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On the Cover: Capt. Mate "Mike" Kolanovic preps a delivery aboard Twin Tube, Luther Blount's first tanker. It continues today as a light freighter, bringing the bacon to ships in port. See Story on page 20. (Photo: Don Sutherland.)

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The 220 x 54 ft. Abigail Claire is Aries Marine's latest addition to a burgeoning fleet of world class supply boats designed for deep water platform work. *— By Larry Pearson*



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Crowley to Build Four ATBs

Crowley's Vessel Management Services subsidiary signed a contract with VT Halter Marine Inc. to build another four articulated tug-barge (ATB), 185,000-barrel tank vessels. The new contract, which includes owner-furnished equipment, is valued at \$190 million. Total construction time for all four vessels is 36 months.

ATBs will be delivered to and put into service by Crowley's newly formed Petroleum Services segment as they are completed. Two similar 185,000-barrel ATBs are already under construction for Crowley at VT Halter's facilities in Mississippi and are scheduled for delivery to Crowley in the first and third quarters of 2006.

They will join four 155,000-barrel ATBs already in service on the West Coast. By 2008, Crowley will have 10 ATBs in the U.S. coastwise petroleum trades.

The ATB currently under construction and scheduled for delivery in the first quarter has already been chartered to ConocoPhillips under a three-year agreement.

"These new vessels will provide reliability, cargo flexibility and environmental protection," said Tom Crowley Jr., company chairman, president and CEO.

An ATB has an articulated, or hinged, connection system between the tug and barge, which allows movement in one axis or plane in the critical area of fore and aft pitch. The four tugs being built under the new contract will be interchangeable with all vessels in the Company's ATB fleet. The 185,000-barrel barges will be substantially identical to those currently under construction.

The new ATBs feature the latest systems technol-

ogy and double-hull construction for maximum safety and reliability. Not only does the unit have the capability of transporting refined products, but it can also carry heated cargoes and easy chemicals, which require special arrangements of vents, stripping systems, pump components and tank coatings not required of product carriers.

All of Crowley's ATBs are built under the ABS SafeHull program for environmental protection. This program puts the vessel design through an exhaustive review to identify structural loads and strengthen the vessel structure. The 650-Class barges will be 27,000 deadweight tons, 587 ft. in length, 74 ft. in breadth and 40 ft. in depth. The fully loaded draft will be 30 ft.

There is an electric cargo pump in each of the 14 cargo tanks to assure maximum cargo integrity and segregation flexibility; two anchor windlasses and associated equipment to enable the vessel to accommodate offshore mooring operations, and a vacuum system with three retention tanks to easily handle cargo changes.

There is also a dual mode inert gas system and vapor collection system for maximum safety. A layer of inert gas covers products in the tanks to make the atmosphere too lean for combustion. An enhanced-mooring system features 1,000-ft. Spectra-type lines on split drums with a high-speed recovery rate of 100 feet per minute.

The tugs meet all SOLAS (Safety of Life at Sea) and ABS criteria, and have a foam capable fire monitor; twin fuel-efficient diesel engines; a noise reduction package and other upgrades to increase crew comfort.

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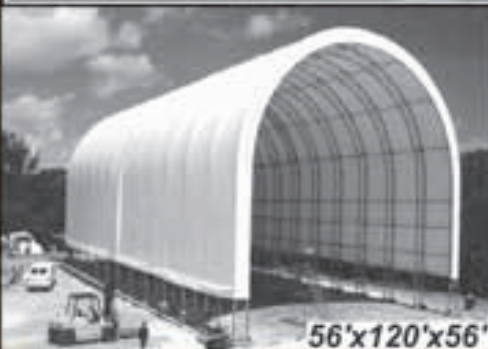
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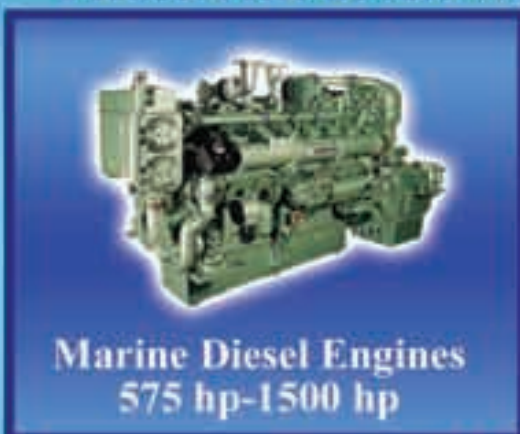


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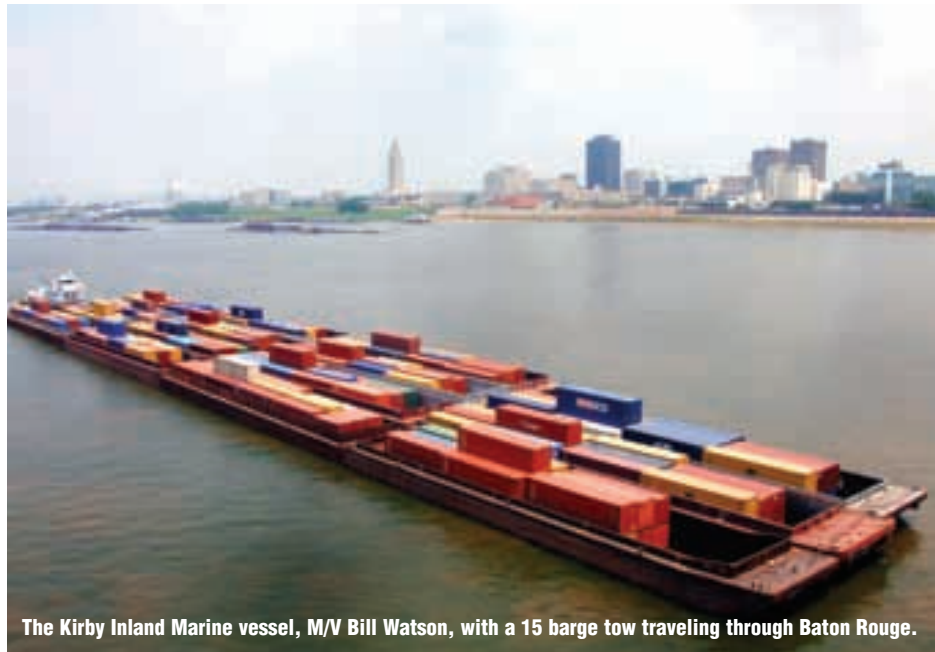
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Osprey Completes Record 15 Barge Tow



The Kirby Inland Marine vessel, M/V Bill Watson, with a 15 barge tow traveling through Baton Rouge.

Osprey Line completed what it reports is the largest single unit tow container movement in the history of the U.S. Inland Waterway System. The 15 barge tow was loaded with 375 containers (750 TEU) of agricultural products from Memphis to New Orleans and Houston. Osprey Line worked closely with six major steamship lines to move the cargo to Gulf of Mexico ports for export on container vessels. The volume transported is several times larger than the majority of vessels employed in the short sea shipping

trade in Europe.

"This voyage is an illustration of what we are accomplishing here at Osprey Line. The service is a great alternative to truck and rail on routes along the inland waterway system and the Gulf of Mexico. The U.S. Inland waterway system is an amazing resource that can readily be used to alleviate congestion along existing rail and highway corridors. When you combine Osprey Line's inland service with our Gulf of Mexico service, we provide an all-water system extending from the heart-

land of the United States to ports such as New Orleans, Baton Rouge, Houston, and Tampa. With partners like Kirby Corporation and Cooper T. Smith, we have the resources to respond to projects such as this container move and provide consistent reliable service," said Christian O'Neil, vice president, Osprey Line.

Kvichak Awarded Navy Contract

Kvichak Marine Industries was awarded a contract by the United States Navy for the construction of 10 each MPF utility boats. The 40 ft. high-speed landing craft are replacing the Navy's existing LCM-8 craft as part of the Improved Navy Lighterage System in support of pre-positioned Marine Amphibious assault missions.

The 40 ft. landing craft have a loaded cruise speed of ~25 knots and a lightened flank speed of ~30 knots. The propulsion package includes: twin Cummins QSM11 engines rated for 660 hp at 2300 rpm, ZF 325 marine gears, and Hamilton 364 water jets.

To ensure the safety and efficiency of transporting 30 troops, their gear or general cargo the craft utilizes a house aft configuration and an articulated bow door for beach deployment.

Delivery of the first all-aluminum craft is scheduled for February 2006 and number 10 will depart from Kvichak's facility



in December 2006. The Navy's San Diego, CA facility will receive two MPF utility boats and two will be stationed in Norfolk, Va. The deployment of the remaining six craft is aboard pre-positioned MSC ships.

Additional craft features include:

- 6kW Northern Lights gen-set with shore power
- Integrated Furuno Navnet electronics package
- Ship board stowage cradle
- Three weapon mounts for M2 / MK19 and M60E3 weapons
- Manuals and spares packages

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Northwind Delivers for Canadian Arctic

Aluminum boat manufacturer Northwind Marine Inc. has delivered the first of its newly redesigned Argus Class Fire-Boats. "We wanted to incorporate our 25 years of fire boat building experience into this re-design", said Bruce Reagan, President of Northwind Marine Inc.

Northwind Marine Inc. builds fireboats from 19-ft. to 50-ft. The company has divided their fireboats into four different classes. Northwind Marine's 19-ft. and 25-ft Aluminum Hull Rigid Inflatable fireboats are the Extreme class. The 25-ft. and 27-ft. boats are the Utility Class. The 28-ft. to 32-ft. boats are their Argus Class and the 40-ft. to 50-ft. are their Ketchikan Class.

Currently Northwind Marine Inc. has five Argus Class boats on order. The first boat, for the Iraqi Civil Defense Directorate, is 30 ft. The internal layout of the full cabin includes a casualty bench for working on victims, a Bentley's Mariner suspension seat for the pilot and a passenger jump seat behind the pilot. The main propulsion for the boat is provided by the pair of 225 hp Honda outboard engines (The Argus boats are also available with twin 225- 300-hp outboards). Secondary propulsion and water delivery is provided by Northwind Marine's diverter system.

Northwind Marine's proprietary diverter system is an inboard gasoline engine coupled to a water jet. The water is diverted from the water jet to a fire manifold and monitor. Don Donart, Northwind Marine's Special Projects Manager, and



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retired Chief from Kootenai County Fire District No. 1, operated Kootenai County's Argus Class Fireboat for several years before his retirement from the fire service. The fireboat Donart operated utilized Northwind Marine's diverter system. As a result of his many years of experience operating a fireboat and the diverter system, Donart spearheaded the redesign of the boat and pumping system.

"Of course the main goal of the pumping system is to produce as much water as possible," Donart said. "But a very important design characteristic was to incorporate a manifold that is multi-configurable. Each department has different mission scenarios that they have to consider. The design of the manifold has to be configured to facilitate specific water delivery needs." According to Donart, with the design changes to the diverter system on the Argus Class boat, the boat is delivering more water than ever. The 1,000-gpm-bow monitor achieved 120 psi and at 50 psi the diverter system can supply close to 4,000 gpm.

"Not only does our diverter system deliver a lot of water, but it gives you a prop-free method of propulsion. From the safety standpoint this is fantastic for when you're retrieving divers, working with victims or when you need to take the boat into very shallow water," Donart said. "With the outboards out of the water, just running the jet, the boat will do 14 knots. If you were to lose an outboard, running the diverter engine and one outboard, the boat can do 25 knots. Compared to boats built with designated pumping engines, the diverter system drastically broadens the capabilities of the boat."

When Donart was Chief, neighboring departments asked him to conduct an exercise in mutual aid scenarios. He says that they were very impressed to see how many fire fighting apparatus the boat could supply water to. "If you consider a municipal water system out of service due to disaster, a boat's pumping capabilities at that gallon age is very beneficial."

Circle 28 on Reader Service Card

Horizon Lines Wins RRF Contract

The U.S. Department of Transportation Maritime Administration (MarAd) announced Horizon Lines, LLC has been awarded a contract for ship management services for two of its Ready Reserve Force vessels. The Ready Reserve program operates cargo vessels to help supply U.S. military forces deployed in a combat theater. The Ocean Transportation Services (OTS) group of Horizon Lines operates the company's 16 commercial cargo container ships serving markets

between the U.S. mainland and Alaska, Hawaii, Guam and Puerto Rico. Additionally, the OTS group provides ship management services to seven Oceanographic (T-AGS) vessels for the U.S. Military Sealift Command.

The four-year base period contract with

MarAd has associated revenue of \$4.9 million for its initial term and includes two three-year extension options that would be awarded based on the company's performance. "This Ready Reserve Force program selection further broadens our relationship with the U.S. government

and its transportation services agencies," said Charles G. Raymond, President, Chairman and Chief Executive Officer of Horizon Lines. "It is a validation of our core competencies and signals the government's trust in our ability to deliver on mission-critical operations."

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Bisso Pulls 700 Tons on 200 Ton Jackets

Bisso Marine was contracted to remove four structures in the Eugene Island area. The 105 ft., 200T jacket structures were designed, built and installed in 1958, each of which had a complete mud mat floor with a five foot retaining mud wall. The original installation of the jackets to the required depth below natural bottom required the use of a jetting system which was



built into the jackets. Forty-seven years later, Bisso Marine mobilized the D/B Boaz to location and removed the 75T deck sections from each structure and then prepared the structures with explosives to sever the jacket from the piles. The 700T capacity D/B Cappy Bisso was then rigged to each jacket and maintained a constant strain in order to break the mud suction. The D/B Cappy Bisso held a strain on each to the four jackets for a few hours; the break out forces ranged between 580T and 700T per jacket. Once the D/B Cappy Bisso had the mud mat above the natural bottom, the rigging was transferred to the D/B Boaz, which then lifted the jackets on to the material barge.

Circle 12 on Reader Service Card

PVA on ADA Guidelines

On July 25, the Passenger Vessel Association (PVA) testified at a U.S. Access Board hearing in Washington , D.C. , to consider the development of guidelines for the construction of new U.S.-flag passenger vessels and the alteration of existing passenger vessels to promote accessibility of passengers with disabilities. After the guidelines are completed, the federal government will make them mandatory on the passenger vessel industry under the Americans with Disabilities Act. " PVA has worked with the Access Board in this rulemaking process from the beginning, and we remain committed to this process," said PVA Regulatory Affairs Consultant Peter Lauridsen. "PVA has a deep interest in providing guidance to passenger vessel owners as to how they can achieve accessibility on their vessels with disabilities. We want this rulemaking to result in reasonable and realistic guidelines that recognize the diversity of small passenger vessels and enhance our customers' ability to enjoy the services

and amenities offered by the domestic passenger vessel fleet."

PVA stressed that it is critically important for the U.S. Access Board to understand the diverse nature of the U.S.-flag passenger vessel industry. The association also pointed out that most of the passenger vessels that will be affected by this rulemaking will be relatively small in size and passenger capacity and will span a vast array of types and functions.

Crowley Promotes Mead

Art Mead has been promoted to vice president and general counsel at Crowley. He will remain headquartered in Jacksonville and continue to report to Bill Verdon, senior vice president and general counsel in Oakland.

Mead will be responsible for the day-to-day management of the corporate legal department in Jacksonville and be engaged in a wide array of legal affairs, including commercial negotiations, regulatory and litigation matters, acquisitions and other business transactions both domestically and internationally.

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ACMA Celebrates 30th Anniversary

Alan C. McClure Associates (ACMA), a naval architecture and engineering firm, recently celebrated its 30th year in business. The company was founded in 1975 by Alan C. McClure, who was recognized in 2003 by the Offshore Energy Center Hall of Fame as an "Industry Pioneer." Today, the company serves a diverse client base of domestic and international clientele with services that include geophysical, exploration drilling, production drilling, FPSO and a full range of marine transportation projects.

"From the day my father launched AMCA, the company has specialized in the application of advanced engineering technology for offshore petroleum and marine transportation projects," said ACMA President Scott McClure. "By staying at the leading edge of the latest technology, we've been able to bring our clients increased project efficiency and reduced costs on every project we undertake, while we maintain strict fidelity to the principles of sound design and engineering. Our balanced approach - innovative, yet disciplined - has allowed us to move confidently for the past 30 years in every area of marine technology."

McClure went on to note that as ACMA's projects have become more diversified over the years, the company has broadened its range of capabilities to include feasibility studies, cost/benefit studies, analytical design, mooring system design and model test planning/supervision, as well as legal/arbitration consulting and surveying services.

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Maritrans Adds Vessel to Fleet

Maritrans has entered into a three year agreement with Seabrook Carriers Inc., a wholly owned subsidiary of Fairfield-Maxwell LTD. to time charter the M/V Seabrook, a single-hull oil tanker with a carrying capacity of 230,000 barrels. The agreement will expire in July 2008, after which time the vessel will no longer be eligible to transport petroleum products in accordance with the Oil and Pollution Act of 1990. Subject to delivery and meeting required compliances, the M/V Seabrook will enter Maritrans' service on or about October 1, 2005 and will be deployed into the company's clean products trade route along the Gulf Coast. The M/V Seabrook will also be available for voyages to the U.S. West Coast and the Northeast.

Jonathan Whitworth, Chief Executive Officer of Maritrans, said, "Building on our recent initiatives to re-enter the North-

east barge market as well as to optimize our fleet deployment, we are pleased to have made further progress on the strategic plan that we laid out earlier in the year. The addition of the M/V Seabrook provides us with an immediate increase in

carrying capacity during a time of decreasing supply of vessels in the U.S. Jones Act trade. At the same time, Maritrans has enhanced its position to serve the strong demand in the clean products market and take advantage of the attractive

rate environment."

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"Quique" Ortiz as Director of Security.

Ortiz recently retired from a 22-year career with the United States Coast Guard, most recently serving as Commanding Officer of the Maritime Safety and Security Team in Seattle.

"Quique brings expertise in physical security, threat analysis and strong leadership to the Port of Tacoma," said John Wolfe, the Port's Deputy Executive Director. "While he has a strong background in military-oriented security, he also appreciates the challenges that face the maritime industry and the importance of supply chain security. Our customers and our community will benefit from his collaborative approach to security issues."

M/Y Ronin Begins Refit at Knight & Carver

M/Y Ronin, the 192 ft. Lurssen owned by Oracle Corporation founder/CEO Larry Ellison, has arrived at Knight & Carver Yacht Center and is now undergoing a refit project scheduled for completion by August 2005.

According to Captain Steven Bates, the project's emphasis will be on extensive audio/visual and IT upgrades, cabinet carpentry throughout all state rooms, re-caulking of the teak decks and hull paintwork. A full-time crew of Knight & Carver's tradesmen has been assigned to Ronin. The most substantial portion of the project will be completed on Knight & Carver's 300 ft. drive-

on dock, with haul-out at nearby Knight & Carver's partner, Southwest Marine. Knight & Carver's Cliff Mayo is serving as project manager.

"We couldn't be more pleased to welcome M/Y Ronin and its crew to our facility," said Sampson A. Brown, President/CEO of Knight & Carver. "Our company is entering an exciting phase as we continue to meet the industry's world-wide demand for refits and major repairs on these extraordinary vessels. The megayacht industry is growing and we're growing right along with it."

Ronin's arrival marks the beginning of a busy period for Knight & Carver's new emphasis on megayacht refit/repair. On June 15, one of the world's most private megayachts (the vessel has requested anonymity) is scheduled to arrive for a complete refit, lasting six months.

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Donjon Completes Ferry Boat Removal

Donjon Marine Co., Inc. was awarded a contract to perform a wreck removal of a former N.Y. City Ferry Boat which had sunk on the banks of the Kill Van Kull in Bayonne, NJ, in June. The vessel sank during efforts to remove the deckhouse and to convert the vessel to a dock/work platform. At its deepest, the vessel was in approximately 40 feet of water. The work was completed

by the "chopper beam" method of wreck removal, which Donjon has used on hundreds of similar projects where the lack of watertight integrity prohibits a refloating effort. Donjon's 200-ton capacity derrick barge Farrell 256 was employed to perform the work, which was completed in approximately 30 workdays, in late July 2005.

Circle 14 on Reader Service Card

When is a Deckhand Not a Seaman?

The U.S. Court of Appeals for the First Circuit ruled that a deckhand might not be a seaman for purposes of the Fair Labor Standards Act (FLSA) and that the issue is a question of fact. In the instant case, plaintiff sued her employer, a commuter ferry, for failure to pay overtime as required by the FLSA. Defendant employer moved for summary judgment, contending a deckhand is a seaman and that seamen are exempt from the FLSA overtime requirement. The trial court granted the motion and plaintiff appealed, contending that she merely took passenger's tickets, loaded and unloaded passengers, and ensured the safe exiting of passengers. The court held that regulations promulgated by the U.S. Department of Labor state that the character of the work performed, not the job title, determine whether an individual is exempt from the overtime requirement. Therefore, the trial court erred when it did not hold an evidentiary hearing regarding the work performed by the plaintiff. *McLaughlin v. Boston Harbor Cruise Lines, Inc.*, No. 04-1519 (1st Cir.) (HK LAW)

AWO Names New Atlantic Region Vice President

The American Waterways Operators (AWO) recently named Christopher Coakley as its new Vice President - Atlantic Region. He replaces Linda O'Leary, who retired from AWO. In this position,

Coakley has the lead advocacy role for the region's public policy issues with state and federal decision makers. Coakley has experience in the public policy process, having been a former Executive

Assistant to Rep. Richard Gephardt (D-MO) and a lobbyist with the Washington law and lobbying firm of Preston Gates Ellis & Rouvelas Meeds, LLP, which has one of the premier maritime practices in the nation.

While at Preston Gates, he provided legislative and regulatory analyses on transportation issues for the firm's railroad and transit clients, monitoring the reauthorization of the Transportation Equity Act, and meeting with program managers to secure appropriations for research grants at the Department of Transportation and the National Oceanic & Atmospheric Administration. In addition, Mr. Coakley lobbied federal agencies on behalf of university research in the areas of agriculture, nanotechnology and engineering. He also worked as a Contract Legal Assistant in the Washington law firm of Wilmer, Cutler & Pickering.

"Christopher's experience and professionalism make him an extraordinarily good fit for AWO's needs in the Atlantic Region," commented AWO President Tom Allegretti. "His skills are directly transferable to the issue agenda facing AWO members in that region, and I am confident that he will be an enormous asset in projecting the industry's economic, environmental and national

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security benefits to key policymakers there," he said. Coakley sees his new position with AWO as a unique opportunity to combine his professional and personal interests. He is an avid sailor and is

pursuing his Coast Guard 100-ton Masters license after having had the experience of working as a Relief Captain on a 100-ton vessel in Flathead Lake, Montana.

K-Sea Acquires Sea Coast

K-Sea Transportation Partners L.P. has agreed to acquire Sea Coast Towing, Inc.

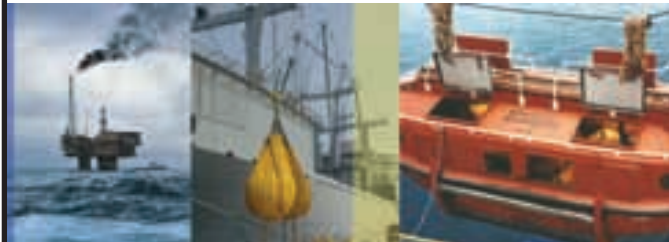
of Seattle, Wash. from Marine Resources Group, Inc., also of Seattle, for approximately \$81 million. Sea Coast operates 15 tank barges and 15 tugboats, representing 694,000 barrels of capacity, of which 316,000 barrels are double-hulled. Of the remaining single hulled capacity, approximately 80 percent is eligible to operate in the Jones Act trades until January 2015, with the remaining capacity (one vessel) eligible until January 2008. The addition of these tank barges will represent a 27.1% increase in the barrel-carrying capacity of the K-Sea fleet to over 3.2 million barrels, which the Company believes makes it the largest coastwise tank barge operator, measured by barrel-carrying capacity, in the United States. The purchase price will consist of \$77 million in cash and 125,000 of K-Sea's common units. K-Sea expects to finance the cash portion of the purchase price through additional borrowings. The transaction is expected to close in late October, subject to customary closing conditions, and should be immediately accretive to K-Sea's distributable cash flow.

Timothy J. Casey, President and CEO of K-Sea, said "We look forward to welcoming Sea Coast's employees to our company. This transaction will expand our geographical presence to the West Coast which provides another platform for future growth. It also significantly increases our barrel-carrying capacity which, we believe, strengthens K-Sea's position as a leading provider of refined petroleum products transportation services in the U.S. and expands our ability to provide safe, reliable, and efficient service to our customers." By early 2006, after delivery of three previously announced double-hulled tank barges currently under construction, totaling an additional 160,000 barrels, K-Sea's total barrel-carrying capacity of over 3.4 million barrels will have increased by over 1.1 million barrels, or 48 percent, from capacity at the time of the Company's initial public offering in January 2004, despite the phase-out of almost 328,000 barrels under OPA 90 requirements.

Tug Captain Revived by Fellow Workers and AED

Gary Sahlberg, a tugboat captain for Port Richmond based Reinauer Transportation who was revived by fellow workers using an automatic electronic defibrillator (AED) following a heart attack, publicly thanked his heroes on August 22, at a press conference at Staten Island University Hospital. Sahlberg, 41, was working at the company's facility on

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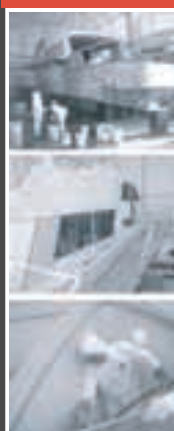
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July 19 when he felt his arms go numb. He slumped in a chair and asked to be taken to a hospital. As he lost consciousness, fellow workers Frank Kuziemski, a barge supervisor, Leonard Kinnear, the firm's safety and compliance officer, and Dean Reinauer, a company administrator, began CPR and applied a recently purchased AED to revive Sahlberg. City Emergency Medical Services technicians arrived to take Sahlberg to Staten Island University Hospital, where he underwent emergency cardiac bypass surgery. Sahlberg, who lives in Little Egg Harbor, NJ, is the first patient on Staten Island to be revived successfully by a consumer-operated electronic defibrillator. He continues to recover at home from the cardiac surgery that treated four blocked arteries.

Reinauer Transportation had recently purchased 50 AEDs, placing one on each of its boats in its fleet as well as in land-based locations on its site. Virtually all employees were trained to use the life-saving device. As a Reinauer spokesman explained, "When our tugs are at sea, calling 911 is not an option. An AED is truly a matter of life and death."

According to Anthony C. Ferreri, president and CEO of Staten Island University Hospital, "Captain Sahlberg had the opportunity to thank publicly those who saved his life, an opportunity that we in healthcare want to join to encourage all businesses and places of large public gatherings to acquire AEDs and train their personnel to use them. It is almost certain that Sahlberg would have died if Reinauer Transportation had not had AEDs available, and the people trained to use them."

New Training for the SF Bar Pilots

The Maritime Institute of Technology and Graduate Studies (MITAGS) and the Pacific Maritime Institute (PMI), have been providing a custom training program for the San Francisco Bar Pilots under a three-year training contract with the State of California.

MITAGS has developed an innovative seven-day course for the San Francisco Bar Pilots. The program is based on the required elements of Title 7, Part 215 (b) (2) of the California Code of Regulations.

- The custom course covers a wide range of subjects including:
 - Emergency Shiphandling (ESH) simulation at close quarters, combined with the Principals of Bridge Resource Management (BRMP)
 - Advances in Electronic Navigation, including Electronic Charts (ECS/ECDIS) and Integrated Bridge Systems (IBS)
 - Automatic Identification Systems (AIS and VHF Digital Selective Calling)

- Emergency Medical Response, Elementary First Aid, Cardio Pulmonary Resuscitation (CPR), and Automated External Defibrillators (AED)
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tems

"The Pilots worked very closely with MITAGS to maximize the training experience with the hours provided" said Glen Paine, Executive Director. "The San Francisco Bar Pilots work in a very unique operating environment, beginning

with the swift currents of the Golden Gate Bridge, to navigating numerous islands and bridge structures scattered throughout the bay estuary. We are truly pleased to be their training partner."

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Criminal Liability of the Mariner (and His Employer)

By Jeffrey S. Moller

In recent years, federal prosecutors have pursued criminal charges against

shipping companies and their employees with increasing energy. This trend is alarming not only because it targets both

denizens of the wheelhouse and the executive suite alike, but because it relies upon criminal statutes that are out of step with

traditional tenets of criminal law and employs prosecutorial tactics which often lead to the distortion of facts and the loss of attorney-client privileges. Recent cases provide a "word-to-the-wise" and at the same time cry out for Congressional remedy.

As one might expect, oil pollution cases are by far the most attractive to prosecutors. Another type of attractive case is collision or allision resulting in passenger death or injury, such as the October 2003 Staten Island Ferry disaster. Both types of cases are covered loudly by local (and sometimes national) media. Each involves injury to either the environment or innocent members of the voting public. Prosecutors, whether at the federal or state level, are inevitably political creatures who enjoy the exposure which comes with the pursuit of justice against polluters or others whose actions have harmed the innocent.

It has often been said, only half in jest, that a grand jury, which is essentially led and fed by the prosecutor without input from criminal defense attorneys, would indict a ham sandwich. Not only do they hear only one side of a story, but members of a grand jury feel comfortable in knowing that an indicted citizen will have the benefit of a full and prompt criminal trial before actually receiving punishment. And grand jurors enjoy the vicarious satisfaction of bringing polluters to justice or assisting innocent victims. As a result, pollution cases or vessel casualty incidents resulting in passenger deaths can usually lead a grand jury to issue an indictment.

As is well known, incidents that occur on the navigable waters of the United States are primarily regulated by federal law. There are a number of federal statutes which can be used to impose criminal fines and imprisonment for incidents occurring on ships and boats. Maritime pollution incidents can bring into play any one of three federal criminal statutes: the Migratory Bird Treaties Act, the Clean Water Act, and the Act to Prevent Pollution from Ships. Cases involving the deaths of crew members or passengers can bring into play a federal statute popularly known as the Maritime Manslaughter Statute. First-year law students learn that traditional notions of fairness require proof of two basic elements before a person can be sent to jail: Actus Reus and Mens Rea, which are Latin phrases meaning proof that a defendant actually performed a prohibited act and that he did so with a degree of criminal

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intent. The most controversial aspect of the employment of the above described criminal statutes is the fact that the statutes, as written, allow conviction based upon a showing of no more than "simple" negligence.

In fact, in a prosecution under the Federal Migratory Bird Treaty Act, the government does not even have to prove carelessness. The literal language of the statute, as drafted in 1918, states that the mere act of killing a bird, regardless of the means or the intent of the actor, is punishable by up to a \$15,000 fine and/or six months in prison. Even though the Migratory Bird Treaty Act was originally intended to prohibit hunting, which unmistakably involves an intent to kill, the Act is inevitably used by federal prosecutors when pursuing criminal charges against a mariner and/or his employer in an oil spill case. Many species of water fowl are protected by the MBTA and any sizeable spill of crude oil or heating oil in a coastal area generally results in the death of one or more birds. The low threshold of proof under the MBTA is irresistible to any prosecutor. In a well-publicized grounding incident resulting in the discharge of 98,000 gallons of #6 oil into Buzzard's Bay, the simple negligence provisions of the Clean Water Act and the strict liability provisions of the Migratory Bird Treaty Act were the foundation of charges brought by the U.S. Attorney against both the mate and his employer. Each eventually pled guilty. The employer was ordered to pay a \$10 million fine, \$7 million of which was designated by the court to be used in certain wetlands con-

servation projects in the area of the spill. In that particular case, the mate would most likely have been subject to punishment even under a proper criminal negligence standard because the spill was proven to have been caused by his decision to leave the wheelhouse completely unattended while underway. But the company was far less culpable from a criminal point of view. Not only was it subjected to the strict liability provisions of the MBTA, but it was also charged with simple negligence, not for the particular act of the mate, which was contrary to established company policy, but for having negligently hired the mate in the first place.

The simple negligence standard found in the Maritime Manslaughter statute (18 U.S.C. Sec. 1115) has been employed by federal prosecutors in at least two recent cases, with differing results. That statute subjects a vessel officer or crewmember to punishment of up to ten years in jail if his negligence causes the death of any person. The statute imposes a higher prosecutorial burden for the conviction of shoreside executives of the shipowning company who may be punished if they "willfully and wantonly" allowed the shipboard negligence to take place. In the well-publicized Staten Island Ferry disaster of October 2003, the U.S. Attorney for the Eastern District of New York (Brooklyn) charged the licensed vessel operator under the simple negligence provision and the ferry system's supervisor of operations, the pilot's shore-side boss, under the latter provision. Each pled guilty. However, in a recent, less-publicized case, a

tankship's Chief Mate was acquitted by a jury in a criminal prosecution involving the Maritime Manslaughter Statute arising out of the death of a crewman who had been sent into an empty (but not gas-freed) cargo tank. At first, the judge decided that under the broad plain language of the statute (drafted in 1905), nothing other than simple negligence was required to be proven. This prompted a guilty plea by the Chief Mate. However, in a surprise move, the judge reversed himself and decided that, in keeping with what he had learned in law school, gross negligence was at least required. The Chief Mate immediately retracted his plea and the case proceeded to trial where the prosecutor failed to prove to a jury's satisfaction that the Chief Mate had been so grossly negligent as to infer the existence of criminal intent.

By far the most popular type of maritime environmental crime is the violation of the federal Act to Prevent Pollution at Sea (APPS) which essentially incorporated into U.S. law the well-known provisions of an international treaty. For some reason, probably having to do with either sloth or cost, Chief Engineers continue to pump oily bilge or ballast water overboard. The statute prohibits this behavior and requires any transfer of oily waste to be recorded in the vessel's Oil Record Book. When a vessel sails into a U.S. port, its Oil Record Book is supposed to be complete and accurate, and signed by the Chief Engineer. If prosecutors get wind of the fact that some amount of oil was pumped overboard without the event being documented, the inevitable prose-

cution for a falsified Oil Record Book is pursued. Since the falsification of documents is involved, the Oil Record Book violation can result in a greater penalty than the act of pollution itself. And, the U.S. Department of Justice has taken the position that if a vessel calls upon more than one U.S. port, the same omission in its Oil Record Book counts as a separate criminal act for each port visited, allowing the U.S. Attorneys for each district to bring their own cases and extract separate and duplicative fines and penalties.

Of course, the prosecutors must have proof that the pollution event actually occurred. In this they are aided by the "whistle blower" provision of APPS which encourages conscientious crew members (or those with a profit motive or a grudge against the ship's officers) to come forward and report the pollution in exchange for receipt of a percentage of the criminal fine recovered. The whistle blower's payoff can be as much as 50%, which amounts to hitting the lottery if the Justice Department succeeds in extracting a multi-million dollar fine.

One significant related development is the increasing tendency for prosecutors to bring charges for obstruction of justice. As Martha Stewart found out, lying to a federal investigator can result in jail time even if the conduct being concealed would not have been a crime itself. In the APPS cases, obstruction of justice has been charged not only based upon a falsification of the Oil Record Book, but by the mere existence of an overboard diverter pipe, even if it is never proven that the pipe was actually used for the purpose of

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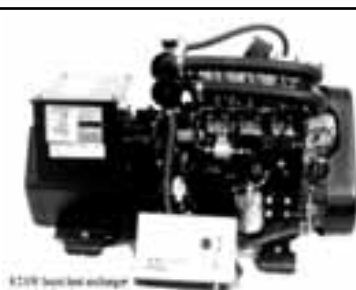
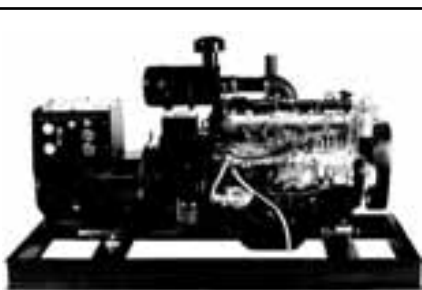
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Obstruction of justice charges can even arise where a company investigator, rather than a federal law enforcement official, has been deceived by an employee. And in a remarkable trend, federal prosecutors are offering reduced punishment to corporate defendants in exchange for their agreement to waive the attorney-client communication privileges which would otherwise protect the notes and records kept by an attorney who has conducted an investigation. This means that an employee who speaks candidly to a company lawyer while under the impression that the conversation would be subject to privilege can be exposed to criminal prosecu-

tion if the company itself decides to waive the privilege and allow its lawyer to testify as a witness to the admissions made by the employee. Moreover, if the employee was less than truthful with either the lawyer or some other internal company investigator, an employee can be subject to obstruction of justice charges just as if the company investigator or lawyer was a deputized federal official.

Although these trends are likely to keep mariners and shipping company executives awake at night, there are one or two important lessons. First and foremost, honesty is far and away the best company policy. The punishment for lying to investigators and falsifying documents is often much more serious than the punishment

for the behavior being covered up, if indeed that behavior was, criminal at all. Secondly, charges based upon statutes which seem to allow criminal punishment on a strict liability or simple negligence basis ought to be vigorously opposed. The specter of jail time can give prosecutors tremendous leverage in plea negotiations, but federal judges are increasingly uncomfortable with imposing criminal penalties without proof of the Mens Rea or criminal intent element. Pressing judges to make a decision by challenging indictments or forcing trials under the Maritime Manslaughter Statute or the Migratory Bird Treaty Act can help hold back the tide. What is really wanted, however, are clarifying Congressional

amendments to these statutes to assure that only actual criminals can be subjected to jail time. Of course, finding a legislator who is courageous enough to introduce such legislation at the risk of being castigated in his next campaign as being "soft" on polluters is however a tall order.

About the Author

Mr. Moller is a partner in the Maritime Practice Group of Blank Rome LLP, a law firm with major offices in New York, Philadelphia and Washington, D.C. He can be contacted at moller@blankrome.com.

NOAA Awards Shipyard Contract

The National Oceanic and Atmospheric Administration (NOAA) awarded a contract for \$13.4 million to Todd Pacific Shipyards of Seattle, Wash., to convert a former U.S. Navy surveillance vessel to a NOAA research ship that will explore the world's oceans. "This ship is the first in the NOAA fleet to be designated exclusively for ocean exploration, and the scientist-explorers who sail on her will add their observations to the world's body of knowledge about this largely unexplored frontier," said retired Navy Vice Admiral Conrad C. Lautenbacher Jr., Ph.D., under secretary of commerce for oceans and atmosphere and NOAA administrator. "Once its conversion is complete, the ship will be an important link in the

Global Earth Observing System of Systems."

Following the transfer of the USNS Capable to NOAA last September, the Navy also transferred \$18 million of its appropriated operating funds in FY 2005. The funds will be applied to the conversion contract and a separate purchase of highly specialized onboard and shoreside equipment to connect expeditions at sea in real time to teams of scientists, and to teachers and students ashore via satellite and high-speed Internet pathways.

Under the contract, Todd Pacific Shipyards will develop drawings and specifications incorporating NOAA's conversion items. This process will take about six months. Concurrently, the shipyard will overhaul all equipment on the ship that NOAA has identified for repair or upgrade. Other equipment will be opened up and inspected to determine if maintenance or repairs are needed. Once all conversion item requirements and costs are determined by the shipyard, NOAA will choose which items to authorize under the parameters of the contract.

The ship will be renamed Okeanos Explorer as a result of a nationwide NOAA ship-naming contest. Okeanos is the ancient Greek term for ocean.

The winning name was submitted by a team of students from Woodstock High School in Woodstock, Ill., and was one of nearly 400 entries received. Following conversion, the ship will support NOAA's Office of Ocean Exploration on ocean expeditions to unknown and poorly known areas of the ocean.

It will be equipped for ocean floor mapping, deployment of remotely operated vehicles, scientific work in onboard laboratories, and real-time transmission of images and data collected during ocean expeditions. The shipyard's work is expected to be completed in the spring or summer of 2007. The ship's future home port has not been determined. Okeanos Explorer will be operated and managed by NOAA Marine and Aviation Operations in support of NOAA's Office of Ocean Exploration. NMAO includes civilians and commissioned officers of the NOAA Corps, one of the nation's seven uniformed services.

Nelson New MarAd Chief Counsel

U.S. Transportation Secretary Norman Y. Mineta announced the appointment of Julie Nelson as Chief Counsel for the Department's Maritime Administration.

"Julie brings the right combination of experience to the job," said Acting Maritime Administrator John Jamian. "Her experience in industry and her credentials in the field of Maritime and Admiralty Law give her a solid understanding of the work we do here." Nelson joins MarAd from Oceaneering International, Inc., an ocean engineering development group, where she served as General Manager and Maritime/Contracts Attorney. Previously she served as General Counsel and General Manager for Nauticos Corporation of Hanover, MD, also a high-technology ocean engineering firm. Nelson received her B.G.S. from Indiana University, and did graduate work at the Ecole National D'Administration in Paris. She received her J.D. from Indiana University School of Law, and her LL.M. in Admiralty from Tulane University School of Law. She was Maritime Law Fellow and Graduate Advisor to the Tulane Maritime Law Journal.

SNAME Set for October

The SMTC&E will once again be held in conjunction with the annual Ship Production Symposium. This year's conference, scheduled for October 19-21 in Houston, will offer a Technical Program, along with the President's Reception, Student programs, Expo, and other events, giving us the opportunity for professional and social interaction with colleagues and friends. All events will be held in the George R. Brown Convention Center connected via skywalks to the Hilton Americas-Houston Hotel. Presentations on new and innovative production, design, operations, and innovative product and system technologies will provide opportunities for professional development and will expand your knowledge base. The Expo will gather the best maritime products and technologies in one location for information exchange, sales and networking. For schedules, registration instructions, and accommodations information, visit the event webpage: <http://www.sname.org/AM2005/>

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QUALIFICATIONS: Candidates must possess a valid U.S. Coast Guard license as Inland Mate of Steam and Motor Vessels of any Gross Tons, or higher, with an endorsement as Radar Observer and three years experience as deckhand. License must be kept for duration of employment. No City residency required.

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Captain Bob Brewster, the owner of Brewster Fishing out of Barnegat Light, NJ, and a long-line commercial fisherman, has been fishing the Atlantic Ocean, from New England to Puerto Rico, since 1992. He and his crew of four depend on his two vessels, the F/V Snoopy, a 55-ft. wooden, long-line, gill netting boat, built in 1969 and the F/V Eaglet, a 65-ft. steel boat, built in 1972.

Brewster takes out his boats year-round for up to two weeks at a time, to fish for swordfish, tuna and monkfish. "My boats are the backbone of my company," says Brewster. "I need to be able to rely and



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PROPULSION UPDATE

trust them for my fishing needs and livelihood."

The F/V Snoopy goes on 120 trips a year to various fishing locations within a 60-mile radius from Barnegat Light inlet. Traveling at speeds of nine to 10 knots, it takes Brewster around three to eight hours to get to his destination. Once they begin to fish, the F/V Snoopy is trolling at five knots for another three to nine hours.

For longer journeys, Brewster takes the F/V Eaglet out for two weeks at a time, once every month. Voyaging 100 to 500 miles from the dock, the F/V Eaglet travels at nine knots for one to three days, before reaching its destination. Trolling at five to six knots for 10 and 12 days, the F/V Eaglet brings in 25,000 pounds of tuna and swordfish per trip. "That's a lot of hours to spend on a boat, and a lot of fish to haul in," states Brewster. "I need to feel assured that my engines are modernized and maintained to withstand the rigors of the commercial fishing industry." When Brewster began his commercial fishing business, he bought the 23-year old F/V Snoopy from another fishery and knew it needed a major overhaul. His first priority was to replace the worn-out and outdated engine. In order to re-power the F/V Snoopy, Brewster needed a new marine propulsion engine and generator set. He turned to Mid-Atlantic Engine Supply Corporation, located in Cinnaminson, NJ, with an extensive knowledge of diesel engines for the marine industry. After several conversations, Brewster felt he could count on Mid-Atlantic Engine Supply Corporation to provide him with the appropriate equipment and service.

Chuck Cook, Mid-Atlantic Engine Supply Corporation, knew Iveco Motors' diesel engines would provide the F/V Snoopy with the best power. "Working with their diesel engines for over 15 years, I knew that the combination of the mechanical characteristics and performance of Iveco Motors' diesel engines would be perfect for

Brewster's vessel," says Cook.

Cook fit the F/V Snoopy with an Iveco Motors' 8210SRM36, which develops 330 hp at 1800 rpm, and accompanied it with an Iveco Motors' 8031 30kW generator set. Since the installation, running hours exceed 16,000, and Brewster has had no major expenditures for engine repairs. "The increased efficiency of the Iveco Motors' engine decreased fuel usage by approximately 25 to 30 percent and the higher horsepower of the engine enabled the F/V Snoopy to pick up an additional three to four knots," states Brewster. Iveco Motors' low noise level engine also made for a quieter ride.

"I was so happy with the performance and durability of the new engine in the F/V Snoopy, that in 2001 I repowered the F/V Eaglet with an Iveco Motors' engine as well," says Brewster.

When Brewster took over the F/V Eaglet it had a worn-out, outdated engine and was in desperate need of re-powering. His first hand experience with Iveco Motors' made his decision to fit the F/V Eaglet with an Iveco Motors engine easy. Cook chose to fit the F/V Eaglet with an Iveco Motors' 8210SRM45, which is rated continuously heavy duty at 400 hp at 1800 rpm. He also fit the F/V Eaglet with an Iveco Motors' 8045 40 kW generator set.

"Mid-Atlantic Engine Supply Corporation has provided me with excellent engines and customer care," says Brewster. With the help of Iveco Motors' engines and generator sets, the F/V Snoopy and the F/V Eaglet continue to keep on fishing.

Circle 11 on Reader Service Card

Brunswick, American LaFrance Sign Joint Venture Agreement

Brunswick Commercial & Government Products (CGP) and American LaFrance have signed a joint venture agreement that positions American LaFrance as the exclusive marketer and distributor for Brunswick CGP fire and rescue boats and equipment in the firefighting industry in North America. Brunswick CGP, previously known as the commercial and government products division of Boston Whaler, will continue manufacturing and branding the boats, and will provide extensive ongoing product sales and customer service support.

"Brunswick CGP is known to build the industry's safest, longest-lasting, most dependable Boston Whaler fire and rescue boats," said Eric Caplan, President with Brunswick CGP. "American LaFrance offers the finest and most comprehensive line of fire and emergency vehicles available to the providers of fire and emergency services. Combining the sales and distribution efforts of both companies provided for a natural partnership to give our customers the best sales channels and support to meet their fire and rescue boat needs."

Three fireboat product lines will be available through this partnership. They include the Boston Whaler Guardian Series (17 ft. to 27 ft.), Boston Whaler Challenger Series (25 ft. to 27 ft.) and the Boston Whaler Vigilant Series (27 ft.)

Brunswick CGP will manufacture these boats at the its production facility in Edgewater, Fla.

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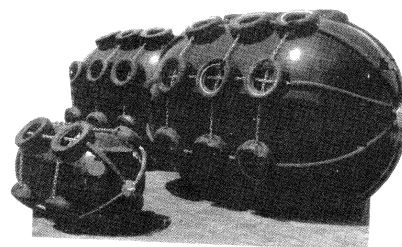


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New Foss Tug Outfitted with New Ship-Assist & Escort Winch

Markey Machinery Company of Seattle, Wash., has developed a new Electric Bow Ship-Assist & Escort Winch and Electric Stern General Purpose Deck Winch for Foss Maritime, in response to their application requirements for the new 5,000 hp ASD Tug, Morgan Foss, constructed at Foss Maritime's Rainier Shipyard. The type DEPGF-42 Electric Ship-Assist & Escort Winch installed on the bow features a 75 hp electric-motor drive, a drum sized for over 500 ft. of eight in. soft-line, a level-wind fairleader, and an auxiliary warping-head of 24 in. diameter. The high-capacity drum brake will hold well over 400,000 lbs. Markey also outfitted this winch-system with its Line-Tension Display System which shows the operator the tension in the line while the drum brake is set. This winch includes Markey's Render-Recover Mode capability which allows the Captain to operate the

Winch in a hands-free manner. This new tug is also outfitted with a new-design Markey type DEPC-32 20 hp Electric Deck-Winch on the stern, with a drum to hold 250 ft. of 6.5 in. soft-line, and with a high-capacity drum brake rated to hold over 200,000 lbs. The new designs are based on Markey's industry-standard soft-line hawser winches for assist-tugs, which allow the winch to be set up for either wire rope or high-performance ropes based on Plasma or Dyneema fibers. The new designs also include features which simplify installation and long-term maintenance. Markey has designs available for Ship-Assist & Escort, including newer LNG-specific Escort Winch applications, including versions with below-deck electric motors, explosion-proof motors and brakes, intrinsically-safe controls, and constant-tension drives.

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Tanks for the Memories

On a glorious dawn early last month, the 1941-built John B. Caddell makes its regal way back to dock, on the Staten Island shore of the Narrows. (Photo: Don Sutherland.)

By Don Sutherland

How many things that we thought were forever, that were around since the beginning, have vanished absolutely from view? If you're twenty or over, you may recall the typewriter, and large offices packed with clattering Underwoods. Audiocassettes. The beer can opener ("churchkey"). The Automat cafeteria. The steam tugboat. Depending on how far back you go, you once knew any one of these - all, if you're at the height of middle-age. But which was the last one you saw? Remember its name, and the day you saw it? Did you know it would be the last time? When did it first strike you that it's been ages since you saw one? Do you ever wish you could see one again?



Don't hold your breath. There are still steam tugs around, but you won't find them shipdocking. The Hercules in San Francisco can run, but most others need work. The steam tug Mathilda is taking water, even ashore where she's stood at Rondout Creek for years. The Catawissa's in pieces, having been towed to where she sits as salvage. The Baltimore's no longer allowed to take passengers.

Steamboats were once everywhere, every boat on the harbor, and now there is not even the look or smell or sound of

Kristin Poling, built in 1932 and trading for years as the Captain Sam, made a bodacious viewing stand for a chosen few at the New York tug races in 2003. (Photo: Don Sutherland)

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Coral Queen is listed as a 1920 build, making it the senior member of the New York tanker fleet, a regal 188 ft. in length, here on the Kill Van Kull not far from Newark Bay. (Photo: Don Sutherland.)



At under 59-ft. long, Capt. Log, seen here in service of Circle Line, is one of the smallest tankers of New York harbor; as a 1975 build, one of the newest. (Photo: Don Sutherland.)

them. Did you know, the last time you saw one, that you'd not see one again? Did you stop just a moment and stare extra-hard, to burn that last sighting into mind? Good for you, if you did. If you didn't, don't worry. There's plenty around right now that's as ordinary as the single-screw diesel tug, which will be just as gone from the scene. There are those old tankers, the harbor small coastal ones and those working the harbor - next time you see one,

make note. It may be your last.

Execution by Decree

The situation for tankers is worse than for single-screw tugs. Everyone knows there are vessels of both types that are perfectly good, as capable of their jobs today as they were thirty or forty or sixty or eighty years ago. In Maine, there's a tug still working that was laid-down in '74. That's 1874. Some boats just won't wear

out, but as life goes on they can get mandated out. The authorities today don't want single-screw tugs pushing petroleum barges. They also want petrochemicals, among other substances, to be carried in double-hulled vessels. Some single-skins could be outlawed within three years.

Most single-screw tugs have left New York. Survivors like the Thomas J. Brown of Brown, a smallish Gladding-Hearn build of the mid-twentieth century

is among those still working with non-toxic cargoes, gravel and such in the estuaries and tributaries and silted-in reaches. The harbor would stop without them, but they're among the last of their kind in this area. The rest took their business elsewhere, where they're still fine for ship-docking, bargework and so forth in other ports up and down the coasts, along the rivers.

Single-screw tugs are legislated out of

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WORKBOAT DESIGN



Built by Ira S. Bushey in 1944, the 150-ft. Jet Trader was a harbor fixture, bunkering for K-Sea and Eklof before. It has been tied up for the past year or two. (Photo: Don Sutherland.)



A Blount build from 1953, Lesney Byrd makes her way light down the Kill Van Kull one morning last July. (Photo: Don Sutherland.)



Manhasset, built in 1958 by Ingalls, takes up almost 93 ft. of the horizon off the New Jersey of 2003. (Photo: Don Sutherland.)

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New York, because more than anything else, New York is an oil town. But up on the Great Lakes, where they work on freshwater and don't push as much oil, they say a tug built in 1950 is sometimes quite new-fangled.

It's not the same for a tanker. Double hulls are required for most of the things they carry, and they're required everywhere. These may be great boats, even pristine, but the law says all must go out of business. A good portion of the New York fleet are already tied-up; a couple, it is said, on hold until the price of steel goes up in China.

Is there an alternate future for tankers? They represent the output of the most storied builders, whose once ubiquitous products are now artifacts, on the wane - Ira S. Bushey, Bethlehem Shipbuilding, Blount Marine Corp.

Luther Blount's first tanker, Twin Tube, has found a solution to changing times - change with them. Pull out the tanks, and use her like an old-fashioned lighter; the Coast Guard now lists her as freight ship. Whether that act can be followed by other tankers is not clear, for the Twin Tube had a novel construction. Hard to say if there's a future in freight for other ex-tankers.

Personality and Charm

A tanker as live-aboard? A museum display? Plenty of tugs have come back as both. But tugs have been popular lore since the 1930s or earlier, through Little Toot and his followers. Are tankers as alluring to the popular mind as old tug-boats? Would you donate a dollar to board?

Some of these boats do shout "historic," as any 1920-built vessel - which is where



The Mary A. Whalen has sat in Erie Basin long enough that it's starting to look like a dock. (Photo: Don Sutherland.)

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WORKBOAT DESIGN



The tubes or tanks that give Twin Tube her name are long gone, but the modified hull has a heavy deck capacity and is seen daily on chandlery missions. (Photo: Don Sutherland.)



Ex-Partricia Gellatly on the KVK, July 6, delivered by Island Towing & Salvage's Rachel Marie. Its tankering days, it appears, are over. (Photo: Don Sutherland.)



The ferryboat, ex-Cornelius G. Kolff, sitting just about where built by Bethlehem Steel in 1951, was scrapped at almost the same location since this picture was taken in December, 2003. Tanker Reliable II, built nine years before the Kolff, looks much the same today. (Photo: Don Sutherland.)



Capt. Mate "Mike" Kolanovic preps a delivery aboard Twin Tube, Luther Blount's first tanker. It continues today as a light freighter, bringing the bacon to ships in port. (Photo: Don Sutherland.)

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the Coast Guard dates the Coral Queen - is likely to do. They can seem very novel, or archaic, or quaint. Look at those old-fashioned bridge wings on the Coral Queen, even more pronounced on the 1941-built John B. Caddell, and the Mary A. Whalen, last time we saw her, on spuds in Erie Basin. To generations, that style of house was what ships looked like. Or take the Kristin Poling, ex-Captain Sam, a 1934 build with her house moved far forward, the classic tanker with high bow, all strictly business and ready for the sea. Try to find that elsewhere today - even among the newer small tankers.

Nobody tried to make them look beautiful. If they do, it's for their undisguised sense of purpose.

There are some who question how the tankers' past users will fare in the double-

skin future. Can the small outfits afford the cost? If their vessels are legislated out, are they with the bathwater? Are tugs and barges always better? What about places where it gets choppy, even inside? What succeeds harbor tankers? Pinboats, mini-ATBs on the harbor? Don't laugh. At least one company expects to have two on the job next year.

For now, here's a reminder. Take a good look. The tanker you see tomorrow may be your last. Or maybe not. Maybe you'll see the Patrick or the Maspeth or Capt. Log dozens of times, high in the water and low. But make a date with yourself fifteen years hence - mark your calendar for this day in 2020. Remember to ask yourself then - when did I last see those old tankers?

Tugboat Upgrade Bolsters Canal Capacity

Eight new Z-Tech tugboats are in store for the Panama Canal Authority (ACP) to bolster Canal capacity and provide enhanced towing power. As the number of Panamax size vessel transits increase, the new, more powerful tugboats will provide 82 percent more towing power to navigate these larger vessels. The new tugboats will replace eight of the Canal's current fleet of 24. Three of the new tugboats are scheduled to be delivered in December 2006 and five in January 2008.

Commissioned by PSA Marine, the new tugboats were designed by Robert Allan Limited. Representing a breakthrough in tug technology, the Z-Tech, as the new design has been named, combines both the handling of a tractor-style tug and an Azimuth Stern Drive (ASD) tug. Each Z-Tech tug measures 89 ft. in length overall and 37 ft. in beam. The vessels will have a minimum bollard pull of 60 tons - 82 percent more towing power than the vessels the new tugs will replace. Moreover, the engines of the new tugboats have the capacity to accelerate from standstill to full ahead within 12 seconds, without heavy smoking.



"We are extremely excited to acquire these technologically advanced tugboats. The higher horsepower and maneuverability of these tugs will reduce the time taken by vessels on their approach to the locks, thus increasing Canal capacity. The tugs will be invaluable in transiting the ever increasing number of Panamax size vessels that use the Panama Canal. They will be an outstanding asset to Canal operations," said Panama Canal Authority Maritime Operations Director Jorge L. Quijano.

Part of the ACP's permanent modernization program, the new tugboats will enhance the waterway's safety, reliability and efficiency. Projects within the program include: the replacement of the locomotive tow tracks; the implementation and upgrading of the Automatic Identification System (AIS), the addition of a new launch; the Automated Data Collection System; and the deepening of the Gatun Lake and the Atlantic and Pacific channels.

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Bordelon Boosts Fleet

By Larry Pearson

The ground swell is well underway. For the past few months the undeniable signs of another boom period in the offshore oil and gas business are all around the Louisiana bayous.

Personally, I follow the rig count, day rates and how fast drill pipe moves from certain outdoor staging areas onto trucks heading for Port Fourchon, Intercoastal City and other "jumping off" points to the Gulf of Mexico.

Another way to keep abreast of what is happening in the offshore market is to talk to major equipment suppliers like Frank L. Beier Radio of Belle Chasse, La. They typically have contracts in hand before the first piece of steel is welded at the shipyard. "Things are popping," said Karl Beier president of the company. "The boat operators are finally committing to new vessels, now that they see the market is expanding."

Most of the efficient drilling equipment available is now under contract to oil companies or contract drillers.

"There is not a shortage of rigs, but I would say that there is full utilization,"



The hull of the second 163-ft. supply boat for Bordelon Marine is ready for launching. The Marcelle Bordelon is scheduled to be completed in 4Q 2005.

said Al Petrie, president of Al Petrie Media and Investor Relations LLC, New Orleans. "Rates on some drilling rigs area as high as they have even been,"

ODS-Petrodata, a Houston based

research firm seems to agree. According their data, a rig operating in 3,000 ft. of water averaged \$135,000 per day in April 2004. By April 2005, the rate had risen 63 percent to \$220,000 a day.

Drilling is no less active on the shelf, in waters 300 ft. deep. "The government's initiative to offer royalty relief to lease holders to drill deeper wells on existing leases appears to be generating additional drilling and therefore more business for us," said Wes Bordelon, president of Bordelon Marine.

Bordelon describes his company as a "shelf company" one that specializes in offshore service generally in water less than 300 feet deep. Established in 1979, the company owns three 110-ft. utility vessels, leases two more like vessels and owns three 150-ft. supply boats.

The smaller vessels offer dive support as well as oceanographic and production work. The big news from Bordelon Marine is that they will take delivery of two 163-ft. vessels in September and October.

"The services we could offer our customers took a big leap forward in 2001 with the delivery of the Wes Bordelon, Terry Bordelon and the Bunny Bordelon," Bordelon added. "The vessels are very versatile and have exceeded our expectations, and more importantly met our cus-

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tomers' expectations," Bordelon said.

The company expects the new 163-ft. vessels to be equally well received. "We built the three 150-ft. vessels at Bollinger Shipyards and based on the success of these vessels we are having Bollinger build the two 163-ft. boats," Bordelon said.

Bordelon says the extra 13-ft. length of the new supply vessels translates directly in more cargo capacity above deck and more tankage below deck for drilling liquids.

Another difference in the vessels is technology. "The new boats will be classed DP-1 and will have advanced

hp bow thruster powered by a Cummins NT-855 aids in the maneuverability of the vessels and a pair of Cummins 6BT engines each supply 99 kW of ship's power.

"The new vessels can carry more cargo and fluids, yet use the same power plant so we know there are some built-in efficiencies."

The 163-ft. vessels have a 36-ft. beam and a clear deck area of 115-ft. by 32-ft. Tankages are impressive for these vessels including 57,200 gallons of fuel, 64,200 gallons of methanol and 1,200 barrels of liquid mud.

Bordelon decided to include methanol



Bordelon Marine 163-ft. Supply Boat

Length	163 ft.
Breadth	36 ft.
Deck area	115 x 32 ft.
Main Engines	Cummins
Gears	Twin Disc
Bowthruster	350 hp
Bowthruster engine	Cummins
Speed	12 knots
Radar	Furuno

Color plotter	Furuno
Autopilot	Furuno
DP1 System	Frank L. Beier Radio
Fire pump	Crane Deming
Fire monitor	Stang
Classification	ABS
Crew	5
Passengers	13
Fuel	57,200 gal.
Methanol	64,200 gal.
Liquid mud	1,200 barrels

alarm and tank monitoring systems for safer, more efficient operation," Bordelon said.

The DP-1 system is the IVC2000 series from Frank L. Beier Radio with controls at two stations. Beier also sold the electric over hydraulic steering controls, engine controls, Series 2000 monitoring and alarm system and even the rams and tanks for the hydraulic steering. "We are offering a complete package of electronics for these vessels and the ancillary equipment that goes with it," Beier said.

Another part of the Beier package was the pilothouse electronics by Furuno including two color radars, a color plotter, an autopilot, VHS, Necoder and sounder.

One thing that did not change between the 150-ft. series and the 163-ft. series is the main propulsion system. A pair of Cummins KTA-38MO rated at 750 hp each will power the new vessels with Twin Disc reverse/reduction gears. A 350

tanks on the two new vessels. "We are finding increased demand for methanol even for shallow water wells, so we are setting up these vessels to carry it," Bordelon added. "Methanol tanks make sense because we can use these tanks for other liquids, but there is no way to carry methanol in tanks not designed for the product," Bordelon added.

Bordelon Marine utilizes a crew of five on their vessels and can carry 13 passengers. Speed is anticipated to be 12 knots. A Crane Deming fire pump and a Stang 1,200 GPM fire monitor are also onboard.

Classification/certification of the two vessels is USCG Coast Guard Subchapter L, ABS Load line and ABS OSV.

The first of the vessels will be christened on September 17. It will be named the Sarah Bordelon, wife of Wes Bordelon. The second vessel will be named the Marcelle Bordelon and will join the fleet at the end of October.

Before the end of 2005, Bordelon Marine will have grown from a three-vessel company at the start of this decade to one that operates 10 vessels. While growing rapidly, Bordelon expects to remain a small family company dedicated to their customers and employees. "Our cus-

tomers expect a high level of professionalism and service from us and that will not change," Bordelon said. "Likewise our employees expect to work with state of the art equipment and to feel they are a part of an organization that is receptive to their needs I am dedicated to that as well."

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Aries Debuts a New Star

By Larry Pearson

Aries Marine, a Lafayette, La. based offshore vessel company has taken delivery of its fourth 220-ft. class supply boat designed for deep water platform work. The company has 10 supply boats and 14 lift boats in its fleet.

At 54 ft. wide, the new Abigail Claire is 10 ft. wider than any of its predecessors and is the first in the Aries Marine fleet rated at DP-2. Vessel depth is 19 ft. and loaded draft is 16 ft.

The vessel was built by Thoma-Sea Shipbuilders at their Lockport, La. shipyard and designed by Entech & Associates of Houma, La. Thoma-Sea also has an option to build an additional 220-ft. class vessel for Aries. This option has been exercised and the vessel will be complete early next year with additional vessel construction for Aries likely.

The Abigail Claire has a deadweight tonnage of 2,400 and can carry 2,700 long tons of cargo on a rear deck that has 6,407 sq. ft. of clear space. Below deck carrying capacities are equally robust with capacity for 200,000 gallons of fuel oil, 175,000 gallons of drill water and 6,000 barrels of liquid mud in six 1,000-barrel tanks. The supply boat also carries 45,000 gallons of potable water. Fuel oil, drill water and liquid mud can be transferred at 750, 875 and 1,000 GPM respectively. Dry bulk can be transferred at 1,000 cu. Ft. per hour via a Leroi 80 PSI compressor. The mud pumps are Mission Magnum 5 X4X 15.

Along the keel centerline are five dry bulk tanks with total capacity of 6,000 cubic feet. Main propulsion power for the Abigail Claire is a pair of Aquamaster Z-drives driven by a pair of Caterpillar 3516B engines rated at 4,000 hp. A vessel this size requires plenty of electrical power and the Abigail Claire has a pair of Caterpillar 3408 engines each driving a 370 kW generator. The generators can be automatically paralleled.

A Caterpillar 3304B emergency genset produces 105 kW of electricity. To meet its DP-2 classification, the vessel has two Rolls Royce bow thrusters. The DP-2 system is by Marine Technology, Mandeville, La., as is the autopilot. Most of the pilothouse electronics are by Furuno with a pair of radars, a GPS, Fathometer, portable VHF radios and an Area 3 GMDSS communications system. Satcom is via C&C.

The Abigail Claire is designed to carry work crews to offshore projects with 26 berths.



Bow view of the 220-ft. Abigail Claire under construction at Thom-Sea Shipbuilding in Lockport, La.



Stern view of the Abigail Claire.

Classifications include ABS Maltese Cross A-1 Oceans, ABS DP-2, IMO SOLAS and Coast Guard certified and U.S. Flagged. Life saving equipment includes four 20 person inflatable life rafts. Speed of the vessel is 12 knots. The vessel went to work at the end of August for Aries Marine.

Thoma-Sea Shipbuilders is a perfect example of a boat yard riding the new wave of offshore boat building. They also are building a 215-ft. by 44-ft. supply boat for Gulf Offshore Logistics, Lockport, La. To be complete in March 2006, the Olivia Rae is a DP-1 rated vessel that can carry 3,300 barrels of liquid mud and has a 145-ft. by 38-ft. rear deck.

Thoma-Sea Shipbuilders is located on Bayou Lafourche, at the yard formerly operated by Halter Lockport.

Circle 22 on Reader Service Card

Steel Cut for Double Hull Barge

Steel has been cut for Harbor Bunkering Corporation's new, 30,000 BBLs double hull oil tank barge at Orange Shipbuilding in Orange, Texas. The new barge, Enterprise, will be an addition to the San Juan, Puerto Rico bunkering company's fleet of five barges and two tugboats, including a 3,200 hp tractor tug, the Don Alfredo. Bristol Harbor Marine Design, a full service naval architecture and marine engineering company located in Bristol, R.I., designed the Enterprise after several years of conceptual design exercises with Harbor Bunkering Corporation's Operation's Manager, Eric Rivera.

Lofting and construction drawings have been developed by Genoa Design International, Limited (Genoa), and in an interesting twist, all design costs, both BHMD and Genoa's, have been paid for directly by Harbor Bunkering Corporation, ensuring that the design meets the company's, and Rivera's, strict requirements.

The vessel is to be classed ABS Maltese Cross A1 Oil Tank Barge, certificated for oceans service, and has 15 cargo tanks and three manifolds for loading and discharging at a myriad of locations. The 278 x 58 x 19 ft. flush deck, double hull oil tank barge is fitted with two longitudinal bulkheads for optimization of the operator's specific cargo requirements. The suction headers are 14 in. in diameter and the cargo pumps include one turbine pump for lighter cargos, Byron Jackson model number 12LS16GMC, and one IMO 4131C-800 JD screw type pump for more viscous cargos. The vessel will normally carry both heavy fuel and diesel oil, necessitating a complex piping and internal transfer arrangement. Bill Jordan, one

of BHMD's senior naval architects states, "the operator's complex piping arrangements provided a design challenge as there is not much real estate on the deck of a barge this size once you include three

manifolds, two deckhouses, a crane, and two separate and complex piping systems." Enterprise is to be launched in the fourth quarter of 2005, and is the first double hull tank barge to be built by

Orange Shipbuilding, but the second vessel built by Orange Shipbuilding for Harbor Bunkering Corporation.

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Circle 252 on Reader Service Card

GEO Shipyard Delivers Seismic Vessel

By Larry Pearson

As noted elsewhere in this issue, evidence abounds of a pickup in oil and gas exploration, drilling and production.

The latest example is the delivery of a seismic vessel to a company that was incorporated in 2003 specifically for geophysical work. The company is Global Geophysical Services, Inc., of Houston, Texas.

The company went to Geo Shipyard, New Iberia, La. for a 70 x 22-ft. catamaran-style seismic source vessel. "In the past, we specialized in seismic boats and our company name is derived from our concentration on geophysical vessels," said David LeCompte, president of the company.

The vessel is equipped with a pair of large compressors enabling it to operate air guns that gather seismic data from the Gulf of Mexico.

"This source vessel is unique in that it has a lot of source energy, backed by large compressors all packaged on a shallow draft catamaran-style vessel," said Richard Degner, president and CEO of Global Geophysical.

The driving force behind the development of this vessel is the lure of finding large deposits of gas in shallow water in the Gulf of Mexico. "The great success many companies are experiencing in the deep water of the Gulf of Mexico has led to searching for large gas deposits in shallow water but at much greater depths in the earth," Degner said.

"Years ago exploration leases were down to 15,000 feet, but now there is a lot of activity in leases permitting drilling to 30,000 feet and that has the potential of revitalizing the shallow water Gulf of Mexico market," Degner believes.

"To drill to those depths, companies need very high resolution data and larger source energy so that signal to noise ratios and wave reflections at these great depths are still adequate to provide quality seismic data," Degner added.

"Technology has significantly reduced the cost of obtaining seismic data," Degner said. "The electronics have become much more reliable, more compact, use less energy and are a lot lighter in weight," Degner said.

Global Geophysical will use the James H. Scott as the "source" vessel in the search for gas at these extreme depths. A source vessel uses air guns in an array towed behind the boat to send sound waves deep into the bottom of the Gulf of Mexico. A second vessel maps the sound wave reflections to provide a "picture" of

One of the two identical air compressors before being installed on the James H. Scott.



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the geology of the area that may contain gas deposits. The towed array travels at a depth consistent with the information that is being gathered.

Geo Shipyard built the James H. Scott from Marine aluminum. It is powered by a pair of Luggar 600 hp engines driving Nibral propellers through ZF gears. A pair of Northern Lights 40 kW gensets provide ship's power. Speed is 11 knots. Each catamaran hull has a main engine, gear, shaft, propeller and genset.

At the heart of the vessel are two NCA compressors delivering 600 cfm of air at 2000 psi to operate the air guns. Typically, the towed array uses 3-4 "strings" with several air guns per string.

Seismic work can often last for several days. The James H. Scott has two state-rooms with six bunks (one four person room and one two person room) for the crew operating the vessel and the towed array. A head is located in the hull as well with a toilet, shower and sink.

The vessel also has a small galley in the pilothouse as well as the control and navigation stations.

Fuel capacity for the James H. Scott is 5,000 gallons with tanks for 200 gallons each of black and potable water. A 180 gallon per day water maker replenishes the potable water tank for crew consumption.



The James H. Scott on sea trials near the builder's shipyard. The catamaran design makes for an inherently stable vessel.

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Circle 219 on Reader Service Card

From the Bridge of the Ship Simulator

By Richard Slawsky

When a pilot learning to guide ships along the Mississippi River makes a mistake and crashes into a New Orleans wharf, the only thing that ends up damaged is his ego.

That's because the mistakes happen in a ship simulator housed in an old movie theater in Covington, La.

The \$1 million simulator can place a pilot on the bridge of a ship anywhere along the river between the mouth of the Mississippi and Baton Rouge. Scenes projected on the walls of the simulator, located in what once was the old DeLuxe movie theater in downtown Covington across Lake Pontchartrain from New Orleans, accurately depict every aspect of the 240 miles of waterway.

"There is not another simulator like this used in maritime training anywhere else in the world," said George Burkley, executive director of the Maritime Pilots Institute, which trains pilots using the simulator. "It is an inverted dome with 14 channels of projection. Simulators like this have been used in aviation, in a configuration where the dome is above you. In this case the dome is below you."

The Maritime Pilots Institute is a nonprofit organization formed by the Associated Branch Pilots for the Port of New Orleans, based in Metairie, La., and the New Orleans-Baton Rouge Steamship Pilot Association, based in Jefferson, La. The institute opened last year in downtown Covington and provides training and continuing education for more than 180 river pilots in the two associations.

Arnold, Md.-based Locus LLC operates the school for the pilots' associations.

"We have 30 class offerings right now," Burkley said. "We have everything from 4-hour seminars to 3-day offerings on subjects ranging from emergency shiphandling to computer aided piloting."

The Associated Branch Pilots for the Port of New Orleans is an association of professional ship pilots who guide ocean-going vessels of all sizes from the Gulf of Mexico about 22 miles upriver from the mouth of the Mississippi through Southwest Pass and the Mississippi River Gulf Outlet to Pilottown in Plaquemines Parish. The members of the New Orleans-Baton Rouge



Top: View of the simulator from the outside. Right: The simulator during construction

Steamship Pilots Association pilot ships on the 146-mile stretch of river between New Orleans and Baton Rouge.

The \$4.5 million Maritime Pilots Institute is located in two buildings in Covington. One building is used for classroom and computer-based training while the other, the old movie theater, houses the 31-ft. long simulator.

River pilots are required to undergo professional training every one to five years. Before the institute opened, the associations had to send pilots to train in places such as Maryland or Europe. Although the associations covered the cost for the training out of their continuing education funds, travel costs came out of the pilots' own pockets.

"Opening the Maritime Pilots Institute has eliminated



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the need for our pilots to travel to receive training," said Capt. Michael Lorino, president of the Associated Branch Pilots of New Orleans. Lorino serves as secretary and treasurer of the institute.

According to Burkley, the institute's goal is to attract pilots from outside the two associations.

"We've gotten interest from pilot's asso-

ciations in Houston and Florida," Burkley said. "In Louisiana, we have the Lake Charles Pilots (who guide ships from the Gulf of Mexico to the Port of Lake Charles) and the Crescent River Port Pilots Association, (which handles ships on the 106-mile stretch of river from Pilottown to New Orleans)."

The simulator can be programmed to

duplicate any other waterway in addition to the Mississippi, Burkley said. It can also be used to train offshore supply vessel and tugboat captains, he said.

Eventually, the institute could offer training to the oil and gas industry in the Gulf of Mexico.

"The simulator is ideally suited for small boat or tug operations," Burkley

said. "It's a tug bridge design. We did that so the pilots could get really high visibility for docking, but it would also be easy for tractor tug training."

In an additional bid to become a premier maritime training destination, the government of St. Tammany Parish where Covington is located is working with the institute to develop an outdoor scale model of difficult Mississippi River passages. That project is estimated to cost \$11 million and is contingent upon landing state and federal grants to help finance construction.

Unlike other states, Louisiana has parishes instead of counties.

"Today, pilots have to go to France for outside training," said St. Tammany Parish President Kevin Davis. "We said, 'Wait a minute. We have the Mississippi River and all these pilots. We should be holding that international training school here in Louisiana.'"

St. Tammany Parish has acquired 200 acres near Abita Springs, La. where it plans to build two retention ponds to handle the parish's drainage. The plans call for building a 1/25 scale model of the Mississippi River passages between the two ponds.

The model also will include simulations of a Panama Canal lock and a Mississippi River lock. Pumps would simulate river currents as pilots steer vessels, also built on a 1/25th scale that handle like real ships. A training facility at Port Revel, France uses similar scale models to train pilots.

The bridge of one of the model boats would carry the same equipment and navigational systems as a regular ship. A typical model ship would be between 40 feet and 60 ft. long.

The model could also be used for homeland security drills, Davis said

The project has already received a \$250,000 grant from Congress. Davis hopes the state of Louisiana and maritime interests can come up with the remainder. The facility could bring 350 jobs to the area, he said.

Future plans for the institute call for adding a second simulator. However, demand for the institute's services hasn't yet reached that level, he said.

"We have the footprint for it, but right now we have enough simulation," Burkley said. "Unless we get flooded with work our existing facility meets our needs."

However, Burkley said, that day isn't far off. "The institute has eliminated the need for pilots to travel and is also going to create a need for others to come to us," Burkley said. "The simulator can do things that can't be done elsewhere."

MARITIME POSITIONS

Salary Range: \$46,094 - \$62,874

A large organization is engaged in municipal wastewater treatment programs and water quality programs. As part of accomplishing this mission, the organization employs maritime background personnel for the operation and maintenance of a fleet of vessels. The fleet of vessels is used for transporting liquid sludge from treatment plants without facilities for processing. The fleet of vessels is used for inspecting, sampling and cleaning of the NYC harbor and shorelines. The organization is seeking possible candidates in the following titles:

Captain – under direction, takes command on an assigned vessel and its crew and acts as a representative in all matters concerning the vessel and its crew.

Mates (Second and Third) – carries out the orders of the Captain; pilots the vessel; directs subordinate personnel; and assumes the duties of the Captain in emergencies.

Marine Engineers-Diesel (Chief, First Assistant and Third Assistant) – supervises and directs or assists in the supervision and direction in the operation of the main propulsion equipment and auxiliaries of a diesel-powered vessel.

Mariners – performs deck duties on vessel.

Marine Oilers – under direction, lubricates and assists in the maintenance and operation of marine propulsion and auxiliary equipment; assists in handling mooring lines; and operates valves.

All candidates must possess the applicable US Coast Guard license and/or must possess a valid certification for titles of interest.

All interested candidates must submit 3 copies of their resume, cover letter and salary history to: **Recruitment Coordinator, P.O. Box 22640, Brooklyn, NY 11202.**

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Gladding-Hearn Incat Gets Retrofit



Grey Lady II, the second high-speed ferry, built in 1997 by Gladding-Hearn Shipbuilding, Duclos Corporation, for Hy-Line Cruises in Hyannis, Mass., has undergone a major retrofit. After leased to West Coast-based Catalina Flying Boats for passenger service between Marina del Rey and Catalina Island for two years, the 149-passenger catamaran has resumed service from Hyannis to Oak Bluffs in Massachusetts. Renamed Lady Martha, the 106-ft. catamaran, designed by Incat Design, has received new engines, rebuilt water jets, gears, and ride control system, a new paint job, and a complete interior makeover. The Somerset, Mass., shipyard has replaced the vessel's four Detroit Diesel engines, after 55,000 operating hours, with new MTU 12V-2000 M-70 diesel engines. Its four MJP-J450-QD water jets were rebuilt, along with the ZF BW-250 gear boxes. The vessel's service speed remains at 32 knots, fully loaded. With new windows, Beurteaux Ocean Tourist seats, carpeting, and three Headhunter heads, the vessel still sports the large luggage room aft. Additionally, the Lady Martha has been equipped a CCTV security system to meet new USCG requirements. Celebrating its 50th Anniversary, Gladding-Hearn has built 31 high-speed passenger ferries for service in the U.S. and the Caribbean since becoming a U.S. Licensee of Incat Designs in 1984.

Circle 68 on Reader Service Card

EBDG Works on Ferry

Elliott Bay Design Group (EBDG) is at work on a project that will bring a new ferry to Washington State. The Seattle-based naval architecture and marine engineering firm is designing a replacement passenger/vehicle ferry for the Whatcom County Department of Public Works.

EBDG started a contract design for a new ferry to replace the Whatcom Chief, a 43-year-old vessel operated by the Whatcom County Department of Public Works. The ferry serves as the only link for the majority of Lummi Island residents (near Bellingham) and all vehicles to the mainland at Gooseberry Point. The new 175 x 50 ft. vessel has room for 150 passengers and 35 cars. The 93 x 44 ft. Whatcom Chief accommodates 100 passengers and 20 cars. In addition to the increased capacity, another notable design difference between the old and new vessels is the location of the passenger cabin. EBDG's new design moves the cabin from the center of the boat to one side of the vessel, allowing for wider traffic lanes and improved maneuverability for large vehicles.

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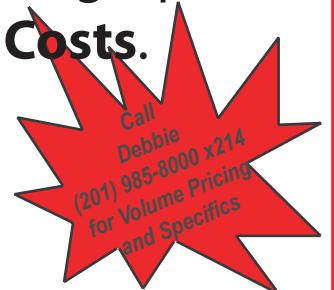


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Hurricane Katrina Slams the Gulf

At press time, Hurricane Katrina was spreading destruction across Louisiana, Mississippi and Alabama.

While it is still too early to assess the damage to the marine business in the region, early reports indicate that the

clean-up and recovery could take months, if not years.

Following are some images captured by

the U.S. Coast Guard, which was instrumental in countless rescues throughout the area.



LEFT: The NOAA Office of Response and Restoration and Damage Assessment Center is deploying NOAA scientists and other specialists-in coordination with federal, state and local emergency centers-to assist in evaluating the damages to the many oil and chemical pipelines and platforms in the region. Photo Credit: NOAA



RIGHT: Flooded roadways can be seen as the Coast Guard conducts initial Hurricane Katrina damage assessment overflights here. U.S. Coast Guard photograph by Petty Officer 2nd Class Kyle Niemi



Petty Officer 1st Class Steven Huerta scours neighborhoods here for citizens in distress today as a result of flooding caused by Hurricane Katrina. The Coast Guard has begun damage assessment overflights as well as search and rescue operations following the hurricane. Huerta, of Tampa, Fla., is an aviation maintenance technician stationed at Coast Guard Aviation Training Center Mobile, Ala. U.S. Coast Guard photograph by Petty Officer 2nd Class Kyle Niemi



An aerial image of south Plaquemines Parish, La., near Empire, Buras and Boothville, where Hurricane Katrina made landfall on August 29, 2005 as a Category Four hurricane with maximum winds estimated at 140 mph to the east of the center. Photo credit: NOAA

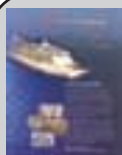
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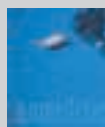
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Circle 101



Aquadrive

The Aquadrive anti-vibration system eliminates the need for stiff, hard mounts and for careful engine alignment to the propeller shaft. Instead, the propeller shaft is aligned to an Aquadrive thrust bearing which absorbs all the propeller thrust and stabilizes the alignment.

Circle 102



Boatlife

Boatlife has developed a vinyl cleaner and protectant to make cleaning your vinyl seats, tops, upholstery, fenders, bumpers, and other rubber products an easy task. VinylLIFE removes dirt, grime and stains in one easy step. It also serves as a UV protectant.

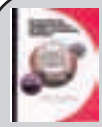
Circle 103



Cole Hersee

Cole Hersee Company announces its universal Reversing Polarity Toggle Switches. These new forward-reverse switches change the direction of permanent magnet motors, and, when used in conjunction with a relay, can also control up-down, in-out, and rotate-counterrotate motions on boats.

Circle 104



Doorgate

DoorGate Industries is a design, engineering and manufacturing organization that has provided quality specialty and production manufactured solutions for over twenty five years. Doorgate specializes in creating custom designed solutions that meet customer's design and performance requirements.

Circle 105



BP

BP Shipping Americas: We need to boost our already talented team of top Shipping Professionals to support our growing fleet and our wider role of providing Marine Assurance to all parts of the BP Group. See our exciting opportunities in the Classified and Employment Section.

Circle 106



BW Tech

BW Technologies announces the GasAlert-Micro 5 PID, a rugged, water-resistant instrument capable of monitoring up to five gases including combustibles and toxic gases, and Volatile Organic Compounds. Choose from optional data logging, motorized pump, multi-language support, and a variety of power options.

Circle 107



CyberResearch

The CyRAQ 21 monitor from CyberResearch lets you mount a 21.3 in TFT LCD monitor in a standard industrial 19 in. rack. Available in black and brushed steel, CyRAQ 21 monitors need only 9U of rack height.

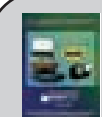
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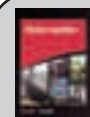
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Herrin Design

In 1982 Herrin Design contracted with Hazen Tide Gauge, International to complete the design of Hazen's Model HTG5000 Tide Gauge, a telecommunications-linked tide monitoring system that became the industry standard for dredgers and ocean surveyors.

Circle 110



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Circle 111



Kongsberg Mesotech

Kongsberg Mesotech Ltd. is recognized as a leader in the manufacturing of underwater surveillance sonar systems. The company's detection sonars are deployed with the US Coast Guard in their IAS (Integrated Anti-swimmer) systems.

Circle 112



Orbit

Orbit Instruments is a division of Orbit International Corp. From simple keyboards and trackballs, to integrated control trays, to communication control./data entry devices to flat panel displays to today's sophisticated control Display Units, ORBIT and its products have been supporting the military system developers and operators.

Circle 113



Transpress

Transpress Transductions, France has in-house team of translators are specialized in a range of technical fields and produce translations of the highest quality standards. They specialize in French/English, English/French translations, also, German, Spanish, Italian, Portuguese, Arabic and Chinese etc.

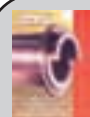
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Rail Safe

Rail Safe is a safety grip for hand rails to aid in reducing slips and falls associated with steps, stairways and ladders. Designed to add comfort, insulation, and a non-slip surface to any railing, Rail Safe is a dry installation and can be used immediately. There are no toxic chemicals used and no contaminant waste involved.

Circle 115



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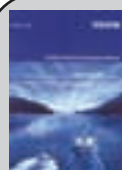
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Shipserv

ShipServ has upgraded its Catalog Management Module which is part of the eSSM solution for suppliers and ship owners / managers. The new features include a Content Manager, Mapping Manager, Contract Manager, Publication Manager and Subscription Manager.

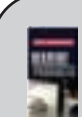
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Circle 118



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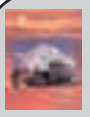
Circle 119



Whitney Blake

Whitney Blake Company announced its in-line, moisture sealed, Passive Latch interconnect system. Its designed moisture seal contacts protect against corrosion, rust and debris. The Passive Latch interconnect system is ideal for OEM manufacturing applications including boating, sonar equipment and electrical connections.

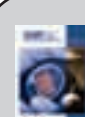
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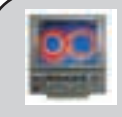
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ShipNet is an international maritime IT solution provider. They develop, implement and support a complete range of vessel and shore maritime software, including financial, fleet, commercial and liner management solutions. ShipNet was established 1991 from their predecessor DataShip.

Circle 122



Furuno

Furuno's dual-frequency searchlight sonar CH-300 is designed for a wide range of vessels. It incorporates both a low and a high frequency (60/153 or 85/215 kHz) transducer in one soundome. The high frequencies give a detailed search near and all around the vessel.

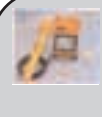
Circle 123



Detcon

Detcon Model Series 700 industrial gas detection sensors are a new generation of sensor modules. The sensors are designed for extreme locations. This sensor design includes an electropolished 316 stainless steel housing, multi-layered transient spike protection circuitry and 100% epoxy encapsulated electronics.

Circle 124



Marine Sonic

Marine Sonic Technology's Centurion Sea Scan PC Spalsh Computer Systems is a small, compact and rugged portable low cost sonar system. It is designed with the search and recovery community in mind. The system can be operation within minutes and only needs a 12 VDC power source.

Circle 125

M/V Harbor Queen Starts Service

Blount Boats, Inc. completed a new dinner boat, Harbor Queen, which was commissioned for service in Newport Harbor earlier this summer. This vessel was designed in house to attract tourists to Rhode Island's scenic Narragansett Bay.



The Spirit of Newport Company will operate the Harbor Queen from Bowen's Wharf, Newport, RI, alongside her sister ship, Spirit of Newport in Newport Harbor. Harbor Queen is Newport's first high-end luncheon/dinner cruise vessel with an all season operating capacity. The 80 x 30 x 5 ft. vessel is designed for up to 149-seated passengers, with climate controlled heating and air-conditioning in the deluxe interior.

The vessel is equipped with a full galley, scullery, large full-service bar, liquor locker, dance floor, bridal suite changing room, Bose sound system and 3 microphone stations. The steel vessel is powered by two 400 hp D2842LE Man engines with Twin Disc 518 marine gears. Lo-Rez isolation mounts are installed with Navy hull board and lead for structural vibration dampening.

Circle 41 on Reader Service Card

GH Starts Building RIB Pilot Boat

Gladding-Hearn Shipbuilding, Duclos Corporation, is building a new launch for the Charleston, S.C., pilots, the first in a new line of rigid bottom, soft-sided pilot boats. The jet-driven, all-aluminum launch measures 40 ft. overall, with a 13-ft. beam, including the inflatable collar, and a shoal 2.4-ft. draft. Designed by C. Raymond Hunt Associates of Boston, the deep-V hull features a steep 24-degree dead-rise at the transom that increases to a very fine entry forward. Ample chines and multiple spray-rails are designed to provide an efficient running surface and deflect spray away from the tubes to provide a dryer ride and reduce collar maintenance. A Wing Inflatable's polyurethane, multi-chambered collar, measuring 28-in. in diameter, will be installed around the hull. Half-in. thick fenders will be laminated to the tubes' outside surfaces to increase puncture resistance, and a heavy-duty pipe guard will be installed across the transom, along with a grating platform above the waterjets. The vessel is designed to also accept a solid inomer foam collar, as well as Wing's hybrid air-foam-polyurethane collar. Twin Cummins QSL-405M, six-cylinder diesel engines, each rated 405 bhp at 2,100 rpm will power the new RIB. The engines will turn pairs of Hamilton HJ-292 waterjets, through Twin Disc 5075SC gearboxes, which, combined, will give the launch a top speed of 34 knots, fully loaded, and a 30-knot cruising speed.

Circle 42 on Reader Service Card

California Spirit Delivered

The 160-ft. Dinner Cruise Yacht California Spirit was recently delivered to San Diego Harbor Excursions. The vessel was designed by DeJong and Lebet, Inc., and built by Keith Marine, Inc.



Styling of the vessel was by Mike Dockter of Marine Design and Drafting. Todd Roberts, Special Projects Director at San Diego Harbor Excursions, contributed significantly to the vessel design and styling.

California Spirit represents a new concept in Dinner Cruise Vessels over 150 Passengers, in the U.S. Coast Guard Subchapter K class. The lines and outward appearance are that of a large private mega-yacht. The interior features two large dining rooms capable of seating 450 passengers. The wood finish required a special fire-load calculation by DeJong and Lebet, Inc. to obtain approval for this installation. California Spirit is powered by a pair of Detroit Diesel Series 60 engines, 475 hp @ 1800 rpm. The engines are coupled to Twin Disc MG-5114 DC reverse/reduction gears, driving 3.5-in. Aquamet 17 shafts and five-blade Nibrall propellers by Ellis Propeller. Electrical power is provided by two Northern Lights 150 kW generators, with sound shield enclosures.

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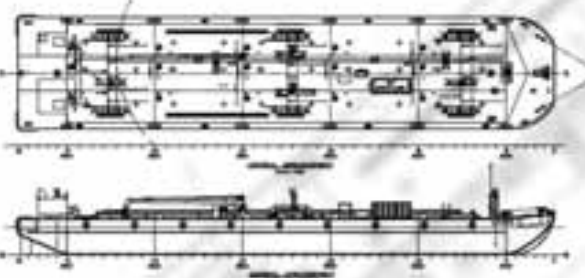
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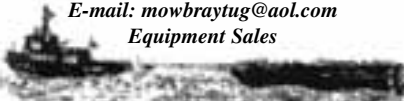


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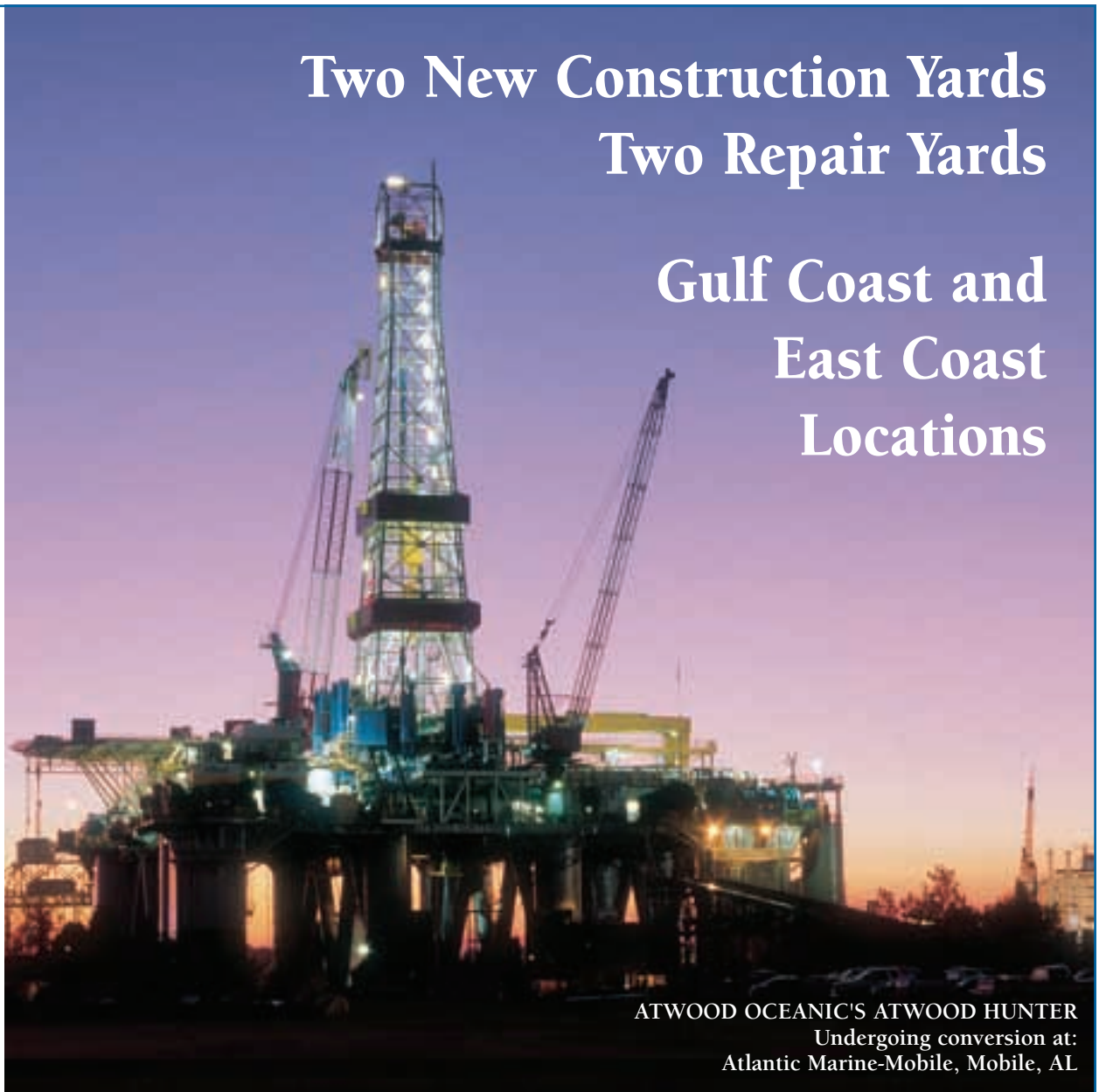
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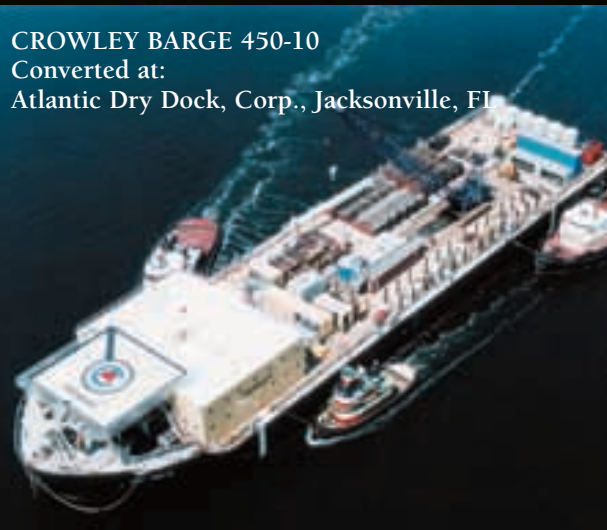
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