

# MarineNews

March 2006



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**U.S. Coast Guard**  
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**Book Review**  
**Tugboats of New York**

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**On the Cover:** U.S. Army soldiers provide security with MK2 combat support boats while soldiers with the 2nd Battalion, 22nd Infantry Regiment, 10th Mountain Division conduct an operation to capture terrorists and ordnance in Oswe-sat, Iraq, Feb. 19, 2006. U.S. Army photo by Staff Sgt. Kevin L. Moses Sr.

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Over the last several years, however, a new trend has begun - that of prosecutions under the Seaman's Manslaughter Statute.  
— by **Jeanne M. Grasso**, Blank Rome LLP

### 18 Prime RIBs

RIBs are playing a critical role in the nation's effort to secure its aquatic borders.  
— by **Larry Pearson**

### 21 Tugboats of New York

Don Sutherland reviews the new book, Tugboats of New York, which through text and images captures the rich workboat history of New York.  
— by **Don Sutherland**



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## MarineNews

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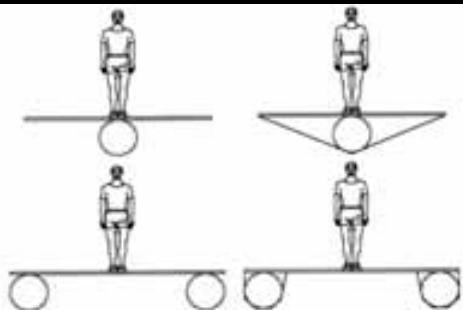


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# W&D Delivers Z-Drive FiFi Tug

Washburn & Doughty Associates, Inc. of East Boothbay, Maine delivered Bulldog, a 98 x 37 ft., 6,700 hp, Z Drive firefighting tug, to Crescent Towing of New Orleans, La. Bulldog provides ship-assist and escort services for LNG tankers at the Elba Island LNG re-gasification terminal in Savannah, Ga. Bulldog is a new Washburn & Doughty in-house design and the first tug built at the yard for Crescent Towing. Washburn & Doughty's Chief Naval Architect and Vice President, Bruce Washburn, drew on the company's experience designing and building Z-Drive Tugs for ship docking and LNG operations while designing the 98-ft. Tug. Since 1999, the company has designed and built 18 Z-Drive Tugs, six of which are used at LNG Terminals. With the 98-ft. design, Washburn & Doughty maintained a traditional look while providing 360-degree visibility in the pilothouse. Underwater, the vessel features a deep box skeg designed to enhance escorting without sacrificing maneuverability. Throughout the design process Washburn & Doughty received input from Crescent, Moran Towing Corporation, the shipping companies and their consultant, Greg Brooks. In addition, Washburn & Doughty contracted with Glosten Associates who analyzed the tug's escort capability from their escorting computer model. Glosten predicted that at 8 KTS the tug will have steering forces of 75.6 ST and braking forces of 116.2 ST.

Bruce Doughty, Washburn & Doughty's President & CEO said, "We have worked on numerous tug bids for LNG operations lately and thereby become very familiar with what terminals and shippers are looking for in a vessel. Our 98-ft. tug addresses what LNG operations need in a



Builder	Washburn & Doughty
Owner	Crescent Towing
Type	Z Drive firefighting tug
Length x Beam	98 x 37 ft.
Bollard Pull	180,000 lbs.
Forward Mode Max	182,000 lbs.
FiFi equipment engines	2x Caterpillar 3412C
Output	900 hp at 2,100 rpm
FiFi Pumps	Nijhuis HGTFI-1-250.500
Main engines	GE 7FDM12
Output	3,350 hp at 1,050 rpm
Propulsion	Rolls Royce US255 Z drives
Generator Sets	John Deere 99kW at 1,800 rpm
Winch	Markey DESF-48
Stern hawser capstan	Markey CEWC-60 15 hp
Capstan	Markey 5 hp CEP-40
Classification	ABS Maltese Cross A1
Maltese Cross	AMS Towing Vessel
Class	Fire fighting Class 1

tug, particularly as it pertains to power, maneuverability, escorting and firefighting capabilities."

Bollard pull tests on January 10 in Newport News, Va., revealed: Forward Mode — 180,000 lbs. (90 Tons); Forward Mode Max — 182,000 lbs. (91 Tons).

Firefighting 1 equipment includes two Caterpillar 3412C engines rated at 900 hp @ 2,100 rpm and Nijhuis HGTFI-1-250.500 pumps located in the engine room. The pumps supply two remote controlled FiFi 1 monitors mounted on the aft upper deck. Controls for the monitors are in the pilothouse and locally at the monitors. The firefighting system also includes a deluge sprinkler system and eight fire stations located on the main deck.

Bulldog is powered by two medium speed GE 7FDM12 main engines that each produce 3,350 hp @ 1,050 rpm.

According to Bazemore, "The GE power units are remarkable and performing well." The propulsion system is completed by Rolls Royce model US255 Z Drives with 2800mm, 4 blade, stainless steel propellers. Bulldog is equipped with John Deere model 6068TFMGK-99, Tier 2 emissions certified, marine generator sets providing 99 kW @ 1,800 rpm, 208V 3 phase power. In the event that the on-line generator fails, the standby generator will automatically start and go on line. The generator experiencing the failure will be automatically shut down. The main switchboard provides for automatic paralleling of the generator sets and is integrated with the winch controls. The online generator provides sufficient power to operate the winch in normal (assist) mode. When high power (escort) mode is selected, the standby generator is auto-

matically paralleled with the online generator. The bow is fitted with a Markey type DESF-48, 100 hp electric escort winch. The winch drum holds 750 ft. of nine in. synthetic line. The winch features line-pulls up to 365,000 lbs. @ 0- 8 fpm; line-speeds up to 600 FPM; and a drum brake holding capacity of 476,000 lbs utilizing an Eaton water cooled brake. A 15 hp Markey CEWC-60 electric stern hawser capstan is located on the aft deck and a 5 hp Markey CEP-40 electric messenger capstan is fitted on the foredeck. Bow fendering includes 12 x 14 in. rectangular molded rubber on the upper section; 16 in. soft loop on the middle section; and a "Turk's head" style fender on the lower section. 12 x14 in rubber D fender is fitted at the main deck on the sides and stern.

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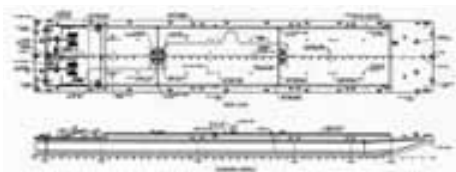
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**Bollinger to Build 28,000 BBL Barge**



Outboard profile and deck plan of the 28,000 BBL Double Hull, OPA'90 Lakes, Bays & Sounds tank barge to be built by Bollinger Marine Fabricators in Amelia, La. for Progressive Barge Line.

Bollinger Marine Fabricators, LLC, (BMF) Amelia, La., signed a contract with Progressive Barge Line, Inc., New Orleans, La. for the construction of a leading edge double hull OPA '90 Lakes, Bays and Sounds tank barge. The Bollinger hull # 505, will have capacity of 28,000 barrels (BBL) and is a near sister ship to four similar hulls also under construction at the active BMF facility for another operator. Elliot Bay Design Group performed the design and engineering package in support of Bollinger.

Hull #505 will be built primarily for bunkering services on the Mississippi River and throughout the port of New Orleans. The barge will be built in accordance with ABS rules and certified by U.S. Coast Guard for rivers, lakes, bays and sounds service for carriage of Grade A products and below. It will be subdivided into six cargo tanks, each with pipe coils for heating cargo. The heater system will be a four million BTU Hopkins Volcanic, with two-in. piping coils lining the bottom of each cargo tank for optimum heat distribution. The 28,000 BBL capacity barge will measure 297.6-ft. in length, with a 54-ft. beam and 13-ft. depth. Delivery is planned for the third quarter of 2006.

**Blue Chip Casino Vessel Delivered**



Jamestown Metal Marine Sales, Inc. delivered the completed Blue Chip 2 casino vessel to Boyd Gaming Corporation's Blue Chip Casino's Michigan City, Ind., facility. The new vessel, which replaces the former vessel, is approximately 400 x

200 ft. and provides about 65,000 sq. ft. of gaming area on a single deck. In addition to the gaming area there is another 82,000 sq. ft. of back of house and future gaming areas on other decks. Jamestown began

the on-site construction project in the late fall of 2004 with the erection of steel units in the construction basin specially constructed for the project. Over the succeeding 14 months Jamestown, working with

its key subcontractors and suppliers, produced the largest casino vessel ever built in the U.S., including hull fabrication and erection, machinery and mechanical installation, electrical installation, interior

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finishes, and the gaming facilities.

Jamestown's on-site project management staff coordinated all aspects of this fast track project in concert with Blue Chip Casino's local construction management team. The resulting vessel is unmatched in its unobstructed access having all gaming positions on one level. The vessel is moored to its pavilion offering ground level access from the vessel to Blue Chip's adjoining hotel and parking facility.

On January 28, 2006 the former vessel, Blue Chip, slipped the moorings it had occupied for seven years and the new Blue Chip 2 was motored into position to adjoin the newly renovated support pavilion.

The flowing arches of the high ceilings and the open space uninterrupted by support columns provide a grand view and openness unseen in other casino vessels built to date.

The Blue Chip 2 meets the applicable requirements of the Indiana Gaming Commission, as well as the United States Coast Guard. The design and production

engineering for the vessel were developed by Guido Perla and Associates and the interior design was produced by the interior design firm of Andrea Piacentini Design, both of Seattle. Jamestown's experience working with both design companies on other projects greatly benefited the project. This is Jamestown's 26th casino project.

## Ribcraft To Build High Speed LNG Security Vessel

Ribcraft was awarded a contract to build a specialized LNG security craft. Requiring the ability to carry multiple response personnel quickly, the vessel will feature twin 110 hp Volvo Penta diesel engines w/ Hamilton Jets and pod seating for six passengers and two crew. The designated power plant will deliver speeds of 30 knots and will provide optimal maneuverability, enabling the craft to easily maintain position or quickly maneuver regardless of headway speed. The craft will serve multiple functions

with the primary to transport and deploy security personnel. Ultimately destined for overseas use, this is the first in a series of craft Ribcraft will construct for such security applications.

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## Mission Marine Delivers Boat



The Mission 452 (34 x 13 ft.) Pilot House and was recently delivered by Mission Marine, Ltd. to the Department of Planning and Natural Resources located in Frederiksted on the island of St. Croix, USVI. Custom made to accommodate the DPNR's special and varied usage requirements, it was chosen because of its

multi-mission platform, stability, extraordinarily smooth ride, offshore capabilities, and ability to take rough seas. Given the climate of the islands, it has a fully enclosed pilothouse with air conditioning and state-of-the-art electronics to assist the officers. It joins its sister vessel, also a custom-made Mission Marine aluminum catamaran, delivered last year in St. Thomas, USVI. Both vessels are powered by Mercury Verado Outboards.

**Circle 11 on Reader Service Card**

## ACP Christens New Drill Barge

The Panama Canal Authority (ACP) held the christening ceremony of its new drill barge Barú, named after Panama's only volcano. Entirely manufactured by Panamanians, the Barú is 167 x 50 ft. The new, state-of-the-art barge will play an instrumental role in the Canal's dredging initiatives.

Dredging (deepening and widening navigation channels and other areas by extracting mud, rock and sand) is fundamental to maintaining and improving the

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#### Cummins

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Panama Canal's infrastructure. The Barú is equipped with four drilling rigs that can bore holes up to 30 m in a single pass. The drilled holes are loaded with explosives and detonated to fracture the rock. The blasted material is then removed by floating equipment, such as the dipper dredge the Rialto M. Christensen. One hundred workers from Panama were specially commissioned to construct the Barú, which was designed by De Donge Shipbuilding. These workers constructed the barge with the ACP's Industrial Shipyard Division, which allowed for an exchange of information and a transfer in technology. The Barú boasts sophisticated apparatus for controlling and monitoring drilling operations. It also has many amenities that will provide for added comfort to the crew. Such components and systems include: air conditioning and ventilation, hydraulics, potable water and sanitation.

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## Moose Boats Delivers Patrol Vessel

Moose Boats has delivered another Moose M2-37 security and patrol vessel to the Suisun Bay Reserve Fleet, Benicia, Calif. This is the second delivery of a two-boat contract that was awarded through GSA (General Services Administration) by the Department of Transportation, Maritime Administration (MarAd). The Suisun Bay Fleet consists of dry cargo ships, tankers, military auxiliaries and other types of reserve ships in the custody of the MarAd. The Moose M2-37s will be used intensively for security patrol operations up to 16-hours-a-day, seven days per week in the Suisun Bay. The Moose M2-37 is a 37.5 ft. all-aluminum jet powered catamaran with twin Cummins 380 hp

Specifications	
Length, o.a.	37.5 ft.
Length, waterline	29 ft.
Beam	13.5 ft.
Draft Hull/max.	21 in.
Displacement	16,000 lbs.
Fuel	300 gal.
Water	20 gal.
Max Speed Over	34 knots
Cruise Speed	28 knots
Range	300 nm
Main engines	2 x Cummins QSB5.9, 380 hp Turbo Diesels
Waterjets	Twin Hamilton HJ292
Marine Gears	Twin Disc MG 5075
Generator	5kw Northern Lights
Electronics	Simrad

turbo diesels and is propelled by Hamilton 292 water jets. This vessel can attain a top speed of over 34 knots, cruise at almost 30 knots, come to a full-speed stop in less than two boat lengths and turn on a dime. Its 21-in. draft will allow all of this to be done in less than 3-ft. of water which is ideal for its patrol application in the Suisun Bay. The M2-37 is designed specifically for patrol, security and escort operations. Moose Boats is building virtually identical vessels for the U.S. Navy, many of which have been deployed to naval bases around the world.

**Circle 13 on Reader Service Card**

## Bollinger Announces Management Changes

As Bollinger Lockport New Construction (BLN) continues to grow, Bollinger Shipyards, Inc. announces changes to its managerial staff.

Dennis Fanguy has been appointed to the position of vice president of quality management system where his responsibilities will encompass the programs in quality assurance / quality control, process improvement, accuracy control and test and trial groups for BLN, as well as

the company's ISO program.

Fanguy has been with Bollinger for 21 years. He headed the design team for 115 patrol boats built by Bollinger for the U.S. Coast Guard. He also headed the team that designed the only fleet of U.S. Navy Fast Patrol boats ever built, which were also constructed at Bollinger.

Fanguy is a graduate of the University of New Orleans in Electrical Engineering. He serves on the Executive Control Board of the National Shipbuilding Research Program. He is a member of the Technical Committee of the American Bureau of Shipping for both the small vessels and steel vessel committees, and is active in the Off-shore Marine Service Association (OMSA).

René Leonard has been appointed director of engineering and commercial programs. His responsibilities will include all design efforts for all new construction facilities, as well as the commercial construction programs at BLN.

Leonard has been with Bollinger for 16 years. He earned a BS Degree in Naval Architecture and Marine Engineering and MS Degree in Engineering Management from the University of New Orleans. He is a member of the Society of Naval Architects and Marine Engineers and the Project Management Institute (PMI). René is a certified Project Management Professional (PMP) through PMI.

Daniel Richardel has been appointed director of production for Bollinger Lockport New Construction. His duties will include directing, coordinating and providing

support to all departments, craft superintendents and foremen in the administration of all new construction programs at the Lockport facility.

Richardel has been with Bollinger for nine years as project engineer, program manager and recently as administrative operations manager. He holds a degree in Mechanical Engineering Technology from Nicholls State University and is currently pursuing a Master's Degree.

## Hobson Receives Leadership Award

The Honorable David Hobson (R-OH) received the Fifth Annual Waterways Council, Inc. Leadership Service Award on March 1 at the Willard Hotel, Washington, D.C. Representative Hobson was honored for his commitment to the improvement of the Nation's ports and commercial inland waterways system over his many years in Congress.

Past recipients of the award include Representative John Duncan, Jr. and Representative Jerry Costello (2005); Senator Kit Bond (2004); Senator John Breaux (2003), and Representative Sonny Callahan (2002).

Representing the 7 th District of Ohio, Congressman Hobson serves as Chairman of the House

Appropriations Energy and Water Development Subcommittee, and as a senior member on the Defense Appropriations Subcommittee.

Before his election to Congress, Hobson served in the Ohio Senate from 1982 to 1990.

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## Hope Services: Continued Success Despite Hurricanes

Hope Services reports that it continues to build one after another of its popular Frank Basile-designed 72 x 30 x 10-ft., pushboats. Even a double hook from two hurricanes only slowed construction at the Dulac, La., yard.

Located near the shores of the Gulf of Mexico they found themselves on the west side of Katrina so that the 160 mph winds came from the northwest causing some damage, but since they were from the land side, no water. But then Rita came and they were on the eastern side of this circular storm so that the 120 mph winds tore up what Katrina had loosened and then a seven-foot surge of water flooded the shipyard. "My car would have been right under water," said manager Lou Parker.

But Parker and his crew had been able to get most of their equipment into elevated storage and he had taken himself and his car safely inland. The water surge did damage the big shipyard crane so that the company was obliged to bring in a floating crane barge to launch its latest 72-ft. pushboat, the Rockfish, built for Maryland Marine of Houston, Texas. Like other boats of this class, a pair of Cummins KTA38 M0 engines will power the new vessel with each generating 850 hp at 1,800 rpm. The engines turn into Twin Disc 540 gears with 6.14:1 reduction. The 73 x 56-in. four-blade stainless propellers are mounted on six-in. stainless shafts. A pair of Cummins 6B series powered 50 kW generators meets electrical needs.

Tankage on the vessel includes 20,000 gallons of fuel;



The towboat Rockfish alongside at the Hope Services yard. (Photo credit: Alan Haig-Brown)

10,000 gallons of water and 500 gallons of lube oil. A pair of Nabrico electric-over-hydraulic system, 40-ton deck winches handle the 1.25-inch face wires. Hurricane damage through out the Gulf Coast has harmed many of Hope Services suppliers as well, "We use to get steel and plywood out of New Orleans," says Parker, "But now we have to go to Memphis or Texas."

The Cummins engines, however, are still supplied by

Cummins Mid-South who have facilities in Morgan City and Kenner in full operation. In spite of the hurricanes, delivery of the latest Hope Services pushboat was delayed only two months to mid-February 2006. Hope Services has three more of these 1700 hp pushboats in production and expected to launch at three-month intervals.

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Preparing to install the stack on the towboat Rockfish. (Photo credit: Alan Haig-Brown)



The Rockfish alongside with the floating crane brought in to launch her in the background. photo credit: Alan Haig-Brown



## Weist New Director of Inland Ops

Crowley said that Bob Weist was promoted to director of inland operations for the company's Puerto Rico/Caribbean liner services group effective March 15. Weist will relocate from the New Orleans area to Jacksonville, Fla. He will be domiciled at the company's Talleyrand terminal and will report to Maureen Cunningham, vice president, operations. Weist began his career with Crowley in 1987 in the company's New Jersey office. Since then, he has held positions of increasing responsibility in several different Crowley locations. Most recently he managed Crowley's operations in the U.S. Gulf from New Orleans with particular focus on the company's terminal operations in Gulfport, Miss.

## Kirby Promoted at SeaArk Marine



Casmer Kirby, engineering manager for SeaArk Marine, Inc. has been promoted to vice president of engineering. A 15-year veteran of SeaArk Marine, Inc., Kirby started his

career at Avondale Shipyards in 1962. Working at various crew boat builders and shipyards in south Louisiana during his career he became a seasoned designer specializing in aluminum construction of boats 110 feet and smaller. Kirby joined SeaArk Marine, Inc. in 1991 and has managed the engineering department staff and all facets of engineering for the company since that time.

## Crowley Promotes Cunningham



Crowley Maritime Corporation said that Maureen Cunningham has been promoted to vice president of operations for the company's Puerto Rico liner services group. In her new

role, she is responsible for all aspects of Crowley's land operation in Jacksonville, Fla. and Petty Island, N.J., including inland operations, trucking, cargo terminal and related operations, stevedoring, gate operations, safety and security. Additionally, Cunningham will maintain relationships with union officials, stewards, and employees through administration of company policies and agreements.

Cunningham began her career with

Crowley in 1986 in the company's former Cherry Hill, N.J. office as a member of the cargo services department before moving to Jacksonville in 1993. She has held positions of increasing responsibility including her most recent role as director of inland operations.

## United States Marine Wins Navy Contract

United States Marine, Inc., Gulfport, Miss., is being awarded an \$8,836,911 firm-fixed-price, requirements contract

for the acquisition of services and material for the Naval Special Warfare, 11-meter rigid, inflatable boat service life extension program to restore 32 boats to like new condition. Work will be performed in Gulfport, Miss., and is expected to be completed by February 2011. Contract

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funds in the amount of \$500,000 will expire by the end of the current fiscal. The contract was not competitively procured. The Naval Surface Warfare Center, Panama City, Fla., is the contracting activity.

## Yunta Promoted to Manager at Crowley



Crowley Maritime Corporation announced that Nelly Yunta has been promoted to general manager Dominican Republic/Haiti for the company's liner services group. In

her new position, Yunta will be responsible for the coordination of sales, marketing, and operations activities for the Dominican Republic and Haiti; overseeing development of policies and procedures; reviewing operating results; establishing annual revenue and capital and budgets; coordinating and negotiating contractor and service provider agreements and developing] business relations. She will remain domiciled in the company's Miami office and will report to John Hourihan, senior vice president and general manager, Latin America services.

## W&O Supply Forms New Division

W&O Supply, a supplier of marine valves, pipe, fittings and valve automation services, has restructured the company to

form the Engineered Products and Automation (EP/A) Division. The restructuring emphasizes core strengths, streamlines operations and adds technical expertise and service support to the company's client base and 14 branch network. Newly promoted or hired to lead the EP/A Division are Jim Baur, Fred Loomis, Edmon "Gus" Bell, Donna West and Steve Hartsaw.

Jim Baur, former general manager of the Automation Division, has been promoted to lead the new EP/A Division. Baur will also concentrate on building market share within the oil and gas industry as well as the cruise market segment. Fred Loomis, who led the Engineering Products Division, will manage special projects on a nationwide basis and serve as a sales and project manager for Northeast and Great Lakes customers. The company recently hired a nationally recognized industrial and marine automation veteran, Edmon "Gus" Bell, to lead its Automation Product Group. With 35 years of valve automation experience and a wealth of industry knowledge, Bell will continue to develop W&O Supply's automation portfolio as well as define automation systems and equipment for clients. He has worked in management at QTRCO, AMRI, Bray Valve & Controls and Emerson Valve Automation (Bettis) throughout his career.

"This world-class team has outstanding awareness about the complex valve automation and engineered products industries," said David Turner, CEO of W&O Supply. "Their technical capabili-

ties and vast experience will richly benefit customers, naval architects, engineering firms and approval societies around the world. They move us toward our goal of becoming the premier global provider of total piping solutions in the marine industry."

Additionally, Donna West has been hired as an automation engineering specialist. West will use her extensive automation expertise to assess client needs, develop and package automation systems, provide technical assistance, manage orders and track production and delivery on budget and on schedule.

Steve Hartsaw has also been promoted to sales engineer overseeing the engineered products side of the business.

## Bollinger Delivers Barge to K-Sea

Bollinger Marine Fabricators, LLC, Amelia, La., delivered Bollinger hull #490, DBL 103, an ocean service double hull, oil tank barge built to meet the requirements of the Oil Pollution Act of 1990 (OPA '90), to K-Sea Transportation Corp., Staten Island, N.Y. Following the delivery of the DBL 103, Bollinger

announced the signing of the sister ship, DBL 104, Bollinger hull # 514.

The 100,000 BBL capacity DBL 103 measures 399.1-ft. in length, a 74-ft. beam and a 25-ft. depth. The DBL103 is a near sister ship to the DBL 101 and DBL 102 that Bollinger delivered to K-Sea in 2002 and 2004. The barge has been built primarily for oil service on the Northeast U. S. coast and Gulf of Mexico region. President and CEO of K-Sea, Timothy J. Casey, said, "Bollinger is playing an important roll in our company's expansion. They continue to deliver quality and consistent workmanship in their new-builds, as well as in the retrofits and conversions to our existing equipment."

DBL 103 is coupled with an existing K-Sea tug, Norwegian Sea, using the state-of-the-art JAK 400 tug/barge Push-Pin coupler system, which is designed to increase operating efficiency and enhance safety and reliability by operating as a dual mode ITB. While the DBL 103 was in the final stages of construction, Bollinger Larose, L.L.C., retrofitted the Norwegian Sea with the JAK coupler system and completed a retrofit of the vessels electronics, along with the manufacturing and installation of a raised pilot house.



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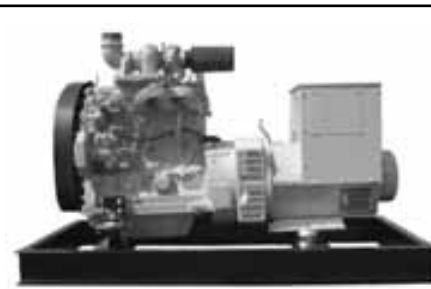
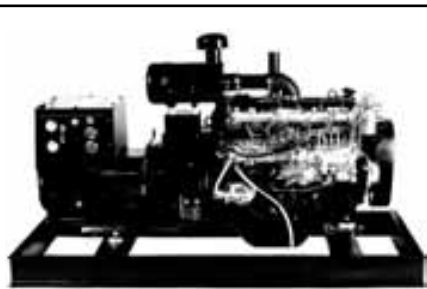
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## Bids for New Passenger Vessels

An invitation to bid on the construction of a new Passenger Only Ferry and a new Cargo/Passenger Ferry for Puerto Rico Maritime Transportation Administration (PRMTA) of Fajardo, Puerto Rico is expected later this month. Bristol Harbor Marine Design (BHMD) is currently developing the performance specifications for the vessels.

Juan Cirino, the Executive Director of PRMTA, is excited about the new vessels, "we need the new Passenger Only Ferry to handle the continued growth of both Municipal Islands, but more importantly, we need this fast vessel to better serve the residents of Vieques and Culebra." Mr. Cirino adds, "we also need the large Cargo / Passenger Ferry to support the continued development of both Islands. We are currently taxing our smaller cargo vessels every day."

A Request For Proposals (RFP) for both vessels is expected. Preliminarily, the vessels include one (1) Subchapter K Passenger Only Ferry; and one (1) Subchapter K Cargo / Passenger Ferry.

Commensurate with publishing the RFP, preliminary performance specifications will be accessible by visiting BHMD's website at: <http://www.bristol-harborgroup.com/downloads.html>, and selecting the documents under "Project 05484 -Passenger Only Ferry and Cargo /Passenger Ferry for Puerto Rico Maritime Transportation Authority (Fajardo, Puerto Rico)".

Construction for both vessels may be awarded to one shipyard group capable of building both vessels; or two awards may be made, one for each vessel; or only one award may be made if PRMTA elects to build only one vessel at this time. The RFP was expected to be published on or around February 24, 2006. Interested bidders will be required to attend one of the two prebid meetings.

## Crowley to Build Deck Barges

Crowley has awarded a two-barge construction contract to Gunderson Marine of Portland, Oregon, with the first vessel to be available for service in early 2007. The new construction of these two Heavy Lift Series 400 x 105-ft. deck barges to handle project work for the offshore energy industry in the Gulf of Mexico will expand and keep current Crowley's fleet for customers of the company's marine services business segment. Crowley's new Heavy Lift Series 400 x 105-ft. barges will provide both the capacity and deck strength needed to accommodate the

## All American Delivers for NOAA

All American Marine Inc. launched a 56 x 21 ft. catamaran, built under contract for the National Oceanic and Atmospheric Administration (NOAA). The high-speed patrol vessel has been assigned to operate in the Florida Keys National Marine Sanctuary (FKNMS) and its Tortugas Ecological Reserve off the Southern coast of Florida. The vessel will serve as a long-range law enforcement patrol boat in the lower Keys. The patrol vessel is owned and maintained by NOAA's National Marine Sanctuary Program in the Florida Keys. Daily vessel operations will be administered by FKNMS law enforcement officers. The boat offers accommodations for four officers and can comfortably endure long patrols. The long distance traveled between home port and the patrol area requires that the vessel operates with extreme fuel efficiency. The patrol craft is powered by twin MTU 8V2000 M92 engines, each delivering 1085 hp at 2450 rpm. The propulsion package includes Hamilton Jet 403 water jets. The vessel has a 42 knot cruise speed in mission condition and can perform at speeds in excess of 44 knots. The Teknicraft designed hull and hydrofoil technology offers peak performance, while maintaining excellent seakeeping ability and high fuel efficiency.



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avored larger units for deepwater development. The barges will also be suitable for use in other regions, including Alaska, where Crowley has regularly performed summer sealifts to the North Slope. "The design of these new barges gives us flexibility in deployment based upon customer and market requirements," said John Douglas, senior vice president and general manager, marine services. "Our customers will be well served by the stronger deck strength and the latest engineering on these barges." Crowley's new barges will be classed by the American Bureau of Shipping and receive certification from the United States Coast Guard.

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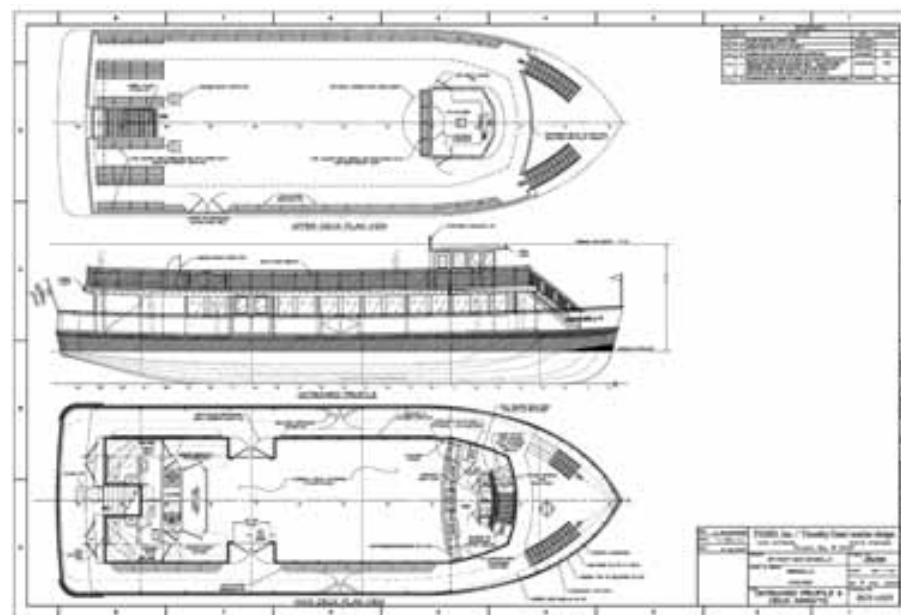
## Blount Signs Deal With Chicago Tour Boat Company

Blount Boats, Inc. has signed a contract with Wendella Sightseeing Company, Inc. to construct an 89 x 30 ft. steel excursion vessel. The vessel was designed by Timothy Graul Marine Design and will operate

in the Chicago area. The 300-passenger vessel will be powered by twin screw Caterpillar engines. Delivery for Hull #320 is scheduled for April 2007 via the Erie Canal. Wendella Sightseeing, Chicago's original tour boat company has been operating since 1935.

The family owned and operated company currently operates six boats in the Chicago area providing architectural and sightseeing tours, private charters and Chicago's only passenger ferry system, the Wendella RiverBus.

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# NEWS

## Miller Unveils TIG Inverters

Miller Electric Mfg. Co. has introduced the new Dynasty 700 and Maxstar 700 inverters. These inverters deliver new arc

shaping options, 5 to 700 amps of weld power and new high-speed pulsed TIG weld controls. They can increase travel speeds, eliminate inclusions (tungsten spitting), eliminate weld flaws related to

poor arc starts, permit using smaller diameter electrodes, eliminate the need for exotic gas mixes and reduce cycle time defects and rework.

Both machines produce an output of

500 amps/40 V at 100 percent duty cycle, weigh 198 lbs. and feature Miller's unique Auto-Line power management technology. The Dynasty 700 provides an AC/DC welding output, while the Maxstar provides a 700 DC-only output and costs slightly less.



Miller specifically designed these innovative power sources for precision metal fabrication, heavy manufacturing (high-speed and/or high-amperage), pipe and tube mills, process piping, tool and die, aerospace and automated TIG applications. They replace the Aerowave, Syncrowave 500 and older TIG products with state-of-the-art inverter technology.

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## New Kit to Check Alignment



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Pinpoint is introducing a new Microgage Complete Alignment Kit to enable maintenance personnel and production teams to check and align their manufacturing equipment for improved operation and efficiency. Quick and precise measurements of machinery straightness, parallelism, surface flatness squareness, bore and shaft alignment and other applications are now possible with this versatile kit. The Microgage laser and digital receiver are easy and intuitive to use allowing you to quickly check your production machinery while reducing dependence on expensive outside alignment services. This new alignment kit is compact, precise and affordable so that manufacturers can keep their lines running at peak performance, and minimize costly down times. The kit includes a laser transmitter and a digital receiver connected to a handheld display. Readings appear on a large LCD display and alignment units are presented in 0.001 or 0.0001 inch increments or in millimeters. A rotating base is included, for setting and checking flat planes such as machine beds, roller assemblies, sliding mechanical stages, and other planer equipment.

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## Cat Delivers Genset Package

The 3412C marine genset from Caterpillar Marine Power Systems now arrives at shipyards as a complete MCS-certified package. Vessel builders receive the ready-to-install genset as a complete

package to be installed as a single component on-board in a simple "plug and play" fashion.

Caterpillar provides Marine Classification Society (MCS) certification direct

**Table 1. 3412C Genset Ratings and Fuel Consumption**

	ekW at 0.8 pf	KV-A	Aspiration	rpm	U.S. gph	L/h
60 Hertz	400R	500	TA	1800	32.5	123.0
	425	531	TA	1800	32.5	123.0
	500	625	TA	1800	37.3	141.3
	550R	688	TA	1800	43.9	166.1
	590	738	TA	1800	43.9	166.1
50 Hertz	350	438	TA	1500	26.3	99.7
	385R	481	TA	1500	29.9	113.1
	405	506	TA	1500	29.9	113.1
	480R	600	TA	1500	36.1	136.8
	500	625	TA	1500	36.1	136.8

ekW - electrical kilowatts  
L/h - liters per hour  
pf - power factor

R - radiator cooled only  
TA - turbocharged aftercooled  
U.S. gph - U.S. gallons per

from its factories.

In addition, the genset arrives complete with a functionally tested alarm and protection system. Builders only have to connect the system to on-board components and test the panel with the ship's system to confirm proper operation.

The 3412C genset features a 27-liter, turbocharged-aftercooled diesel engine. It is available with two different cooling systems: an engine-mounted radiator or a gear-driven, self-priming auxiliary seawater pump combined with a gear-driven centrifugal jacket water pump. The exhaust system consists of a watercooled manifold and turbocharger and a dry elbow and flange. The engine is IMO compliant for emissions regulations.

The genset base rails distribute the



unit's weight over a large area, allowing vessel builders to install it just about anywhere. Caterpillar has moved traditional genset production steps in-house to now provide factory built, packaged, tested and type approved marine gensets to its dealers and customers. MCS certification of several Caterpillar facilities allows the company to produce gensets like the 3412C according to MCS quality standards.

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## The Seaman's Manslaughter Statute

# An Old Tool Being Used Anew

By Jeanne M. Grasso

Over the last ten or so years, criminal prosecutions have become commonplace in the maritime industry. The most common prosecutions stem from environmental violations, but often also include charges of false statements, conspiracy, and obstruction of justice. Over the last several years, however, a new trend has begun - that of prosecutions under the Seaman's Manslaughter Statute. These prosecutions have come to the fore because of the Staten Island Ferry incident, which occurred in 2003, where the Seaman's Manslaughter Statute was used to extract guilty pleas from the pilot and a shoreside official.

History of the Seaman's Manslaughter Statute. Since the origin of steamboats in the early 1800s, thousands of passengers died from boiler explosions and fires, which plagued this class of vessel. States began to step in and regulate steamboats, but the effort was disjointed and ineffective. The death of Senator Josiah Johnson in a steamboat explosion prompted Presi-

dent Andrew Jackson, in his 1833 State of the Union address, to make steamboat safety a federal priority.

In 1838, Congress passed "An act to provide for the better security of the lives of passengers aboard vessels propelled in whole or in part by steam" (the "1838 Act"). The 1838 Act set forth various licensing, inspection, and safety requirements for steamboats. The focus of the 1838 Act, however, was to demand the "utmost vigilance of the crew by attaching criminal liability for fatal lapses." According to the legislative history, the 1838 Act was designed to punish captains, engineers, and pilots of steamboats for their negligence or inattention related to vessel operations.

The 1838 Act did not go far enough, and by 1852 over 7,000 people had died on steamboats. Congress realized that the technology was part of the problem and that imposing criminal liability on the crewmembers was not an effective solution. In 1852, another steamboat safety law was enacted (the "1852 Act"), which



The outside lower level of the Staten Island Ferry Andrew J. Barberi after it struck a pier killing ten people October 15, 2003. USCG photo by PA2 Mike Hvozda.

imposed various safety equipment requirements, including hydrostatic testing, safety valves, lifeboats, life preservers, and firefighting equipment. Steamboat-related deaths decreased dramatically after enactment of the 1852 Act,

which largely provided the basis for the U.S. Coast Guard inspection regime as we know it today.

The Seaman's Manslaughter Statute. The Seaman's Manslaughter Statute generally criminalizes misconduct, negligence, or inattention to duties by a captain, engineer, pilot, charterer, owner, operator, or other person employed on or responsible for managing any vessel. It provides for fines and imprisonment of up to ten years.

The elements of the crime are that: (1) the defendant was [captain, pilot, operations manager, etc.] of the vessel; (2) the defendant was guilty of misconduct, negligence, or inattention to his duties on the vessel; and (3) that by reason of such misconduct, negligence, or inattention, someone died. Over the last few years, the Seaman's Manslaughter Statute has been used to convict not only crewmembers, but also shoreside personnel involved with vessel operations. It is important to note that intent is not an element of the offense and it is not necessary to show that the acts or omissions that caused the death were willful or intentional. In fact, in most jurisdictions where the statute has been utilized, simple negligence is enough to secure a conviction, save for in Florida, which requires gross negligence.

Until recently, prosecutions under the Seaman's Manslaughter Statute were a rare event. Recent high-profile casualties, however, have given the statute a new life. Over the last several years, it has been used to convict not only crewmembers, but also shoreside personnel who are

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involved with vessel operations.

**Early Prosecutions.** During its first century and half, there were roughly eight major prosecutions, spanning 1848 through 1990. The most notable of these prosecutions involved the General Slocum disaster in 1904, where more than 1,000 people died when the vessel caught fire on the East River in New York. The investigation revealed that: the captain did not conduct fire drills or provide emergency training to crewmembers; the fire hoses were rotten and ruptured under the pressure; and the lifejackets were rotten and contained disintegrated cork, which resulted in many passengers drowning.

Captain Van Shaick, executives of Knickerbocker Steamboat Co., and the

inspector who had recently certified the vessel as fit for service were all indicted.

Van Shaick was convicted of manslaughter and was sentenced to ten years hard labor, though he only served three years before being pardoned by President Taft. Knickerbocker escaped with only a nominal fine, despite the fact that the trial revealed the company had falsified records to cover up its lack of attention to passenger safety.

**Recent Prosecutions.** Unlike the paucity of prosecutions at the outset, during the last seven years, there were six major prosecutions under the Seaman's Manslaughter Statute, as well as the recent indictment of a charterboat fishing boat captain relating to the deaths of three passengers.

The first of the recent prosecutions, U.S. v. Lee Peng Fei, involved a human smuggling scheme. Fei, the mastermind, endeavored to smuggle 298 Chinese aliens aboard the Golden Venture into New York in 1993. When his plan to send small vessels to disembark the passengers fell through, he ordered the ship to ground in New York, which resulted in ten people drowning while trying to swim ashore. After a worldwide manhunt and a subsequent extradition battle, Fei pled guilty to the deaths of six persons, among other charges. Fei was sentenced to 20 years in prison. In U.S. v. Mitlof, a water taxi capsize, killing a passenger in 1998. The owner had allowed the vessel to operate with numerous mechanical and structural deficiencies. The vessel's owner and cap-

tain were convicted of conspiracy, manslaughter, and wire fraud, the latter count because the owner advertised the vessel as being Coast Guard inspected, knowing it was not.

U.S. v. O'Keefe involved a cocaine-impaired tugboat pilot who caused an accident resulting in the sinking of the vessel and the death of his ex-wife in 2001. The pilot was convicted of manslaughter, sentenced to one year in prison, and ordered to pay \$640,000 in restitution. He appealed the conviction, arguing that gross negligence rather than simple negligence was required to trigger criminal liability. The Fifth Circuit Court of Appeals confirmed that simple negligence was all that was required to sustain a conviction.

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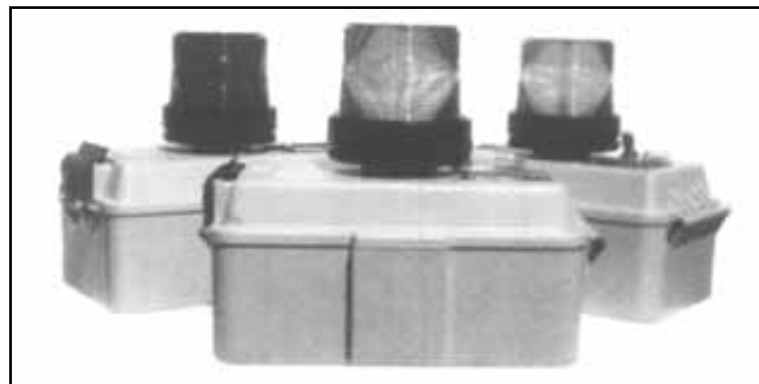
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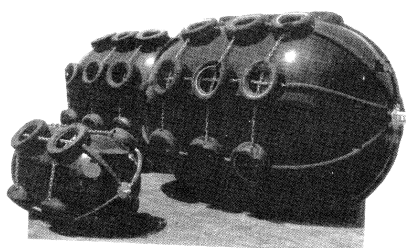
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In *U.S. v. Shore*, the captain and first mate pled guilty to manslaughter charges resulting from the death of an underage woman on a booze cruise in 2001. After several hours of partying, the vessel's anchor dragged and it collided with a moored sailboat, causing a section of the rail to break.

The first mate motored away, knowing the rail was broken, and a woman fell overboard and drowned. The captain and first mate pled guilty to manslaughter, were sentenced to six months home detention with electronic monitoring, 500 hours of community service, and a \$10,000 fine, and were ordered to pay \$40,000 in restitution.

In *U.S. v. Thurston*, the chief mate instructed a crewmember on the S.S. Trinity to enter and clean a tank that had contained MTBE. When the crewmember entered the tank in 2001, he was overcome by fumes and died.

The chief mate was indicted under the Seaman's Manslaughter Statute, but the first indictment was dismissed by the district court because it was based on simple negligence rather than gross negligence. A second indictment was brought charging him with the same violation, but by acting with gross rather than simple negligence. The case went to trial and the chief mate was acquitted.

The Staten Island Ferry incident, which

occurred in 2003, is the most recent case resulting in convictions under the Seaman's Manslaughter Statute.

In this case, the Andrew Barberi veered off course and allided with a concrete maintenance pier, killing 11 people and injuring 73 others.

Immediately thereafter, a joint federal/state investigation commenced, resulting in the indictments of the captain, assistant captain (pilot), director of ferry operations, port captain, and the pilot's physician.

The pilot pled guilty to 11 counts of seaman's manslaughter and for making a false statement to the government. He admitted he was overly tired, taking painkillers, and in such pain he was not in the proper physical condition to operate the vessel.

In his license renewal application, the pilot stated he was not on prescription drugs for fear of losing his job. He was sentenced to 18 months in prison.

The director of ferry operations was also charged with 11 counts of manslaughter, as well as obstruction of justice and false statements. The manslaughter charge stemmed from his failure to ensure that the vessel was in the control of a qualified pilot and to enforce the two-pilot rule, which had a long history in the ferry operations.

The two-pilot rule required that two

pilots be in the pilothouse during docking operations.

He pled guilty to one count of manslaughter and was sentenced to one year in prison.

The captain, who was not in the pilothouse at the time of the allision, was indicted for lying to the investigators. The charge was reportedly dismissed in exchange for his cooperation.

The port captain was indicted for obstruction of justice and making false statements to the government for asserting that the two-pilot rule was enforced. The pilot's physician was indicted for making false statements to the government by signing a medical form that accompanied the pilot's license renewal application submitted to the Coast Guard, which indicated that the pilot was not taking any prescription medications.

The maritime industry has increasingly been the target of criminal prosecutions for the better part of the past decade, originally (and still) for environmental crimes and now for seaman's manslaughter.

The recent frequent use of the Seaman's Manslaughter Statute should serve as a wakeup call for companies to take action to avoid becoming a part of this trend. This includes establishing and effectively implementing a compliance program based not only on regulatory requirements, but also on other assessed risks.

*Jeanne M. Grasso is a Partner in the Maritime and White Collar Practice Groups at Blank Rome LLP and focuses her practice on maritime and environmental law, including issues confronting facilities, vessels, and cargo owners on an international, federal, and state level. Her practice commonly includes conducting internal investigations, enforcement defense matters, and compliance counseling on maritime regulatory matters. This article is a condensed and updated version of an article that appeared last year in Benedict's Maritime Bulletin (Second Quarter 2005).*

18 U.S.C. § 1115.

See, e.g., *U.S. v. Warner*, 28 F. Cas. 404 (D. Ohio 1848); *U.S. v. Farnham*, 25 F. Cas. 1042 (S.D.N.Y. 1853); *U.S. v. Collyer*, 25 F. Cas. 554 (S.D.N.Y. 1855); *U.S. v. Keller*, 19 F. 633 (D. W.Va. 1884); *U.S. v. Van Schaick*, 134 F. 592 (S.D.N.Y. 1904), *aff'd* *Van Schaick v. U.S.*, 159 F. 847 (2d Cir. 1908); *Hoopengartner v. U.S.*, 270 F.2d 465 (6th Cir. 1959); *U.S. v. Hilger*, 867 F.2d 566 (9th Cir. 1989); and *U.S. v. Holmes*, 104 F. 884 (N.D. Ohio 1900).

See, e.g., *U.S. v. Fei*, 225 F.3d 167 (2d Cir. 2000); *U.S. v. Mitlof*, 165 F. Supp. 2d 558 (S.D.N.Y. 2001), *aff'd* *U.S. v. Sheehan*, 89 Fed. Appx. 307 (2nd Cir. 2004); *U.S. v. O'Keefe*, 2004 U.S. Dist. LEXIS 1494 (E.D.La. Feb. 4, 2004), *aff'd* Case No. 04-30691 (5th Cir. 2005); See Sentencing Memorandum of United States in *U.S. v. Shore*, No. 1:02-cr-10413-RW2-ALL (D. Mass. Sept. 3, 2004); *U.S. v. Smith*, No. 1:03-CV-06049-ERK-VVP (E.D.N.Y.); and *U.S. v. Thurston*, 362 F.3d 1319 (11th Cir. 2004).

Press Release from the United States Attorney's Office, District of Oregon (January 12, 2006), Fishing Boat Captain Indicted in Deaths of 3 Passengers.

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The 123-ft. Coast Guard patrol boat Matagorda on sea trials with her RIB deployed.

# Prime RIBs

**By Larry Pearson**

The Rigid Inflatable Boat (RIB) has become an invaluable part of 21st century Coast Guard cutters. "Often the mission of the cutter is to get a RIB and its crew on scene for interdiction, rescue and other missions," said J.J. Marie, president and CEO of Zodiac of North America, headquartered in Stevensville, Md., a leading manufacturer of RIBs.

RIBs have been used on cutters for many years, especially the large Legacy Class of vessels. Those RIBs were

attached to the ships via davits and lowered in the water and recovered and stowed on deck.

Fast-forward to February 2003, and the start of the Deepwater program, a \$20 Billion, 25-year program to upgrade the Coast Guard's land, sea and air assets.

The first part of the program was to renovate and upgrade the 49 Island class, 110-ft. patrol boats. A major part of this upgrade was to add a 13-ft. stern section to accommodate a stern launched and recoverable RIB.



A Short Range Prosecutor (SRP) at the Zodiac of North America's corporate office in Stevensville, Md. This vessel type is used on the Island Class patrol boats that were converted and on the new 141-ft. Fast Response cutter under design. The SRP will also be carried on the two larger cutters in the Deepwater Program.



USCG

The Coast Guard knew that stern launched and recoverable RIBs would be an important addition to the mission capabilities of the Island Class vessels.

It is well known that this renovation program stopped at only eight vessels because of the deterioration of the hulls. The last of the eight vessels was delivered in January 2006.

Still the concept of the seven-meter Short Range Prosecutor (SRP) a stern launched and recoverable RIB had proven successful and will be used on other cutters built in the Deepwater Program. Zodiac delivered eight SRPs for those 110-ft. cutters that had been modernized.

The Coast Guard's experience with stern-launched RIBs began in 1996 with the development of the 87-ft. Marine Protector Class of patrol Boats. Bollinger built 50 of these vessels, each with a stern deployable and recoverable RIB. Since production began, the RIB on all vessels has been replaced beginning in November 2003 with a Zodiac 17-ft. waterjet powered RIB.

"While we prefer to be a partners with the design team of the ship, we were able to take the existing slot for the RIB and design a vessel that met the Coast Guard's criteria for a fast stable boat," Marie said. "Naturally we prefer for the customer to give us a problem and let us propose a solution, but sometimes we have to work with a given design."

Bollinger was about to close the production line for these vessels in 2001 when the 9/11 disaster happened and the Coast Guard ordered 13 more, all of which have been delivered.

The RIB was 17.62-ft. long with a 7.48-ft. beam when inflated. The vessel had an 11.5-ft. cockpit width with a 4.6-ft. depth. The vessel has a capacity for six persons and has a top speed of at least 33 knots. Power is via a 200 hp Yamar engine driving a Hamilton waterjet. The hull material is aluminum with 40 oz urethane tube outer material.

Zodiac delivered four of these RIBs per month to various ports where the patrol boats had been delivered. In less than 14 months, the entire fleet was equipped with the newly designed RIB.

With so few of the Island Class patrol boats being modernized, the Coast Guard had to advance its replacement, the Fast Response Cutter (FRC). The design concept for this vessel with a composite hull has been completed. The 141-ft. vessel will have two 5,080 diesels and travel more than 30 knots with a range of over 5,00 nm.

The new FRC will carry one SRP RIB, launched from the stern, much like the reworked Island class vessels with a 25-

ft. length and waterjet propulsion. The situation for RIBs on the National Security Cutter (421-ft. long) and the slightly smaller Offshore Patrol Cutter (360-ft. long) is more complicated.

Both vessels are designed to deploy and

**A seven-meter RIB similar to those used in the New Orleans mission, except there was no center coxswain station.**



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A pair of the Island Class patrol boats undergoing final outfitting at Bollinger Shipyards, Lockport, La. A total of eight of these vessels were upgraded to carry the SRP in a 13-ft. addition to the stern lengthening the vessels to 123 ft.

recover two RIBs, the 25-ft. SRP and a larger RIB called the Long Range Interceptor (LRI), a 35 ft. long boat.

Since the cutters will have only one stern slot to deploy and recover the RIBs, a system is being engineered on the main aft deck whereby a crane will lift the best RIB for the mission to the stern launch.

The LRI will have an enclosed coxswain station and twin waterjets for propulsion. The LRI will also have over the horizon capability with SATCOM and GPS.

The LRI is designed to travel at 45 knots with up to 14 people and 150 lbs. of cargo. Willard Marine, Anaheim, Calif. has the design contract for the LRI.

The first of the National Security Cutters is well under way at Northrop Grumman Ship Systems in Pascagoula, Miss.

In total, the Coast Guard is planning to purchase 33 of the Long Range Interceptors and 91 of the smaller Short Range Prosecutors.

The Coast Guard also has a number of 378-ft. Legacy cutters. These vessels use side launched RIBs via davits. Zodiac over-the-horizon RIBs (RHIB/MSB) are used on these vessels.

"We also supply Navy Seals, Special Forces and other military units with RIBs," said Bob Beck, Coast Guard customer support manager.

"Often these vessels are shipped on pallets and inflated at the site of entry into the water," Beck said.

One special deployment recently showed the value of RIBs. Beck and a crew of his instructors from the Zodiac Maritime Academy deployed to New Orleans immediately following Hurricane Katrina.

"In one truck we carried 20 inflatable RIBs plus outboard motors and spare parts to New Orleans," Beck said. The group set up Camp Katrina in Algiers, directly across the Mississippi River from the devastation in New Orleans.

"We did search and rescue, transporting dead bodies and a hundred other things these versatile RIBs can do," Beck reported. "We carried out these missions during the day and repaired any vessel that needed work at night.

These RIBs traveled over wrought iron fences, debris in the water and submerged cars, putting an end to those who thought RIBs were not tough enough for these severe, even brutal conditions," Beck added.

"We served basically as the maritime arm for the 82nd Airborne who did the "heavy lifting" as far as the missions were concerned. I will never forget traveling down Canal Street in a RIB," Beck concluded.

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## Book Review:

# Tugboats of New York

By Don Sutherland

"Tugboats of New York" is one of those rare constructions where everything works just about perfectly. The text is insightfully, appreciatively, and masterfully written. The illustrations are informative, handsome, and sometimes — deliberately, one gathers, given some of the credits — quite beautifully artistic. The photo captions are detailed and often lengthy, turning the book into sort of an A-V show on paper. And what paper. The stock is coated and 60-lb. heavy, bright, easy on the eyes, apparently formulated to last the next century or two.

The illustrations glisten with a sheen more reminiscent of actual photographic prints than something screened into a book. The quality of manufacture echoes the lavish production values of coffee-table books produced in Asia, although this one is American-made. All these individual excellences combine with a tactile and sensual force when the volume is hefted and spread-open for a read, a page-turner whose deluxe composition dignifies its subject. With a title like "Tugboats of New York" and a subtitle, "An Illustrated History," what the book's about would seem fairly inescapable. Yet with so many cogs in the machinery of its telling, author George Matteson may have intended other messages besides the one that's spelled-out.

### NY Long Ago

The author upholds the New York theme of the book in grand style, taking



Railroad tugs are no longer the common sight they once were, not because of a failure of tugs, but because of the failure of the railroads. The book covers plenty on their contributions to New York commerce. Their counterparts today would be more "intermodal" — that is, boxes that fit boats, trains, and who knows what corporate entities replacing the railroads could make of container barges?

local history back to before there was a New York, or even a place to build it. "Eleven hundred million years ago," states the opening, "the Manhattan Prong

began to form under the relentless pressure of collision between tectonic plates bearing the North American and African continents." That's how the "New York" pedigree of the work begins; the tugboats come later

"About nine thousand years ago," we're told after an intervening couple of paragraphs of geological development, "Long Island Sound became an arm of the ocean; the Narrows a tidal strait ... Vagaries of terrain made Staten an island and the East River a tidal strait leading to Long Island Sound; and thus, Manhattan, the artifact of a thousand-million-year-old prong, was ready for business."

It was still a bit early for the tugboat business, but a fundamental characteristic of the eventual city was by then cast.

"Most of that business is conducted at the will of the tides ... through the labyrinth of channels that make up the Upper and Lower bays, the Hudson, East, and Harlem rivers, the Kills that encircle Staten Island, Raritan and Newark bays, and the Hackensack and Passaic rivers." What do these formations, laid-out in an unpopulated landscape during the time of the Pharaohs, have to do with a local industry which got its start no more than 189 years ago? "The behavior of the harbor currents and the consequences of that behavior have become a vital language learned by generations of boatmen."

Boatmen. The author included. "Early on in my education, I was given the opportunity to steer a tow comprising two empty scrap barges out of the Kill Van



It's no simple thing to illustrate a review of a book without reproducing its illustrations, but they're so well-done that we'd hate to spoil the surprise. So we'll show related things. The book mentions the K. Whittelsey a couple times, and here's her house as it appeared on September 11, 2002. (Photo: Don Sutherland)



# TUGBOATS



Something about the K. Whittelsey's galley must be irresistible. The book gives us a picture of a rack from the galley taken in the 1940s, and here it is again in 2003. What gourmets these tugboaters be. (Photo: Don Sutherland)

Kull ... I steered carefully along the Jersey flats as far as the buoys that mark the entrance channel to the ferry dock on the south side of the statue. There I could see by the action of the buoys' leaning and weaving in the current that we had used up all the benefits of the Back Channel route. I shaped a course across the main ship channel, stemming the current for the tip of Governors. I had gotten perhaps a quarter of the way across when the pilot-house door flew open and there was the captain, much annoyed.

"I said to go up to the statue before you cut across."

"I felt very foolish. I was almost there."

"I didn't say almost. You go to it. That's the way it's done. That's the way it's always done."

We've reached only the fourth page of text in this rich 270-page volume (including index, five pages of bibliography,

seven of chapter notes, and a three-page epilogue), and already we've ventured seamlessly from the formation of the planet and a part of it cut-out just for tugboats, to the credentials of the guide who is conducting our tour. Were a hull to slide as cleanly through the water, a boatman would be proud. We've even come to understand just a little about tugboating and a stand-up, be ready to be stood-down, character of its world. What could the next four pages bring?

## Minding Business in New York

Whatever the main theme of the book, the author departs its regional orientation at his pleasure, whenever no other way arises to tell the tale. If he goes back eleven hundred million years to the genesis of this place made for tugboats, he's earned the right to go back 268 years to

the genesis of the self-propelled towing vessel, drawn-up on paper. It was apparently never built, and had its origin in London in 1737, not New York. Like the plate tectonics that constructed the region, the movement of ideas was inexorable but slow.

The earliest commercial steamboats saw the prospects in towing, even if not as a primary occupation. The famous Nautilus, the Staten Island steam ferry that entered service 80 years after the steam towboat was first sketched-out, was an early adopter of the new tech. She was fitted with towing bits, the author tells us, and from time to time went off on the impromptu tow with a complement of ferry passengers still aboard.

Even by the time of purpose-built towboats, sidewheelers after the 1830s, the spontaneous demand for services — or competition to provide same — was propelled by the technology of the day. There were no long-distance communications, and a lot of tows arrived on the winds. When? Why, there they are now. As the local fleet of tugboats developed ocean-going prowess, working the waters around Sandy Hook, they extended the practicality of doing business in the region. Not many merchantmen could make their way across the ocean, straight up to their docks under sail. If the port of New York made commerce viable and physically built the city, it had the tugboat, literally, as its motor.

The clipper ships wouldn't have worked if it hadn't been for tugboats, which by the 1860s had developed the screw propeller and the particular profile by which they're recognized to this day. Transatlantic steamships bearing cargo by then were able to navigate closer to the piers of New York, and schedules grew somewhat more predictable. But it still took tugboats to

dock them.

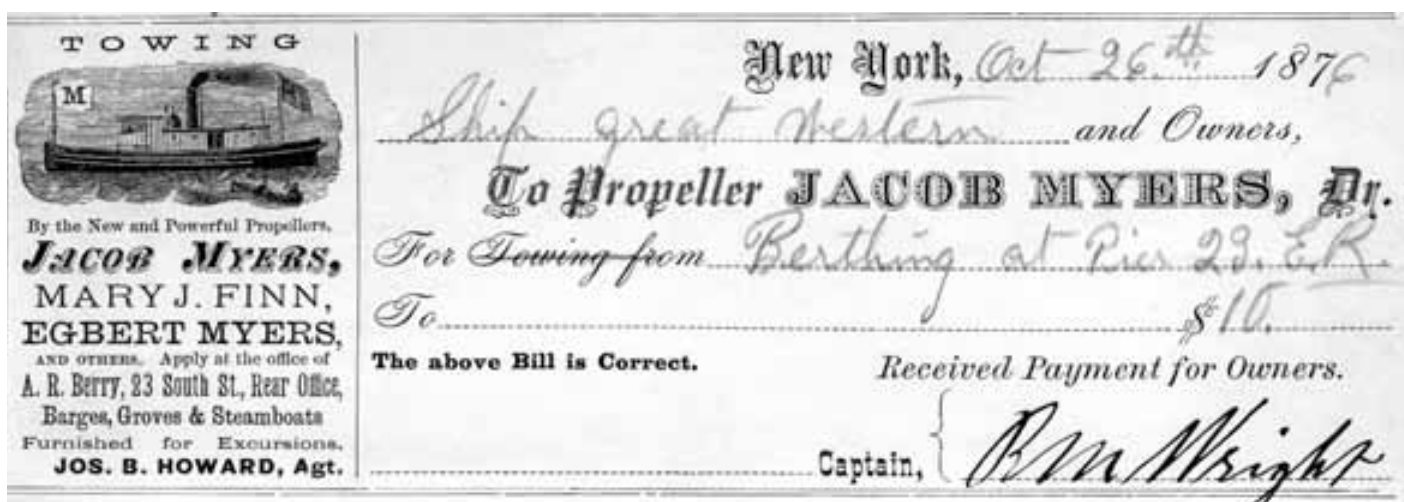
The voracious appetite of the adolescent city required tugboat services for cargo coming the other way too, from the north down the Hudson for example. This included the barges and boats of the Erie Canal, among other canals built to the Hudson, and a great towing empire that developed midway between New York and Albany. The Cornell Steamboat Company headquartered itself at Rondout, near the D&H Canal, like New York itself "as much a creature of its geographical situation as it was of the management skills of its early proprietors." For the better part of a century, the Cornell company was the dominant force in towing things south to the old Manhattan Prong.

Goods came from the canals, and from the towns along the rivers en route, with their gravel and cement and bluestone and brick, the base substances of cities before architects discovered steel and glass. They arrived in tows whose sheer sprawl is hard to imagine in a day when container barges take such little space. The canalers were not literally tugboats of New York, but they were so closely affiliated with New York that the story is incomplete without them. Their influences surface periodically through the book.

Almost from the time the canals began operation, railroads and eventually highways began competing with the river tows, successfully in response to the social requirements and economic balances of the 19th and 20th centuries. That was okay, because downriver the railroads themselves needed tug services. Something had to bring boxcars from the railheads on the Jersey shore to their final destinations around the boroughs and beyond.

The author credits John H. Starin, who built a large nautical empire in New York (130 tugs, lighters, steamers and barges by the 1880s), for development of the carfloat system that might form the genesis of intermodal transport as we know it. In time the tugboats at this work were mostly railroad property in their own right, though they stimulated other business for the boats on the harbor begun for them so many millions of years before.

A lot of tugs from elsewhere, as well as the proprietary tug operations of corporations with other "core businesses," like the railroads and the petroleum companies, commingled in New York along with the assets of purely local operators large and small, mostly small. Only a few sources seem to have recorded tug business dealings in those days, beyond the iconic descriptions of dispatchers shouting orders to skippers through megaphones from Manhattan office towers. The tug-



The opening page of the book reproduces the tugboat shown here, and later on a towing receipt with an 1870s date -- in that case, to Tug Bluestone. Besides the "propeller" Meyers, other towing receipts for New York tugs from 1880 through 1898 have turned up, all with exactly the same illustration. Were all New York tugs identical? Or was clip art of generic tugs offered by printers on stock forms? The identical "cut" also appears on receipts from various Atlantic ports, including Norfolk, Philadelphia, Boston and others. Dates so far range from 1868 to 1907. So the icon of the representative screw tugboat was established from just past the Civil War to a decade past the Spanish-American, practically everywhere. (Don Sutherland scan.)



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**You could tell the direction of the tide in 1998, by the way these ex-railroaders were leaning on the Arthur Kill. The book shows such classics in happier days, but declares the present to be the best of all times for tugboats in New York. (Photo: Don Sutherland)**

boat business was a lot more complex than that, of course, with harbor masters and agents and scalpers of varying backgrounds and levels of honor promoting or exploiting business for tug owners in the days before telephones. "That the waterfront in general and the milieu of the tugboatmen in particular was beginning to accumulate multiple layers of extortionate characters did not bode well for the port."

They're presumably no longer part of the fabric, though the tug owners, then as now, endured something of a dichotomy about making their activities known. Word should get out to stimulate more business, but word should be kept quiet to avoid attracting competition. The book describes many other intricacies of tugboat dealings as common as steamboats in their time, and now just as vanished. Whether these business structures were unique to New York or were indigenous to other ports as well is not clear, though their parallels must have existed elsewhere. With luck, the success of the present volume will encourage equally learned tomes under titles like "Tugboats of Philadelphia" or "Tugboats of Norfolk." It would be interesting to compare.

Principles of tugboat design, machinery, and operating characteristics are abundantly covered in the book, although the majority are more-or-less generic and not New York specific. It's probably a safe bet that some of the author's observations

about the business were applicable elsewhere. "Salesmanship, competence, wit, and charm also became important business attributes. A towing competitor might easily duplicate the qualities of a specific tug, but to duplicate a personal relationship was a different matter. Reserves of common understanding and trust became as important as horsepower."

Also likely common elsewhere, "The business at all levels was populated by individuals who operated privately and by their own wits. This independent quality defied most attempts at regulation. Watermen have a well-documented taste for individuality.... Throughout the nineteenth century they defied all efforts to establish a uniform pricing system in the harbor. The result was a boisterous oversupply of boats and of the characters who ran them."

Maybe for the better, the author a few pages later compares the past and future boatman. "Today, there is no official patience for [the past's] sort of man. Coast Guard licensing procedures are viewed as a matter of national security. The rules have been altered to make it all but impossible for a prospective captain to obtain a license by virtue of work experience and training on board ... The various merchant-marine academies, faced with the almost total disappearance of jobs in deep-sea employment for their graduates, have turned to training young men and women for careers in inland and coastal

towing. Acting as advisers to the Coast Guard in drafting new licensing rules, the academies have been allowed to write their own curricula into the new rules, ensuring that their graduates will get first crack at whatever jobs there are. Under this influence a new style of officer has emerged, buttoned down and bureaucratic. They are undeniably diligent and intellectually well equipped for the job, but their arrival represents a clean break from the ancient unruly traditions of the harbor."

While an unregulated harbor may equate with an unruly harbor, a corollary is that an unregulated harbor spawns, insists upon, the honorable personal relations that also bob up periodically through the course of the narrative. The chapter "Trust and Honor: The Rescue of the Dalzelline" illustrates the spirit in a New York anecdote, which also has its parallels elsewhere when a "pressing need for quick action" dictated that "the [business] agreement was an entirely verbal one but bore within its understandings a wealth of integrity and tradition." The spirit pays homage to "the inviolability of a verbal promise."

Most of the people we know would roll their eyes over the proposition that tugboatmen represent the pinnacle of honorable conduct, especially after bitter labor disputes and endless, sometimes vexing

competition from their brethren. Still, most would mean what they're saying, and stick up for it.

The contrast is not exclusive to New York here, either. "The bond of a promise has been shrugged off in much of today's business world, but in most corners of the harbor the principle that a man's word is his bond still persists." A man's word and bond is also his reputation, in a self-contained society like a harbor's. The tugboat business has always been a B2B business. "The basic measure of a boatman's conduct in business affairs is that he did what he said he was going to do ... For such widespread commerce to function, a presumption of all parties' good faith and enterprise was essential."

There was of course the strike, that is the big one that is recent enough for most people to remember and remark upon, and which the author likens to two bald men fighting over a comb. Power struggles are no stranger to New York Harbor, though the strike at the end of the 1980s apparently had no winners. But such conflicts express a state of madness of sorts, the body turned against itself, institutional in contrast to the I've-got-to-trust-you bond that can emerge on deck. The author describes of his tug operations, ordered by strangers on the phone, "an agreement on a price was struck, and I performed the service ... I sent the customer the bill, and



**Tug Chancellor makes her youthful appearance in Tugboats of New York, and here she is in 2002 while in the care of the North River Tugboat Museum, strutting into that year's Waterford Tug Roundup. History marches on — Chancellor is now under restoration by the Waterford Maritime Historical Society. (Photo: Don Sutherland)**



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in thirty days or so I received my payment." The only uncollectible was a friend, who is still a friend anyway -- "a paradox that speaks to the relative expectations of ordinary friendship compared to those of honor in New York Harbor."

## Picture Perfect?

All the book's photos are in black-and-white, or more precisely, grayscale, rich in tone like the film originals of the 1930s and '40s when most were taken. Few spreads of text are without at least one comely illustration, and many are full-page. Although the text covers the harbor from eleven hundred million years ago on up to 2005, when the book was published, the majority of photos come from a smaller slice of time. A few go back to the stereoscope era, with Anthony photos of the 1850s or '60s, but most hover around the WPA (Works Progress Administration) era. Gordon Parks is among the talents that recurs through the book, having been funded in the late 1940s for photos of life aboard. Mr. Parks would be the featured name in the photo credits, though plenty of work by other photographers of the era is present, all up to high standards.

Perhaps because of the photographers themselves, or the type of equipment they were using, there's a formality and distance between the viewer and subject, at least with some of the human ones pictured aboard, that would look stilted in photography today. Cameras since then have gotten quicker, closer, maybe even more expected, so the result in this book is a certain stylized nostalgia of those years.

"Adele, the author's wife, did much of the image researching," said Steve Maikowski, Director of New York University Press, when we called to inquire how a work of so many honorable qualities saw light of day, in a world where so much gets shrugged-off. "The researches revealed that at the University of Louisville were over 300,000 prints donated by EXXON, some taken under the WPA. That really deepened the illustrations. We said they are so sensual — let's think of a 9x12-in. format, do it oblong, and let's put in more of these beautiful photographs. The project grew based on the illustrations."

What it had grown from was a proposal by the author, not yet a finished manuscript, but "I had wanted to grow our list of regional history," said Mr. Maikowski. "This one came across my desk and it struck a chord. I'd met a former New York harbor tug captain, and over a beer asked him about the proposal. He took it away to look at, and said this is really good work. That was the first litmus test — this guy

knows his stuff."

With the discovery of the collection of photos came the decision that "we wanted to make a more beautiful book and I told designer Charles Hamed to lay out each

page individually, as if every page is part of a coffee table art book. I decided to go out and raise some money to pay for the more significant fixed costs, like the very high-quality scans of the photos," which

with a reasonably small endowment could keep the initial press run of 4,000 at a reasonable retail price -- the publisher's website quotes \$39.95, although Amazon offers it at \$26.37. It probably compli-

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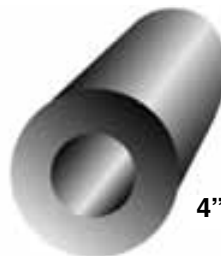


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ments everyone that a copy on eBay sold for over \$40 a couple months back.

Mr. Maikowski says that without the support of its benefactors, the book would have carried at least a \$44.95 list. About three-quarters of the first printing had been sold as of our conversation early last December, but subsequent press runs could hold the line on price because the parts of the enterprise that received underwriting do not need redoing. The Dibner Fund, the Walter Ferguson Foundation, and an "industry member" in New York who has requested anonymity were the supporters mentioned. They backed a good bet.

Aside from some of the stiff and not quite spontaneous-looking pictures of crews in their engine rooms and galleys, there are plenty of vibrant period photos that exude the texture and the spirit of the tugs of the times — these are your grandpa's tugboats — occasionally tying into the present with today's museum tugs at work when they were young. Modern tugs are represented too, like the McAllister tractor in a firefighting demonstration across the back of the dust jacket. But the book is "an illustrated history" with graphic rewards for all. For us it's a pleasure to come across the Chancellor, now under restoration at Waterford, pictured in her youth in New York, or the K. Whittelsey with her grand mechanics here, her hominess there — including a close-up of a galley shelf as prosaic as can be — for besides all else, tugs are the homes of the people who work them...

If there's a cautionary note at all in the volume, it's that the nostalgia reinforces an impression that seems easy to adopt in New York, that the harbor-as-engine is a past fact of history. There are bears in the woods who believe, or would have others believe, that it all became irrelevant after the day of black-and-white film. It's a harmless belief, unless city planning or legislation takes inspiration from it. But George Matteson's text leaves little question about history, or the fact that it's ongoing and living.

## History (Cont'd)

There are a few millionaires around, but not many people in the tugboat business, as this book recalls them, made particular fortunes. Most, it would seem, were marginal most of the time, some broke, some broken by the business. There may be traditions, but they'd have developed against a continually changing background. It's been years since railroad car floats were big business, but it's been even more years since block ice and brick were major tows in New York, and more years still since the square riggers. The context of towing keeps changing, but the necessity does not. As long as there is water there is an opportunity to move things, and tugs are still the motors. Today, in New York, it's petroleum products most of all. Tomorrow it could be all kinds of things, as social requirements and economic balances realign. Meanwhile, where there's petroleum nowadays, there are ATBs.

The author shares a dichotomy on the subject, part of which recalls the old skipper who insisted upon crossing at the Statue. Some things have always been, and variance can be disapproved on principle alone. "The move to large-scale ATB systems is not only because of navigational and safety considerations. Tugs and barges have always been subject to far simpler construction and man-

ning requirements than have conventional ships, so any arrangement that allows a vessel to be defined as a tug and barge ... vastly reduces its construction and operating cost. This wrinkle in the law has resulted in a few so-called tugs that are so ungainly when not married to their barges that they are barely able to traverse a sheltered harbor in flat calm. Furthermore, the perpetual marriage of a tug to a single barge violates one of the basic efficiencies of tug and barge operations, namely, that the tug, which generally represents the bulk of the capital outlay of a barging operation, can shift off to other profitable employment while its barge is idle or held in port for loading and unloading."

And steam tugs were quieter, but the author, like the industry as a whole, knows a good development when he sees it after all. "Recently, the ability to push in virtually any weather has been achieved by a variety of systems," he states some pages later, "that allow the tug and barge to make their attachment solely in the notch at the stern of the barge. ... These "articulated tug-barge" (ATB) designs have revolutionized the transportation of petroleum and chemicals along coastal routes. ATBs as large as full-sized tankers, carrying as much as a quarter of a million barrels of cargo, are now operating on the coast in all weather."

In some ways, it might seem, the good old days of New York tugboating are still ahead. "Starting in 1929 the

towing industry became habituated to a defensive posture. Starting with the depression years and continuing to the end of the century, traditional harbor business withered, as companies battled one another toward extinction. A dogged conservatism, enforced by tenuous profit margins and rigid labor practices, locked the towing industry into a downward spiral that seems only recently to have abated.

With new tugboat construction and the promise of a few enduring markets, the tugs of New York Harbor appear to have weathered a long and mighty storm and today, as ever, have another tide to catch."

So in 270-odd pages we've gone from the unfathomable past to the unforeseeable future, or at least a dimly-envisioned near-future. Is this book a history or a forecast? Does it cover New York, or a national industry? What is this book about, really?

The epilogue gives the literal last word on the subject, and is set nowhere near New York. It's way upstate on the canal, and although it opens on a tugboat, its focus becomes babies and railroad trains. It's a delicious little morsel about something else that flows through the book, another recounting that could occur anywhere if people would let it, about folks looking after one another. Like the earliest geological formation of this broad and demanding harbor, it provides a clue to the nature of the tugboats of New York.

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# DIRECTORY: RIBS & PATROL CRAFT

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### NEW DAVID CLARK COMPANY MARINE INTERCOM SYSTEM PROVIDES SOUND SOLUTION FOR HIGH-NOISE POWER BOATS

(Worcester, MA) David Clark Company introduces its 9800 Series Marine Intercom System (MIS) to provide clear communication on high-noise "go-fast" boats as well as other high performance racing and recreational boat applications. The rugged, water-resistant system will accommodate up to six crew members, with two having radio transmit capability. It accepts

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The Series 9800 consists of behind-the-head and over-the-head noise-attenuating headsets, a master station that is compatible with most mobile VHF, UHF and marine band radios, multi-function LCD remote panel display and push-to-talk body switch. All components are designed and built to withstand harsh marine environments while providing dependable operation.

For more information about the 9800 Series Marine Intercom System contact David Clark Company at 800-298-6235 or visit www.davidclark.com/marine.

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## Hike Metal Products Ltd.

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Pres. Andy Stanton  
E-mail: hike@netcore.ca

Hike Metal Products Ltd has always been a diversified builder. Started in 1963 the company built fishing vessels, tugs and tour boats of steel. Such profile new builds included several excursion vessels for the Maid of The Mist Steamboat Company in famous Niagara Falls. Today it builds not only steel vessels but an array of different custom, purpose built vessels in aluminum. Such vessels in recent years have included Coast Guard Search and Rescue Vessels, Trimaran's, Catamaran's, Research Vessels, Sighting Vessels and Cruise vessels, Ferries, Pollution and Emergency Response vessels, Crew Boats, Supply Boats, Patrol Boats, Pilot Boats, Yachts and finally, Large Powerful Hovercraft. Diversification to say the least

is an understatement. Currently Hike Metal has it's hands full building and completing a variety of vessels for various services. Current projects include:

- 141ft Expedition Research Vessel classified under ABS A1 Commercial Yacht service + AMS and MCA certified.
- 100ft Car/Passenger Ferry
- 70ft Great Lakes Fishing vessel
- 38ft Fast Passenger carrying RIB shuttle Vessel
- 87ft 12,000GPM Fireboat

Hike Metal takes great pride in not only it's diversified capabilities but in the quality of each and every vessel it constructs or repairs. This is further enhanced with the aid of modern technologies now available such as computer lofting and modeling to CNC cutting, Pulsed MIG welding and employment of its patented welding stress relief process.

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## David Clark Company Incorporated

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www.davidclark.com  
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fax: 360-297-5203  
email:sales@norscomarine.com  
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Web Address: www.seaark.com

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Products: RIB tracking system, transponders

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## Clear Communication Key in Fast Patrol Boat Ops

To the casual onlooker, it's just another sunny, balmy day along the coastal waters of Florida and along the Intracoastal Waterway. But to members of the Customs and Border Patrol, Department of Homeland Security, working out of the National Marine Center in Ft. Lauderdale, it's another day of vigilance on the seas. What the civilian boater may see as an ordinary pleasure boat could turn out to be a vessel laden with hundreds of pounds of contraband. As Director of the National Marine Center in Ft. Lauderdale, Tom Norton puts it this way, "We have specific areas of responsibility and boats on the water that we're responsible for throughout the country, obviously here in the Ft. Lauderdale area, we patrol a major hot zone for bad guys."

To be sure, the war on drugs and the threat of terrorism since 9/11 is a difficult battle to fight over so many nautical miles, but the personnel of the Customs and Border Patrol in Ft. Lauderdale are well equipped for the task with air support including UH-60 Black Hawk and A-Star helicopters, C-210 and C-12 jets and two 39 ft., Midnight Express powerboats. These boats were originally designed for lobster fishing but have been modified for use by the CBP as primary interceptors. The addition of four Mercury 225s push the boats to 65-plus mph. Sharp entry and spray rails help keep crewmembers dry while running offshore and personnel wear PFDs while on patrol. There's even a custom-made, rubberized, non-skid flooring to help crewmembers maintain stability. "The result is a boat that is safe, stable and fast enough for interdiction operations," says Tom Stellhorn, Supervisor of Operations in Ft. Lauderdale.

Each boat is typically manned by an Operator and two or three Boarding Officers. Clear communication is critical for the crew members of the CBP. "We needed to increase the effectiveness of communicating between crew members, from boat-to-boat and aircraft-to-boat," says Tom Norton, "obviously there is significant noise involved." Those noise issues include wind, pounding surf and the roar of the Midnight Express' engines, which can easily be in excess of 85 dB at full throttle - so loud that communication in normal voice levels is virtually impossible (OSHA has determined that prolonged exposure to noise levels within the 80-85 dB range can cause



Customs and Border Patrol crew members communicate clearly at normal voice levels using the Series 9500 Marine Intercom System

permanent hearing loss).

To solve this problem, the decision was made to equip each vessel with a Marine Intercom System (MIS), featuring noise-attenuating headsets and manufactured by David Clark Company. The headsets are available in multiple styles and feature stainless steel hardware to guard against corrosion due to salt and spray.

"For the longest time we could not hear radio traffic from other boats or aircraft because of the high wind and engine noise. Additionally, the speakers used to be mounted under the gunwales of the boat to keep them out of the elements, which didn't help. We would often have to stop the boat in order to receive information via the radio," said Stellhorn. There is no question that the noise-attenuating headsets have brought about a dramatic change in the crew's ability to communicate. Water-resistant, dynamic microphones provide clear voice transmission. Even during long hours of use, the headsets have proven comfortable to wear with gel ear seals, air-flow head pad and low-tension headband assembly.

The difference made by the David Clark Company Series 9500 Marine Intercom System was immediately clear. "Certainly, the system has improved safety and communications. Prior to installing the Series 9500, we did a lot of yelling during a chase or an intercept that resulted in a lot of information that wasn't heard or understood properly", said Stellhorn. The heart of the system is the Master Station that accommodates up to eight crew

members - more than enough capability for virtually any application. Compatibility issues are virtually non-existent as the Master Station can be used with most VHF, UHF and marine band radios without any modifications. Up to three mobile radios can also be connected.

Although improved communication was the primary goal, other challenges had to be met, not the least of which was the harsh, corrosive environment that the system had to withstand. "You name it...speeds up to 60 knots, high winds, six to eight foot seas, heavy rains and lightning and mostly continuous exposure to splashing seawater," quotes Scott Leach, crew member aboard the Midnight Express. To combat the issue of corrosion, all major components are water-sealed and feature RFI shielded enclosures. Stainless steel hardware is used throughout. All told, the David Clark Company Series 9500 system has more than held its own against the elements. "Occasionally we will have a mic sock blow off or an earpiece come loose, but these are easy fixes," says Leach.

After the system was installed, there were some initial reservations among crew members about using the headsets, which were quickly overcome. "Initially some of the guys thought the headsets would be somewhat restrictive or not allow them to hear outside noises such as approaching vessels or the sound of the engines when trimming the vessel. However, once everyone used the headsets, the realization of improved communication and much less fatigue quickly outweighed our concerns," says Garry Saxton, crew member. Mobility is enhanced by belt stations with individual volume control and remote, push-to-talk body switches for "hands-free" operation.

Circle 21 on Reader Service Card

The preceding was authored by Keith LeBlanc of David Clark Company Inc.



Noise-attenuating headsets with stainless steel hardware are available in Over-the-Head and Behind-the-Head styles.

## Night Vision System Endures the Elements

Heavy-duty night/day vision systems from Night Vision Technologies are designed to withstand extreme environments. Utilizing stainless steel hardware, gears and heavy-duty components, these hefty units stand up to storm conditions



and rough seas. The models are available with an expanded selection of lens and camera combinations, rangefinders and robust motorized focus housings. Color, thermal imaging, ultra low light and Gen III light intensification cameras can all be incorporated into the units. Lenses with the ability to detect human movement over 1000 meters away can also be added. Low light cameras can employ a zoom lens. The equipment also produces an image using limited levels of available light. It provides a detailed image in an environment too bright for light intensification equipment but still restricted by darkness. All units provide standard NTSC or optional PAL video output. They are easily integrated into commercial craft, a ship's information center/bridge or land-based monitoring

and control rooms.

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## FLIR Debuts ThermoVision Mariner

FLIR Systems, Inc. announced the release of the ThermoVision Mariner, a thermal imager for maritime navigation, search and rescue, and security applications. At the heart of the new product is a thermal imager with the a resolution of 320 by 240, a field of view 36 degrees and a range in its class up to 1,640 ft. The image definition gives navigators the ability to see in total darkness, and through fog and smoke.

Unlike night vision scopes that require light to provide an image, the Mariner fea-

tures the same thermal imaging technology used by the military. All of the Mariner's image processing are fully automatic. The all-weather corrosion resistant housing protects the imager and drive motors. Housed in a marinated pan/tilt enclosure, the Mariner features remote operation, automatic processing, and the video output will display on monitors or GPS devices.



Circle 23 on Reader Service Card



## Thermal Imaging Helps FWC Patrol Florida Coast

In an age where technology to thwart water-bound criminals continues to advance, thermal imaging technology has become most effective. The technology, initially developed for military, has expanded its capabilities to the maritime community. Advances have made it more adaptable for use in various operations in the maritime marketplace. Today's smaller, more ruggedized cameras have better picture quality at longer distances and are ideal for a myriad of applications. Following the destruction of Hurricane Wilma, protecting Florida's coastline became a top priority for state officials. Public safety officials needed a way to be able to prevent the kind of theft and looting found in New Orleans after Hurricane Katrina. With no electricity in several areas of Florida, thermal imaging presented the best option for patrolling the state's ravaged coastline.

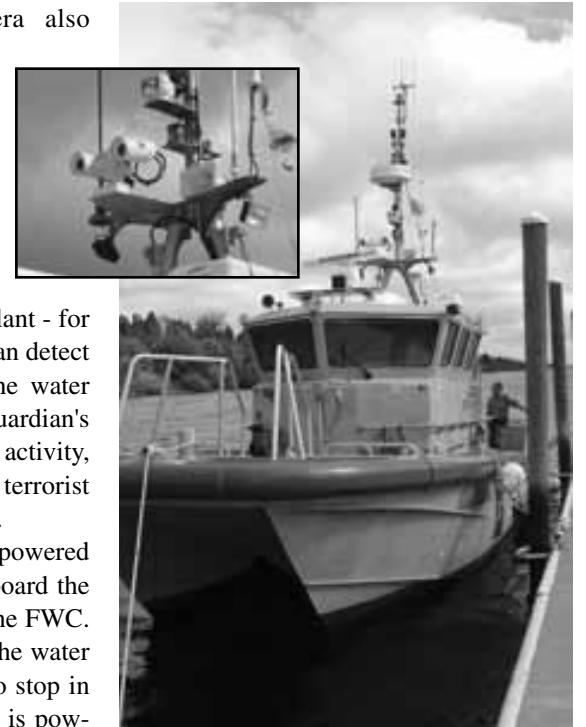
The EMX MidWatch thermal imaging camera — powered by an L-3 Communications thermal imaging camera core — has been helping the crew from the Florida Fish and Wildlife Conservation Com-

mission (FWC) to patrol for looters along the Naples, Fla., coast after the area lost electricity following Hurricane Wilma. The camera was housed aboard the Guardian (pictured) — a technologically advanced vessel with a high-tech control panel manufactured by Rolls Royce — and is used to detect suspicious activity both in the water and on shore. Thermal imaging allows the crew to detect any variances in temperature and gives a clear image of the target whether it be a person, a boat or even a recently used fishing net, all from on board the ship. Equipped with a thermal imaging camera, the FWC is prepared for any future emergency that could knock out power to the area.

"The thermal imaging camera has been an enormously powerful tool for the FWC," Lt. Kenneth Mazzeo, Captain of the Guardian, said. "After Wilma, the Naples coast was thrown back into the dark ages. The thermal imager has allowed us to patrol the numerous canals and waterways in the area for looters in the water and on shore as well, despite the complete lack of electricity."

The thermal imaging camera also enables several homeland security applications - particularly for patrolling U.S. coastlines - which is increasingly important in today's atmosphere. The L-3-powered MidWatch allows the Guardian to patrol borders - particularly the areas near potential targets such as a nuclear power plant - for suspicious activity. The camera can detect temperature variances in both the water and on shore, allowing the Guardian's crew to respond to any suspicious activity, thereby preventing a possible terrorist action from potentially occurring.

The combination of the L-3-powered MidWatch and the technology aboard the Guardian is a powerful tool for the FWC. The ship has the ability to skim the water on its hydrofoil at 50 mph and to stop in two boat lengths. The MidWatch is powered by a Thermal-Eye 3620AS Amorphous Silicon core that provides a video interpolated 640 x 480 display. The Guardian's three onboard computers, paired with the ship's thermal imaging



capabilities, which can detect a man-sized target at 1.5 Km (about one mile), make the vessel a potent weapon against water-bound criminals.

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## Industry Discusses Port Threats

Keeping up with what's new in the maritime security field is no easy task. Ever since September 11, 2001, all in the marine field have been put on the hot seat. The job is to figure out how to protect U.S. ports and harbors from terrorist attacks. Fortunately, the U.S. Coast Guard is assigned to lead the effort to provide protection of our ports and they are doing a Herculean job. There are 361 ports that must be assessed for threats and then prioritized in terms of how much and how quickly they will be protected and with what.

According to Rear Admiral Joseph Nimmich, USCG, one of the panelists at the IEEE Ocean Engineering Society Homeland Security Technology Workshop dubbed Ocean and Maritime Technologies for Infrastructure Protection, "Once you've seen one port, you've seen one port," which means each of the ports with the highest priority in the U.S. must have separate security plans that are customized to address specific threats in those ports. Nimmich went on to say that one of his biggest worries is the threat of attack on LNG tankers, cruise ships, power plants, bridges to name of few from small, rogue pleasure boats. It's one thing to track all commercial ships traveling along the coast, but how do we track and monitor all the pleasure craft? It may be impossible. Dec. 7 was the anniversary of the biggest maritime awareness failure in the U.S. history, which was the surprise attack on Pearl Harbor when 2,800 service men and civilians were killed. Today we are not that must better equipped to prevent our commercial ports from being attacked.

The USCG has been extremely successful at bringing all the parties together including: shippers, port authorities, cruise ship owners, local police and fire to agree on

procedures, priorities and protocols. As a result, five years after Sept. 11, detailed port protection implementation plans are in place for at least 66 of the top ports.

Dr. Gary Salisbury of defense giant, Northrop Grummen Corporation, discussed actions that can be taken to create an overview of the U.S. coast and integrate many data sources to provide a snap shot of potential threats. He and others believe that it is possible to apply the domain awareness models developed for U.S. military operations offshore to the domestic arena. "The technology and intellectual property to do this is available, but specific priority setting and funding are the hitch." He said that there will be challenges in working with industry and other government entities to develop better partnerships. There are many complications when it comes to sharing certain types of information and in the procurement of products and services. In the shipping business, for example, ship captains are being asked to report when they leave a port and where and when their next port of call will be. This information is posted on a web site. Companies are reluctant to make this information publicly available as it is highly competitive in nature. They have no issue making the information available to authorities, however. Rear Admiral David Pecoske, Commander of the 1st Coast Guard District, New York to Maine, said that the Coast Guard works jointly with all parties when it comes to providing port security; it's a necessity based on the limited resources within the Guard. An area of new technology and capabilities development is being able to detect and track targets out to 200 miles. Deepwater security is huge undertaking and one of the USCG's major priorities.



**L-R Tim Howard and Jake Ferreira -USCG, Pamela Hurst-conference co-chair - Lockheed Martin; Rear Admiral Pecoske-United States Coast Guard, Boston Station; Bruce Winterstone - Lockheed Martin.**

The USCG R and D center in Groton has been evaluating technologies for developing underwater detection and security systems. Some of the technologies featured at the conference included a forward seeking sonar device manufactured by FarSounder, Inc., that is being evaluated by the USCG and the US Navy for use as a swimmer detection device. Researchers from Applied Physical Science Corporation presented data on the usefulness of an underwater loud hailer that would be used when a swimmer approached a target. NUWC had a Spartan Unmanned Surface Vehicle set out in the parking lot. It's a remotely operated go-fast inflatable that can monitor and attack threats. It can be preprogrammed or directed real time via and RF link. Several underwater vehicles were showcased for use in providing remote threat assessment operations. Some of those on site included Sippican's EMAT, Mark II Submarine Training Target; the Gavia AUV, a Hydroid REMUS AUV, and the Benthos StingRay ROV.

— Maggie Merrill

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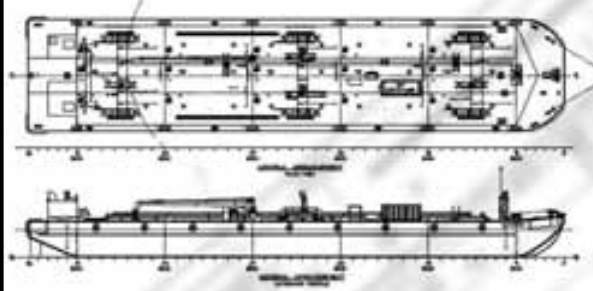
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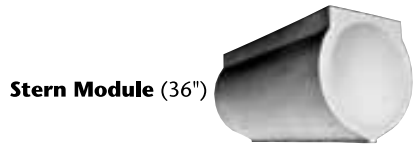
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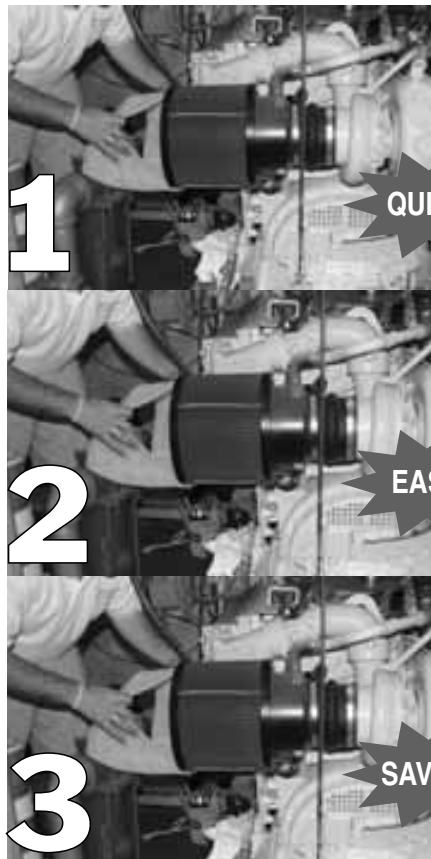
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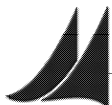
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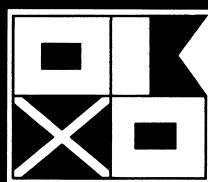
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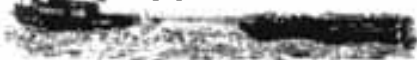
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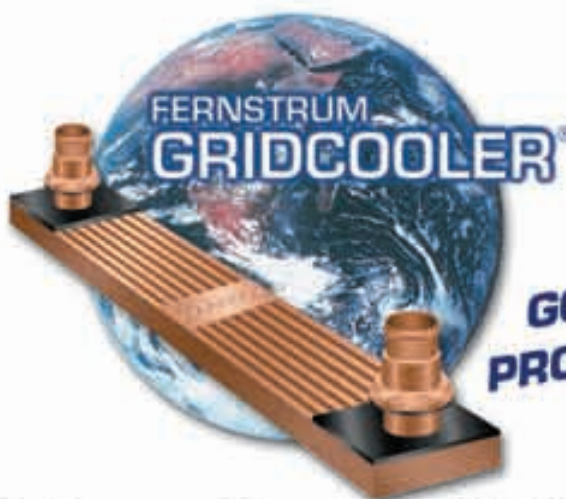


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