray what the mate - and the skipper, the engineer, the deckhand, the tankerman, and those they

have known - feel and think.

For these reasons alone, this book is bound to be read by many who work in this business. The sheer narcissism would be embellished by heartfelt chuckles, as the mariner recognizes familiar situations or, at least, situations that could have been familiar. As well, there's a certain amount of in-talk and gossipy stuff unlike that found on the "lifestyle" page of your hometown newspaper.

Does everyone know everything, for example, that links the tugs *Fournier Girls* and *Mary L. McAllister*? Everything? Well, even this book may contain less than everything, but perhaps more than you knew before. It doesn't appear in any single place, though, under a subhead, "Links between the *Girls* and the *Mary L.*" The info comes out in dribs and drabs. Like genuine gossip, it arises from several conversations, and it's left to the reader to spot and correlate the connections.

Speaking as an Insider

Some of this same clannishness could pose a problem for the book, however, to whatever extent it aims to appeal to the lay public. They might be drawn to the pretty pictures of the coffee-table volumes. But *On Tugboats*, meant to be read, may put the newcomer at a bit of a disad-

vantage with its technical jargon and nomenclature, which is dispensed as almost the King's English. The fact is that work and life aboard tugboats is suffused with specialized equipment, unique requirements, techniques and skills which are frequently unknown even to other mariners. A lot of this jargon may seem dense, particularly in the opening chapter, and although there's a glossary in the back, it may yet be challenging to the lay reader.

"The eight-strand blend braid is more resistant to abrasion than the same blend in laid line," the text reports early-on, "because it spreads the pressure over a wider surface and offers fewer proud edges." This might not be Greek to a tugboater, but it could elicit some head-scratching for, say, the wives or kids of the tugboater. They may take-up the book, the better to understand what their significant other actually does during those weeks away from home. Such readers should be consoled and counseled - hold-on, mateys, there's smoother sailing ahead, as the lingo lightens up.

The opening chapter is jargon-laden because it defines the tugboat, its principles of design, its purpose, construction, and operation. It's required reading, to set the stage for the neophyte reader.

Explanatory footnotes would help, but would slow the narrative down and make the book like what it is not, a textbook.

Once the yarns get underway, the book adopts a unique pose, in a white-knuckle sort of way. Just a few pages past the foregoing quote, for example, the relevance of a towing line to things besides towing comes at the reader with a visceral impact. "Nylon lines store up tremendous energy when they stretch, which makes them potentially lethal when they part. 'I remember one report from over thirty years ago,'" a captain is quoted, "where a crew on a ship was attempting to move a spare anchor using a nylon line. The line snapped, and amongst the dozen or so injured and killed, several were cut completely in half."

Like it is

The tales are told in their tellers' voices - we gather the author used a recorder - in their own distinct lingo, with a vocabulary more profane than sacred, accents and dialects intact. The author's tone, meanwhile, is the same as in her previous (and more genteel) works like *Windjammer Watching on the Coast of Maine*, her characteristic style as raconteur being level and restrained, sort of a plain-vanilla against the Cajun spice (or, if you pre-

fer, Seaboard brine) of her subjects.

The style fits the subject. Rarely, during the course of work and life aboard a tugboat, are moments of drama preceded by ominous music on the soundtrack. One minute you're in the galley having coffee. The next, your cup still in hand, you're battling to save the ship.

Defying death is not the daily drill on most tugboats - it's merely risky out there most of the time - but this book makes clear, in more than one recounting, just what the stakes can be:

"He was asleep, and wasn't aware of any of the events prior to the general alarm," the author tells us. "That he heard. 'I could feel the boat backing down. I threw on my shorts, a shirt, shoes, grabbed my lifejacket and a survival suit ...' Joe started to go out by the hatch by his room, but the heat of the fire drove him back ... 'the fire on our barge [was] probably two hundred feet high -- huge.'

"The smoke was black, black, and there were cinders, like when you poke a piece of wood on the fire. Those cinders falling on us were three feet wide — big old cinders from the rubber and paint and things on the barge. It was HOT, very hot ... I stayed back there till I couldn't stand it no more -- I knew if I didn't do something, I was gonna die -- ... so I jumped in ... and started swimming away ... Ka POOM! I put my hands over my head, afraid metal might land on me. None did, so I started swimming again ... Then there was a whistling, more and more intense, more and more, till there was another explosion ... I could feel it go through me like nothing I'd never want anyone to deal with ... I covered my head again, and I thought, 'I'm gonna die right here.'"

"One guy on the boat had had his son with him, a

boy of twelve or so. In the water, the kid kept climbing on his father, who asked Joe to help him. 'Come here, Stevie,' Joe called, and then Stevie jumped on Joe's back. 'My instinct pushed him off. "Go back to your dad!" It's something I'm not proud of ...'"

The average soldier, more than the average mariner, might expect such conditions on the job. The point being that Joe in this story, like the joes in the book's other tales of tribulation, aren't soldiers. They're in the private sector, doing a job for a wage, two weeks on and two weeks off, and then back home to the wife and kids. The Joe in this story, when the crisis began, didn't even have his shorts on. The setting was supposed to be so homey that a shipmate could bring his kid. Think that lad will go into this business, after a day with dad at the office?

Such melodramatics in real life come up more than anyone likes, though still by far they're the exception. But even in routine work and life aboard, you've got to proceed carefully. And the perils are not just apprehensions of crybaby deckies. "It's the kiss of death if you can't see the deckhand," naval architect Bob Hill is quoted on the design of a tugboat wheelhouse, "you go to back down, and he's still got his arm in the bight." Mr. Hill's sentiments return a few pages later: "Every once in a while it dawns on you that people are riding around in your boats in all weather -- you're responsible for these people. You hear of a casualty somewhere, and think, "There but for the grace of God ...""

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On The Bookshelf

mariner also must steer through the bureaucracies that now inundate his work and life aboard.

"There are times when Steve wonders," the author tells us, "if he wants to be in this job anymore. 'The other day, coming through the tropical depression, I couldn't see the bow of the barge.' ... there are probably five hundred oil wells in the Gulf, many of them not lit, some nothing more than a big pipe coming out of the ocean. The radar doesn't pick them up in the rain all that well. 'If I have an accident when I'm doing everything right, they'll yank my license for a year, maybe longer. If I'm smoking dope -- yeah, go ahead and take my license forever. But if I'm doing everything right, they shouldn't have that ability. Times like that, I think it's just not worth it.'"

Now, now, folks. We'll have none of this talk, for it makes such bad press. We wouldn't want to scare the new recruits. It's not like port cities could survive without their tugboaters.

Yet already we're facing problems concerning where the next generations will come from, so shouldn't we sugar-coat the narrative? Even today, how many boats can you board where a deckhand, this time last month, was greasing cars at a Citgo? Or who is a great guy, but doesn't speak English? There's nothing at all new about landlubbers or foreigners boarding tugs, and learning the ropes quickly, the hard way. It's sort of traditional. What's new is the intensity of the administrative eye placed upon it all.

"The new Coast Guard licensing regulations are making it more difficult to enter the field, and they're also causing some older towboaters to leave," the author tells us. She quotes a skipper who's been in the business for forty-five years and is on the ninth renewal of his ticket. "I'm sixty-three years old, and have my Master of Oceans license. I've just renewed it, but to keep it next time, I would have to go to about fifty-five schools ... They're gonna tell me I'm not qualified? I'm not gonna do it.' He feels the Coast Guard has made a terrible mistake. 'Losing people like me -- they should have tried to grandfather some of us in.'"

The Coast Guard's jurisdiction and responsibilities have increased since the book was prepared, but even before 9/11 there was a wide perception of "two" United States Coast Guards - the earnest and often heroic mariners who selflessly risk (and sometimes lose) their lives in behalf of others in distress, and the bureaucrats-in-uniform sometimes presented as petty authoritarians throwing their weight around simply because they can. This second Coast Guard raises some



The caption in the First Edition identifies this vessel as K-Sea's Viking as she pushes a load of petroleum past the United Nations complex. The tug is actually the Volunteer, although she was photographed from the Viking - the kind of minor errata that can clear-up with revised editions. (Photo: Don Sutherland)

question of how well an organization with a hierarchical structure, defined rules and strict chain of command, can interact with the adventurous spirits and masters of improvisation who have historically been drawn to tugboating.

The author cautions that "Despite all the efforts being made by ... different agencies and organizations, there are people in the industry who are skeptical of the whole thing and feel there is no coordination whatever ... They say a complete overhaul is needed, with one industry-wide set of rules and regulations being applied fairly and consistently.

"An oil spill is now considered a criminal offense, and a whole list of charges can be filed after a spill incident. According to several people I've spoken with, the Department of Justice won't be happy until someone goes to jail. If there's one

dead bird, then you're guilty of violating the Migratory Bird Treaty Act. And there's the Refuse Disposal Act ... Tugboaters aren't blase about oil spills -- far from it -- but they worry that their own careers may be ended by an overzealous bureaucrat. 'It's a notch in somebody's gun to send people to jail,' says one captain."

Says another, who did spill about three thousand gallons in New York Harbor, "They docked my license for three months. I couldn't work or make a living. And now, every time I go to do something with the Coast Guard I have to re-explain what happened. I've done my time. I had to go back to school, take a three-week training course. I did what they asked me to do, but I still have to go through this.' "Says another captain, ' ... if I spill oil in the Gulf or the Atlantic Ocean, and I'm not even negligent, I'm going to jail. Instantly.



The 1906-built ocean-going tug Hercules, one of the majestic sights at the Hyde Street Pier in San Francisco, is one of several illustrated and described in the historical sections of On Tugboats. (Photo: Don Sutherland)

They take me to jail first and then they ask questions."

According to a study called The Freedom Project, which reports on the use of DNA testing to prove the innocence of men who are incarcerated and even on Death Row, the single most frequent cause for their convictions was the suppression or falsification of evidence by police departments and prosecutors. Evidently, apprehensions about ambitious or overzealous officials are not entirely paranoia.

Tugboating in the Age of Anxiety

In the private sector too, the inconsistencies in planning, or perhaps in non-planning by those charged with planning, have probably grown worse since On Tugboats was written, as the imperatives for security grew more fervent. In some cases these have led not to plans, but to absolute clamp-downs that eliminate the need for plans. Such will be found at many a terminal where, despite having been cleared to get aboard in the first place, tug and barge crew are prohibited from leaving their vessels.

This is a lawyer's view of security, reducing the terminal's liability without necessarily reducing peril. There are tales of truck drivers, even their wives, even their kids, arriving from landside at these very terminals, boarding the tugs, being accorded guided tours by friendly crewmen who were confined aboard, leaving the boat and driving away. Real security plans are undoubtedly requisite in our brave new world, and undoubtedly someday will be universally instituted.

Until then, gents possessed of a free spirit, self-reliance, a sense of responsibility, and perhaps a history of accomplishments shared by few in the general population, may wonder increasingly why they should tolerate suspicion and disrespect. If anything, these are the people best placed to observe and report goings-on, a point that should warrant cultivation.

In all the ways described and in myriad ways additional, On Tugboats discloses much more indeed than what the mate ate for supper. Undoubtedly there are those in the business, and many surrounding it, who would have preferred a little less scrutiny. They could argue correctly that the book identifies far fewer solutions than problems. But what the book does provide, when there are few proved solutions so far anyway, could be more vital: it provokes discussion. The substance and texture of its concerns are all subject to revision, and discussion encourages revision for the better.

For these reasons and others, the book has already been labeled "important" by

some commentators. Maybe as well, it will grow into a "classic." By definition this will take time - years - and the judgment of retrospect, before the term becomes more than marketing hype. But as an expose of the world it claims to cast light on, *On Tugboats* is both affectionate and frank as few others have been.

No book as complex or as lengthy (354 pages of text, plus introductions, appendices, glossary, etc.) is likely to get everything right, or at least indisputably so, and there have been murmurs of inaccuracies here and there, mostly in detail. And, when so much of a text involves oral history - what people remembered, and said about what they remembered, some of it second-hand - some amount of discrepancy is bound to emerge. Folks remember selectively, and sometimes self-servingly, and all of it depends on the author's own filters. The truth of these items will be known only to those directly involved, who might never speak up - so the version as published becomes gospel evermore. Errata does beg for correction, but against the breadth and depth of this book, such criticisms are insubstantial. They'd clear-up easily in future revised editions.

Switching Gears

If *On Tugboats* is a letdown at all, it's in the chapter titled "Tugs and Friends Respond to 9/11," Chapter 9 in a 12-chapter book. So near the summation, one might expect this to depict some of the finest hours of New York's tugboaters, along with the other mariners who responded to the call for "all available vessels." No one took actual count, but estimates cite somewhere between 500,000 and a million souls who were evacuated, some probably saved, by that spontaneous rally of New York's boats.

Bits and pieces of that remarkable effort have been reported, though it's not clear that it's all been told entirely, or even satisfactorily. A Chapter 9 with this title, in a book of this name, might be expected to fill-in the blanks. Instead, it skirts the opportunity and concentrates on the exploits of just two vessels, one not a tugboat at all.

The John J. Harvey was built as a fireboat, a technically and historically significant one, but still not a tugboat. The work and life aboard a fireboat have little in common with that aboard a tug. That goes for a commissioned fireboat, populated by firemen. The Harvey, retired, is operated mostly by enthusiasts - "Old Irish, dot-commers, lesbians and gays, colorful New Yorkers of many descriptions ..." That may be work and life in the Big City, but it's one step further removed from work and life aboard tugs.

The author seems aware of these discrepancies, and devotes a fair space to a rhetorical tapdance around them. Yes, the Harvey doesn't really fit, she seems to acknowledge, but it's a good story, so let's tell it anyway.

And it is a good story, would be even charming were it not for the anguish of its context. It's also a widely-told story, having made the local newspapers within

days, the pages of *MarineNews* not long after, and was even, within a year, transformed into a children's book, heaven help us. It's an awkward fit in a book where everything else is so relentlessly original.

Nothing can detract from the Harvey's contribution over days ongoing, its crew and proprietors deserve all the praise they get, and the city should be forever grate-

ful. Most members of FDNY's Marine divisions certainly are, for they needed the Harvey's pumps to help quell the fires just upland. But also, it was they who went ashore to man wrecked equipment, and to begin the search for lost brethren. It was they who remained not for days, but for a couple of weeks.

What the John J. Harvey accomplished was certainly real. It's the media respons-

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es that were imbalanced, and escapist: The children's book is "The little engine that could for our time," according to the Washington Post in a review. "Particularly exciting, uplifting, and child-sensitive ... revisits the tragedy without the terror," in the words of another reviewer.

But there are some who revisit the terror. They include members of FDNY's marine division. If a book swerves from the course of its title and its stated theme, it's being perhaps expansive. But then it should expand all the way, to include work and life aboard fireboats with the same sense of purpose as tugboats. It's an understandable wish to be "soothed and uplifted" by the events 9/11, but it's also a daydream out of place amid the fresh insights On Tugboats serves-up so broadly elsewhere.

The second boat presented in Chapter 9 is K-Sea's Adriatic Sea, a tugboat at last, and its skipper, Vernon Elburn, fills-in some sense of what the Evacuation of Lower Manhattan was like. But with barely more than one page of the book, this only scratches the surface. As it reads, the

chapter seems as if the source material - so bountiful throughout the rest of the book - had suddenly run out.

In fairness to the author, it's probably true that a large number of that maritime community seem reticent to go into the events of 9/11, for public consumption at least. For most of the world, 9/11 was a TV program. It was no videotape on the water that morning. There in the thick of it, having no idea from moment to moment what would happen next, it was an unfolding drama that could lead anywhere. Not easy to discuss without sounding melodramatic.

And in the end, all anyone did was what anyone would do. They did what they could. They did what they had to.

And a Few Grins, Too.

For all the earnestness of its content and the occasional solemnity it provokes, On Tugboats is also, in places, a funny read. This is because a lot of the gents in the business are funny, in a gallows humor, we're-just-cannon-fodder-and-then-there's-divorce-court sort of way.

"That's another real important aspect of this job -- crew change," said Len, "And you try not to talk to each other when you're off. I don't want to hear anything about a tugboat when I'm home. My wife doesn't understand when I want to go sit in the living room by myself, all quiet. I tell her, "You try being penned up in our kitchen for two weeks with the lawnmower running."

How does anyone who works the deck, the engine room or the house, on a cork where the natural environment does not support breathing, explain his existence to residents of the so-called real world? Neither the soap operas nor the Sunday supplements, the local PTA nor the barber, have much they can use as a reference. Most folks on your block know more about space, the final frontier, in the 25th century, than about tugboats today. Maybe that's why so many tugboaters have second jobs or businesses for their days off. It gives the neighbors something they can relate to. And now there's On Tugboats, which could put friends and others on scent.

FULL DISCLOSURE. The pages of this paperback are small, the illustrations much smaller. The reproduction quality of the black-and-white pictures does not, in most cases, do them justice. Heavy coated stock and color printing would, but would drive the price of this book (\$18.95) beyond the reach of its intended market, and that's too bad. A large number of the photographs are by tugboaters themselves, as only they could see work and life aboard, proving that besides everything else, some of these gents have an eye, too. Out of the hundred-plus photos throughout the volume, six are mine, submitted in response to the author's request for contributions on the online tugboat forum. I received no payment for the use of these pictures, and have no financial interest in the book or its sales. My sole compensation was an autographed copy of the first edition.

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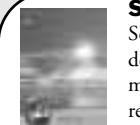
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Spirit of British Columbia to be Refit

As a part of revitalizing its fleet, the Spirit of British Columbia will undergo a major passenger services upgrade and refit this winter. Other components of the fleet renewal program include three new Super C-class vessels, a new intermediate vessel, mid-life upgrades to the existing C-class ships and terminal upgrades.

The vessel will be removed from service on the Tsawwassen - Swartz Bay route for its annual refit and a complete passenger amenities renovation from Tuesday, January 4 to Thursday, March 17, 2005 inclusive.

Among the many improvements planned for the Spirit of British Columbia are an expanded Passages Gift Shop, an upgraded cafeteria, a redesigned buffet, renovated washrooms, reupholstered seating, and new flooring and carpeting.

New passenger amenities include closed caption flat screen televisions installed in the upper passenger lounges and children's play area. On the car deck, the pet waiting area will also be improved.

BC Ferries looks forward to reintroducing the renovated Spirit of British Columbia to service with the 7:00 a.m. sailing from Tsawwassen on Friday, March 18.

While the Spirit of British Columbia is out of service the Queen of Esquimalt will be the replacement vessel from January 4 to February 6, followed by the Queen of Vancouver from February 7 to March 17.

FCC Promotes Deployment of Broadband on Vessels

The Federal Communications Commission (FCC) adopted rules that further the Commission's goal of promoting market-based deployment of broadband technologies. The new licensing and service rules for satellite earth stations on vessels (ESVs) in the C and Ku bands will provide regulatory certainty to ESV licensees, while protecting existing users in the bands.

ESV systems generally consist of a network operations center, one or more land-based "gateway" earth stations and a number of earth stations on vessels. ESV networks can provide telecommunications services, including internet access, to users on cruise and merchant ships, ferries, barges and other vessels. Under the new rules, ESV licenses will be issued to applicants who demonstrate that they are capable of controlling all aspects of their ESV network and who comply with applicable technical parameters in the C and Ku-bands.

- In the C-band (5925-6425 and 3700-

4200 MHz) ESV operators currently share the band with the fixed terrestrial and fixed-satellite service. To protect the incumbent fixed terrestrial service, ESVs will be subject to operation and spectrum limitations and coordination requirements. To protect fixed satellite operators, the new rules have placed power limits on ESV operations.

- In the Ku-band (14.0-14.5 and 11.7-12.2 GHz) ESV coordination with the

fixed terrestrial service is not required because these operations are limited in the band. In the 14.0-14.5 GHz band, ESV coordination is required near a limited number of federal government earth stations. As in the C-band, the new rules place power limits on ESV operations to protect fixed satellite operators. ESVs will be permitted in portions of the "extended" Ku-band downlink (10.95-11.2 GHz and 11.45-12.2 GHz) and must accept all

interference from fixed service operations.

To ensure expeditious processing and regulatory certainty, the Commission adopted blanket licensing procedures and a fifteen year license term.

For foreign registered ESVs, the Commission established a separate regulatory framework to allow communication to take place near the United States without causing harmful interference to domestic operations.

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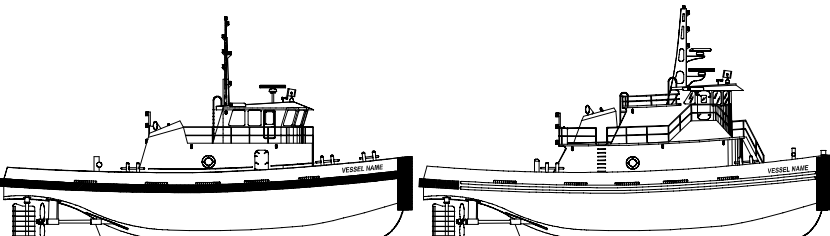
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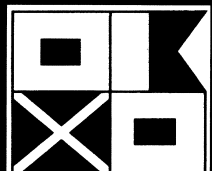
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A photograph of Captain Greg Hanchrow, a man with short dark hair and a light blue button-down shirt, sitting at the helm of a ship. He is looking towards the camera with a slight smile. The background shows the ship's deck and a large window looking out onto a bright, sunny day.

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