

# Marine

## News

MAY 2016

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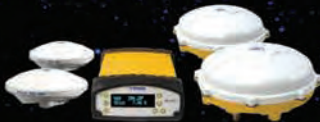
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Credit: Pat Folan

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The mighty tug Shenandoah maneuvers its barge from the hip on the picturesque inland waterways of the United States. All over North America, similar scenes play out daily as inland workboats get the job done.

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**MarineNews** (ISSN# 1087-3864) is published monthly (twelve issues) by Maritime Activity Reports Inc. 118 E 25th St. New York, NY 10010-1062. Periodicals Postage Paid at New York, NY and additional mailing offices. POSTMASTER: Send all UAA to CFS. NON-POSTAL AND MILITARY FACILITIES send address corrections to Marine News 850 Montauk Hwy, #867 Bayport, NY 11705.

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I love statistics, numbers and all things to do with measuring our waterfront in a defined way. That's why our regular BY THE NUMBERS feature is one of my favorite parts of this magazine. One particular statistic that I like to throw around is that, of the +/- 40,000 hulls in the U.S. flag commercial merchant fleet, all but 400 can be considered to be brown water, lower tonnage hulls. Drilling down a little further, dry and tank barges along with tugs of all shapes and sizes make up more than 38,000 – or 96 percent – of the rest of the fleet. That gives this edition of *MarineNews*, our annual focus on the inland waterways, a little more urgency.

Inside this edition, we cover the inland scene – the environment, boatbuilding and repair, regulatory climate, safety, finance, infrastructure and much more – from soup to nuts. That's because inland marine markets arguably define the domestic marine climate like no other. Likewise, we can dredge every major harbor on our blue water coasts to 100 feet and it won't mean a thing unless we can get our goods to those ports using modern, environmentally sound tonnage transiting well maintained inland arteries. The art of financing that tonnage in creative ways is explained in this edition by frequent *MarineNews* contributor James Kearns. That story begins on page 18.

With the subchapter M towboat rules now just around the next bend in the river, we realize that there will be more than one layer to that onion. Ultimately, the rules promise a safer and cleaner inland marine industry. Looking deeper, we understand that there will be a human aspect to this effort, as well. That said; a look at recent industry studies on manning and fatigue as well as real life examples of what can go wrong for even the most seasoned mariners, with the best of planning, is appropriate. All of that comes in the pages that follow.

Turning our attention now to the increasingly important offshore energy support aspect of our domestic fleets, it is clear that it isn't just the 'war on coal' or slowing shale production that is impacting the fleets. The plethora of stacked OSV tonnage along the U.S. Gulf Coast tells us that there could be more pain to come. In the meantime, operators and those who provided the working capital that made those vessels possible look to find creative ways to put those boats back to work. To that end, at least one shipyard group has put together a viable plan to do just that. Hence, when Netherlands-based Damen – already partnering with many North American partners in creative ways – offers a different way forward, it is a good idea to listen. That story begins on page 46.

By any yardstick, it is an exciting time for our brown water, workboat fleets. What comes next isn't something that, unlike our fleets and tonnage numbers, that we can measure with any certainty. Still, I like to try. Stay tuned as I do.



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Joseph Keefe, Editor, keefe@marinelink.com

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# Enhancing Sleep Efficiency on Vessels in the Tug/Towboat/Barge Industry

Human error related to operator fatigue is a major concern in all freight operations. Beyond this, 7 to 8 hours of sleep per 24-hour day is required to maintain acceptable levels of alertness and minimize fatigue. A new report, overseen by the Transportation Research Board and approved by the National Academies of Sciences, Engineering, and Medicine (Enhancing Sleep Efficiency on Vessels in the Tug/Towboat/Barge Industry) provides best practices, including the use of anchor-sleep/nap-sleep strategies, to improve sleep and reduce fatigue on U.S. inland waterways. The 180-page report examines watch shifts employing a schedule of “6 hours on/6 hours off,” and whether or not changes to this system are warranted.

While there are no hours-of-service regulations beyond the 15-hours-on-duty limit, 46 United States Code (U.S.C.) 8904(c) gives the U.S. Coast Guard authority to establish them. The (Federal Register/Vol. 76, No. 155, August 11, 2011/Proposed Rules) stated that it was considering, “requirements to increase uninterrupted sleep duration to a threshold of at least 7 consecutive hours in one of the two available off periods...”

Strict adherence to such requirements would ban the most common work schedules in the tug/towboat/barge industry. All of that said; the report concludes that *“there is currently no scientific data to support such a change in hours of service.”* A long-standing and preferred practice of crews in the U.S. tug/towboat/barge inland waterway industry is to work/rest in alternating 6-hour shifts, commonly referred to as a square watch system. Recent laboratory data suggests, says the report, that sleep can be obtained in more than one sleep period, referred to as anchor-sleep/nap-sleep, and that as long as the total duration is 7 to 8 hours, performance is comparable between a single sleep period and two separate sleep periods.

Not everyone agrees with report. For example, International Organization of Masters, Mates & Pilots (MM&P) VP George Quick said there is “a serious credibility issue” with the paper, calling it “essentially an advocacy position paper for the American Waterways Operators.” Never-

theless, AWO EVP & COO Jennifer Carpenter hailed the report, saying, “The TRB study is the latest contribution to a growing body of scientific research in multiple transportation modes that demonstrates that splitting sleep into two periods can be a safe and effective way to manage fatigue in 24/7 operating environments like the tugboat, towboat and barge industry.”

A major goal of this research was to understand and implement best practices that will allow tug/towboat/barge crews to obtain 7 to 8 hours of sleep split into two sleep periods while on a 6:6:6:6 square watch. The results of these studies allowed the development of strategies for obtaining sufficient sleep on board these vessels that can now be implemented and communicated to other stakeholders, including the USCG and NTSB. It is expected that the development of best practices strategies and educational materials will increase sleep and reduce human errors due to fatigue not only for crews on tugs/towboats/barges, but also in other industries that require the use of an anchorsleep/nap-sleep strategy to maintain alertness and minimize fatigue during on-duty operations for individuals in 24/7 work environments.

A major challenge is the diversity of operations (harbor, line, seasonal) and company size (3 to 2,000 employees). Similar challenges face other transportation related industries, such as trucking and aviation. As such, a one-size-fits-all Fatigue risk Management System (FRMS) was not proposed.

Indeed, and according to the report, many of the best practices suggested have already been implemented by a number of companies in the tug/towboat/barge industry. While assessments focused on key areas in the evaluation of current practices related to sleep efficiency, open-ended questions were also asked to elicit discussion about related practices that may be unique to a particular individual, company, or region within the U.S. tug/towboat/barge industry. This report provides a compendium of 16 best practices to improve sleep and reduce fatigue.

*Key areas of consideration included:*

Noise abatement	Sleep Disorder Screening	Exercise
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13-30  
10-21

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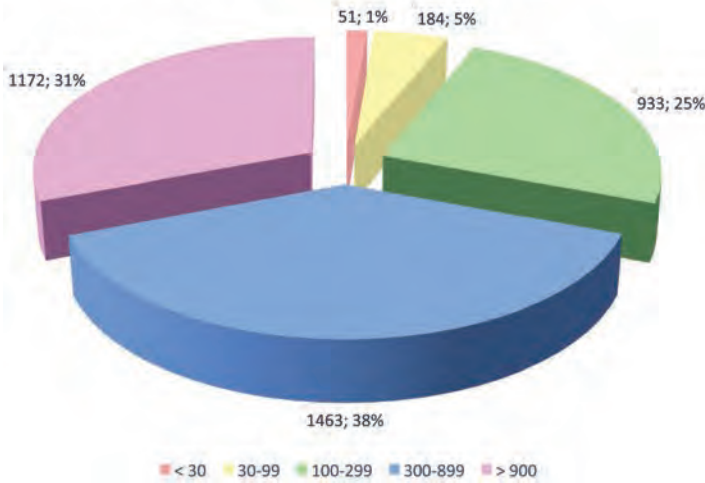
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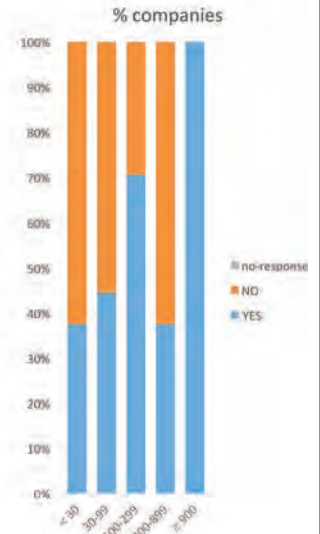


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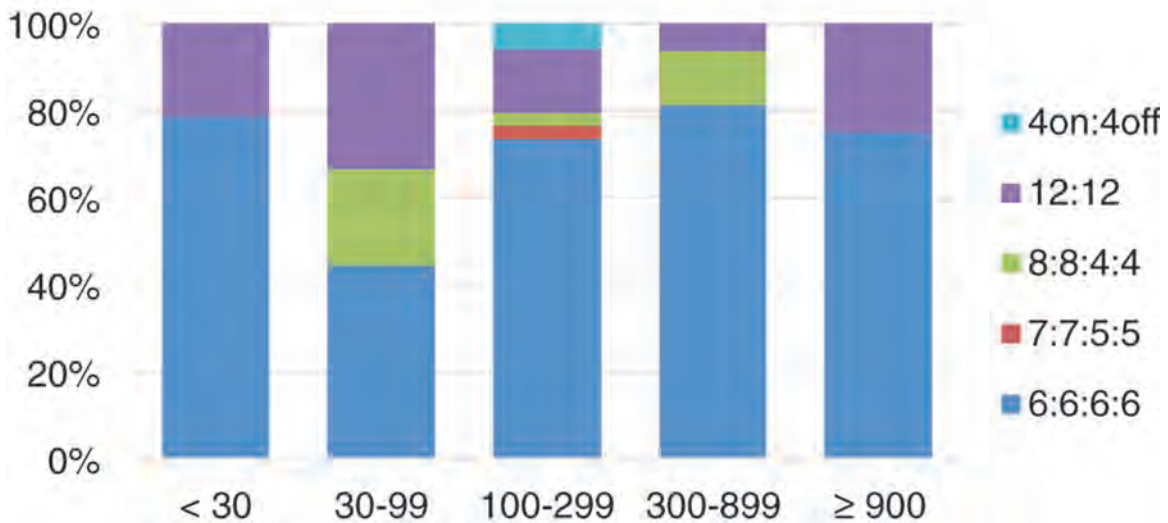
Overall  
# of companies



By company size



### Primary Watch Schedule (% companies)



**Figure 3. Responses for the question: "What is the primary watch schedule used by your company?"**

Read the full report here: [http://onlinepubs.trb.org/onlinepubs/ncfrp/ncfrp\\_rpt\\_036.pdf](http://onlinepubs.trb.org/onlinepubs/ncfrp/ncfrp_rpt_036.pdf)



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*Jennifer A. Carpenter*

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**J**ennifer A. Carpenter serves as Executive Vice President & Chief Operating Officer of the American Waterways Operators (AWO), the national trade association representing the inland and coastal tugboat, towboat, and barge industry. Carpenter joined AWO in August 1990. Over time, she has served in various roles, including Director-Government Affairs, Vice President-Government Affairs, Senior Vice President-Government Affairs & Policy Analysis, Senior Vice President-National Advocacy and Executive Vice President before assuming her current position in January 2016. From 1994 to 2007, she was a member of the congressionally authorized Towing Safety Advisory Committee (TSAC). Carpenter holds a B.S. in international relations, law and organization from Georgetown University and an M.S. in conflict analysis and resolution from George Mason University. Arguably, no one has advocated longer and more vigorously for the collective domestic waterfront than Carpenter. This month, she weighs in on a variety of topics, all near and dear to U.S. domestic maritime stakeholders.

**From 1994 to 2007, you were a member of the congressionally authorized Towing Safety Advisory Com-**



**mittee (TSAC). Tell us about TSAC, its work, and why it is important.**

TSAC is a true three-way-win for the tugboat, towboat and barge industry, for the Coast Guard, and for the American public. Our industry gets a forum to provide early input to the Coast Guard on the development of regulations and policies that are crucial to our business; the Coast Guard gets a knowledgeable group of industry experts to help it make better decisions; and the American public gets the benefit of better-informed, more cost-effective regulations and policies to protect people, the environment and property. TSAC has provided advice to the Coast Guard on every significant rulemaking that's affected our industry over the last 25 years, from the implementation of the Oil Pollution Act of 1990 to Subchapter M, and AWO members and staff participate actively in TSAC's work because we've seen firsthand what a valuable forum it is.

**You are a native of St. Louis, Missouri, hence you grew up watching the inland industry virtually grow up around and with you. Did that early exposure bring you to the waterfront and AWO?**

Ironically, I didn't have a deep appreciation of the importance of the tugboat, towboat and barge industry to our nation, or even to my hometown of St. Louis, until I came to Washington, D.C. and started working for AWO. (Who says no one ever learned anything useful in Washington!) But seriously, my own experience has helped me to understand how easy it is even for people who live in river or coastal towns and cities to overlook an industry that does its job quietly, efficiently and well. It's a good reminder to me that we can't just expect people to "get it" – we have to be active and vocal in telling our industry's story to policymakers and the public.

**Give us a short summary of the AWO as an organization, its goals and make-up?**

AWO is the 71-year-old national trade association for the tugboat, towboat and barge industry. Our members operate tugboats, towboats and barges on the inland rivers; on the Atlantic, Pacific and Gulf coasts; on the Great Lakes; in the noncontiguous trades; and in ports and harbors around the country. AWO's mission is to advocate for public policy that enables the industry to operate safely, efficiently and cost effectively; support our members in continuously improving safety, security and environmental stewardship;

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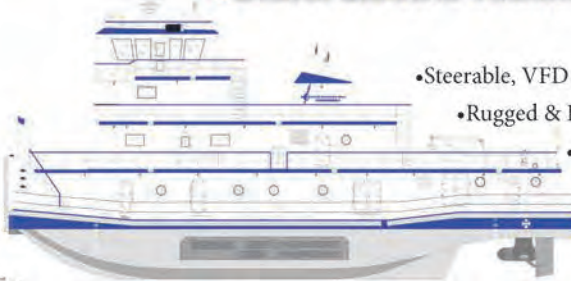


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and promote the positive story of our industry's value to the nation with policymakers and the public. For 26 years, that's the mission that's gotten me out of bed in the morning and made it a real pleasure to come to work every day.

### What is the number one item on the agenda of AWO today?

It all starts with the Jones Act, which is the statutory foundation for the tens of thousands of good, family wage jobs that AWO members provide to Americans throughout the country and the basis for billions of dollars of investment by AWO member companies. Nothing is more important than ensuring continuing strong, bipartisan support for the Jones Act from every quarter of the U.S. government.

### Where do you see the biggest threats to the Jones Act today?

The biggest threats to the Jones Act today come from two sources. First is a small group of ideologically driven opponents who are looking for opportunities to tie the Jones Act to other issues under consideration by Congress, like the Puerto Rico aid package. Heritage Action actually made the ludicrous claim that nothing would be more beneficial in promoting economic growth in Puerto Rico than waiving the Jones Act, when in fact the opposite is true: eliminating the Jones Act would destroy exactly the kind of well-paying jobs for Puerto Ricans that the island needs more of, and threaten to disrupt the most reliable and cost-effective shipping that any island in the Caribbean enjoys. Second is the oil refiners' lobby, the American Fuel and Petrochemical Manufacturers Association, whose members would like to increase their profits by using flag-of-convenience vessels instead of U.S. vessels to move cargo between U.S. ports.

### The President's proposed FY 17 budget cuts deeply into USACE funding and for that of port infrastructure. Are you concerned about this? Should membership be?

The President's budget proposal was a terrible disappointment. Funding the Corps of Engineers' navigation mission at the levels proposed by the Administration would amount to an enormous step backward from the promise of the Water

Resources Reform and Development Act (WRRDA) 2014. AWO is working closely with Waterways Council, Inc. to make sure that Congress improves upon this unacceptable situation. Specifically, we are seeking to make full use of the Inland Waterways Trust Fund match by providing \$390 million for navigation construction projects; funding for operation and maintenance at least at the FY 2016 level of \$3.1 billion; and at least \$10 million for the Corps' Investigations account for pre-construction engineering and design work for the Navigation Ecosystem Sustainability Program.

### Subchapter M – something AWO has pushed for and advocated – got some pushback at a recent industry event. Some stakeholders felt that there should've been a supplemental or secondary comment period before going to final rule. What are your thoughts on that premise?

It is absolutely time to get Subchapter M published. My oldest son was born the week AWO's Board of Directors voted to support the Coast Guard in seeking the statutory authority to establish a towing vessel inspection regime, and now he's almost a teenager, as tall as I am and in need of a shave! But seriously, our industry is ready for Subchapter M. We've spent more than a decade working with the Coast Guard to develop and prepare for implementation of the rule, and it's time to get it published so we can all reap the benefits of an improved regulatory floor. There has been extensive and arguably unprecedented Coast Guard-industry consultation throughout the development of this rule. And, it's worth noting that there will be a generous phase-in period, which means that if the Coast Guard, despite its best efforts, really got something important wrong, there will be time to go back to the agency and advocate for suspension or reconsideration of the problematic provision. There is plenty of precedent for that.

### How much input and guidance into the formulation of what is developing into the final Subchapter M rule did AWO have with the Coast Guard and stakeholders?

Subchapter M is the most important Coast Guard rule-making ever to affect our industry and we have taken it





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with the seriousness that it deserves. AWO members and staff have been leaders and active participants in the work of the Towing Safety Advisory Committee on towing vessel inspection since 2004. We submitted comprehensive comments on the August 2011 notice of proposed rulemaking and we worked hand-in-hand with the Coast Guard to institute and execute the Towing Vessel Bridging Program to help the agency and our industry prepare for the transition to inspection. We will continue to work closely with the Coast Guard and to advocate for effective implementation and policy guidance after the rule is published and we move into the next crucial phase of this long journey: effectively implementing the rule so that it achieves its potential to raise the bar of safety and environmental stewardship without interruption to maritime commerce.

### **How similar will the final Subchapter M rule be to the current AWO RCP program?**

We expect the Towing Safety Management System requirements of Subchapter M to be very similar to the Responsible Carrier Program. Last June, the Coast Guard confirmed its intent to accept the RCP as a TSMS when Subchapter M is finalized, based on its assessment that the RCP is substantively equivalent to the ISM Code and to the audit frequency proposed in the Subchapter M notice of proposed rulemaking. As soon as the rule is published, we will work with the Coast Guard to identify any final tweaks needed to secure final agency acceptance of the RCP as a TSMS. Of course, Subchapter M establishes requirements in addition to the TSMS provisions. But, as RDML Paul Thomas, Coast Guard Assistant Commandant for Prevention Policy, said last year, “I’m very confident that any AWO member who’s implemented the RCP with [the changes to the program approved by AWO’s Board in October 2014] will be very well positioned for compliance with Subchapter M.”

### **VIDA – where do we stand on this bill, and what is its chance of being passed in this calendar year or this session of Congress?**

This is the year we will get vessel discharge reform legislation enacted into law. We have a strong and diverse coalition of supporters from all quarters of the industry – U.S. and international vessel owners and operators; fishing vessel, passenger vessel and charterboat operators; labor unions; marine terminals and port authorities; and national business organizations and industries that rely on commercial vessels to transport essential cargoes in domestic and international commerce. We have broad, bipartisan support in Congress. And, we have the votes to prevail. There’s no question we face challenges, starting with this

year’s truncated Congressional calendar, but we are better positioned to get this much-needed legislation passed in the 114th Congress than we have ever been.

### **One of your AWO member working groups is the “Mariner Credentialing Working Group.” What are they working on right now, and why is that important?**

The Mariner Credentialing Working Group is a forum for the Coast Guard and AWO to work together to identify practical improvements to the credentialing process so that mariners and their employers can more easily navigate the system without delays that impede a mariner’s ability to go to work. The group has developed a set of best practices to that end, which we’re currently updating. Other issues on the near-term work list include making the evaluation of sea service letters more consistent to reduce requests from NMC evaluators for additional information, which slows down application processing, and ensuring the continued utility of limited geographic area and limited local area licenses, which are very important to AWO members in the harbor services sector. AWO is also working closely with the Coast Guard to implement the requirement from last year’s Coast Guard Authorization Act to harmonize the expiration dates of Merchant Mariner Credentials, medical certificates and radar observer endorsements. And, we plan to participate actively in a new TSAC subcommittee that will get underway soon to take a look at the firefighting training requirements imposed on brown-water mariners by the rule implementing the STCW Amendments to identify changes needed to better fit the inland towing vessel operating environment.

### **AtoNs – digital and physical: What is AWO’s position on these technology advancements and specifically, do you support the Coast Guard’s efforts to bring them online?**

Electronic aids to navigation, and electronic means of delivering navigation information to mariners, have tremendous potential to improve navigation safety and efficiency when used as a supplement to physical aids to navigation. The Coast Guard has said it well: just because most of us have GPS in our cars doesn’t mean it’s time to take down the exit signs on the highways. The analogy is apt: physical aids to navigation continue to be critically important, even as we make greater use of the potential of electronic AToNs. AWO members throughout the country are actively engaged with the Coast Guard in reviewing mariners’ needs for physical and electronic aids to navigation and making waterway-specific recommendations to ensure safety and improve efficiency.

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# When Foreign Doesn't Mean Foreign The Jones Act Lease Financing Exception

By James A. Kearns



Kearns

Much attention has recently been focused on the requirements of the Jones Act for vessels engaged in the U.S. coastwise trade, which includes the U.S. rivers and other inland waterways. It has been debated, for example, whether the additional cost of building coastwise-eligible vessels in the United States and having them manned with U.S. citizen crews increases the cost of living for the

residents of Hawaii and Puerto Rico, since many products and commodities are available to them, as a practical matter, only if transported by ship from the U.S. mainland, which constitutes coastwise trade under the Jones Act. There has also been a controversy over whether the Jones Act played a role in the tragic loss of the El Faro last October, with some arguing that requiring coastwise vessels to be built in the United States has resulted in a fleet that is considerably older than it would be if less expensive, foreign-built vessels were allowed to engage in U.S. coastwise trade.

## NATIONAL SECURITY

The national security argument in support of the Jones Act's requirements has traditionally been that it is vital to maintain an adequate domestic shipbuilding capacity and a fleet of U.S.-flag merchant vessels crewed by a ready contingent of well-trained, U.S. citizen mariners in case of war or some other national emergency. However, a recent posting by the Lexington Institute points out that we live in an era when the infiltration of our borders by terrorists and other malefactors is a more immediate threat to our national secu-

rity than a conventional attack by a foreign power (*"Venerable Jones Act Provides an Important Barrier to Terrorist Infiltration of the Homeland"* at <http://lexingtoninstitute.org>).

Our border with Mexico of less than 2,000 miles pales in comparison with the more than 95,000 miles of our nation's shoreline or the 25,000 miles of our navigable waterways, including the Intracoastal Waterway. Those who work at our country's seaports and on our inland waterways are at the front lines of protecting our nation's borders and security over these many miles.

Foreign built, owned, and operated ships routinely enter U.S. seaports. Measures are in place, and are being steadily increased, to ensure that these vessels, their cargoes, and their crews, do not threaten our nation's security. Consider, however, the greater effort and resources that would be required if U.S. coastwise trade, especially on the inland waterways, were to be opened to vessels with non-citizen crews and built by hands of unknown allegiance. The citizenship requirements of the Jones Act help to protect our national security against these modern day risks just as they have served to protect our national security in the ways that were envisioned in earlier times.

## LEVERAGING FOREIGN INVOLVEMENT FOR JONES ACT TRAFFIC

There is, however, one way in which the Jones Act in its current form not only allows, but actually takes advantage of, foreign involvement in the U.S. coastwise trade. As a result of revisions to the Jones Act over the past 20 years, the law now provides opportunities to tap into foreign sources of capital to finance the construction in the United States of new vessels to the Jones Act fleet.



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*Through the lease financing exception, AMSC owns 10 product tankers built at Aker Philadelphia Shipyard between 2007 and 2011 at a reported aggregate construction price of more than \$1 billion. The AMSC vessels are on long-term bareboat charters to Overseas Shipholding Group, Inc., which in turn time charters the vessels to major U.S. oil companies.*

Prior to 1996, a lender who provided loan financing for the construction or purchase of U.S. flag vessels could not secure its loan with a mortgage on the vessel unless the lender itself met the U.S. citizenship requirements. With the sources of capital rapidly becoming global in their scope, this limitation had the effect of excluding foreign banks and financial institutions that would like to have provided loan financing for the construction and purchase of Jones Act vessels, but were unwilling to do so without the protection of a ship mortgage. It also raised concerns for potential lenders in the United States for whom the prospects of being acquired by or combined with a foreign financial institution were no longer as remote as they had once been.

To address this development in the financial markets, in 1996 Congress amended the law to permit foreign lenders to secure their loans with preferred ship mortgages. This did not mean that a foreign mortgagee could now become the owner of a Jones Act vessel by foreclosing on its mortgage. The protection for the foreign mortgagee is that, if a foreclosure becomes necessary, the mortgagee will receive the proceeds from a foreclosure sale to the extent of its outstanding loan. In nearly every instance, a financial institution would in any event prefer to receive the sales proceeds than to take title to the vessel.

#### LEASE FINANCING

A more daunting task was to find a way to access foreign capital through another popular financing structure; name-

ly, lease financing. Lease financing for U.S. flag vessels, including U.S. coastwise vessels, has been effectively used for decades. It has provided a way in which foreign companies that have both strong credit and a need for transportation in the U.S. coastwise trade could provide the credit support needed to finance the construction of Jones Act vessels. For example, Shell Oil Company does not meet U.S. citizenship requirements due to the percentage of its stock that is owned by Royal Dutch Shell. Yet, through lease financing, Shell, as a time charterer, was able to provide the credit that supported the construction in the United States in the late 1970's of two U.S. flag oil tankers for use in the U.S. coastwise trade by a U.S. citizen bareboat charterer to carry crude oil from Alaska to California.

Useful as lease financing has been in such circumstances, it still required that the leasing company meet the U.S. citizenship requirements of an owner under the Jones Act, thereby restricting the source of the lease financing to U.S. financial institutions. Finding a way to permit lease financing from foreign sources was more of a challenge than clearing the way for foreign-source loan financing, since in the lease financing of a vessel, the leasing company actually takes title to the vessel. However, a way was eventually found to permit a vessel that is documented with a coastwise endorsement to be owned by a leasing company that does not qualify as a coastwise citizen, by requiring that several additional conditions be met. This was done through changes in the law made by Congress in 1996, as

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revised in 2004, and by implementing regulations issued by the U.S. Coast Guard. This special arrangement is often referred to as the “lease financing exception.”

To qualify for the documentation with a coastwise endorsement under the lease financing exception, the vessel itself must first be eligible for documentation with a coastwise endorsement. In most cases, this will mean simply that the vessel has been built in the United States.

What distinguishes the lease financing exception from prior law is that the entity owning the vessel needs to be only a “documentation” citizen, in contrast to being a “coastwise” citizen. In the case of a corporation, to be a “documentation” citizen imposes citizenship requirements at the management level of the corporation, i.e., on its chief executive officer and the chairman of the board and on the composition of its board of directors, but not on its shareholders as would ordinarily be required for a “coastwise” citizen. Analogous requirements are prescribed for other types of legal entities, such as limited liability companies, partnerships, and trusts.

Additional conditions were imposed to prevent foreign companies that are in the business of operating vessels from exploiting the lease financing exception to enter the U.S. coastwise trade through the use of subsidiaries. The additional conditions that must be met to qualify for the lease financing exception are as follows:

First, the entity owning the vessel must certify, when initially applying for documentation and annually thereafter, that the owning entity:

- *is a leasing company, bank, or financial institution;*
- *owns, or holds the beneficial interest in, the vessel solely as a passive investment;*
- *does not operate any vessel for hire and is not an affiliate of any person who operates any vessel for hire, and*
- *is independent from, and not an affiliate of, any charterer of the vessel or any other person who has the right, directly or indirectly, to control or direct the movement of the vessel.*

Second, the vessel must be placed under a demise (or bareboat) charter having a period of at least three years and which gives the demise charterer full possession, command and control of the vessel. The demise charter must be submitted in advance to the National Vessel Documentation Center of the U.S. Coast Guard for review and approval as a bona fide demise charter. The demise charterer must certify that it is a U.S. citizen eligible to engage in the U.S. coastwise trade, i.e., that it is a “coastwise” citizen. A “coastwise” citizen must meet all of the requirements of a “documentation” citizen enumerated above plus additional requirements

regarding its equity ownership. In the case of a corporation:

- *at least 75 percent of the stock interest in the corporation must be owned by U.S. citizens, free from any trust or fiduciary obligation in favor of a person not a U.S. citizen;*
- *the majority of the voting power in the corporation must be vested in U.S. citizens, free from any contract or understanding by which such voting power may be exercised, directly or indirectly, on behalf of a person not a U.S. citizen; and*
- *there can be no other means by which control of the corporation is given to or permitted to be exercised by a person not a U.S. citizen.*

If any stock in the corporation is held by another entity, rather than by an individual, then that entity itself must meet the requirements for a “coastwise” citizen, and so on up the chain. Similar requirements must be met by other types of legal entities, such as limited liability companies, partnerships, and trusts.

The leasing company except has proved to be successful in attracting significant foreign investment for the construction of Jones Act vessels in U.S. shipyards. A notable recent example is American Shipping Company ASA, a Norwegian company that is traded on the Oslo Stock Exchange (AMSC). Through the lease financing exception, AMSC owns 10 product tankers built at Aker Philadelphia Shipyard between 2007 and 2011 at a reported aggregate construction price of more than \$1 billion. The AMSC vessels are on long-term bareboat charters to Overseas Shipholding Group, Inc., which in turn time charters the vessels to major U.S. oil companies.

The AMSC product tankers are just one example of the successful use of the lease financing exception. By attracting foreign capital for the domestic construction of Jones Act vessels, it continues to create jobs for American workers and to contribute to the protection of our nation’s security.



*James A. Kearns has represented owners, operators, financial institutions and end users for more than 30 years in the purchase, construction and financing of vessels engaged in both foreign and coastwise trades of the United States. Kearns has earned an LL.M. (in Taxation) from New York University, J.D. cum laude from the University of Notre Dame, and a B.S.E.E., summa cum laude from the University of Notre Dame.*





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## Less is More in Post-Casualty Interviews

When it comes to casualty investigations, statements which may appear to be innocent and straightforward can be interpreted completely differently by investigators.

By Randy O'Neill



O'Neill

Vessel collisions on America's busy inland waters have been a fact of life for a very long time. With towboats, barges, ferries, oceangoing vessels and recreational vessels all jockeying for position in limited space, collisions, and even more near misses, are bound to happen. Most of these incidents involving professional mariners do not lead to suspension and revocation proceedings against the involved U.S. Coast Guard licensed mariners, but depending on the human and/or financial cost associated, some do. In many of those more serious casualties, the course of the proceedings is established very early on, usually when the first verbal statements are provided to authorities responding to the accident scene.

The collision case we will review here occurred several years ago but this type of incident would likely evolve the same way if it occurred today.

### PASSING PERILS

The facts of the case are fairly common. Our policyholder was piloting a towboat pushing a flotilla of barges downstream when he encountered an inbound tanker. The captain of the towboat communicated with the state pilot aboard the towboat to arrange a port-to-port passing. All was progressing well until about two minutes later when the towboat's captain contacted the pilot of the tanker informing him that his tow was breaking his range. The pilot aboard the tanker asked if he needed to take any actions to allow for a safer pass and, after a brief hesitation, received a negative response. About a minute later, the towboat's flotilla swung into the path of the tanker which collided with several of the barges resulting in three of them sinking.

Consequently, it was alleged that the towboat's captain failed to properly communicate to the tanker's pilot that his tow had swung out too far into the path of the inbound ship, limiting the vessel's options to avoid the collision. That allegation and subsequent interviews led the Coast Guard to bring a negligence charge against the towboat's captain for not taking all necessary actions to avoid the collision as required by Navigation Rule 8. The Coast Guard

further proposed a 12-month outright suspension of the towboat captain's license in accordance with 46 USC 7703.

### APOLOGIES DON'T HELP

The towboat's owner did not agree with the Coast Guard's conclusion and license suspension proposal, claiming in its Answer and Counterclaim to the tanker owner's \$3 million civil suit for damages that the ship's pilot "*violated one or more of the U.S. Inland Navigation Rules or other statutes or regulations involving marine safety or navigation thereby invoking the Pennsylvania Rule, requiring plaintiffs to prove that those faults could not have been the cause of the collision.*"

While the two companies were litigating the case in civil court, the towboat's captain emerged as the key figure in the case. The fact that the Coast Guard seemingly concurred with the tanker company's position that he and his flotilla were responsible for the collision made a successful license defense not only crucial to his ability to keep his license and continue working for the next year, but also to his company's attempt to prevail in the \$3 million civil action brought against it as a result of the collision.

The key question was: Why did Coast Guard investigators so quickly conclude that the collision was the fault of the towboat captain to the point that they immediately proposed a 12 month suspension? The simple answer was that the shaken captain repeatedly apologized for his actions. Specifically, immediately following the collision, in an attempt to explain what happened to Coast Guard investigators, he waived his right to be represented by counsel and gave a lengthy and rambling verbal description of what had happened, and interspersed his monologue with several expressions of regret for his role in the collision. As a result, the Coast Guard investigators interpreted his apologies as an admission of fault, leading to their 12-month suspension proposal. By the time his license defense attorney was finally contacted, assigned, arrived on the scene and interviewed him, the captain had talked himself and his company into a pretty tight spot.

### THE LEGAL TIDE TURNS

While his verbal statement could not be retracted, he now worked closely with his own maritime attorney



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*“... the Coast Guard investigators interpreted his apologies as an admission of fault, leading to their 12-month suspension proposal. By the time his license defense attorney was finally contacted, assigned, arrived on the scene and interviewed him, the captain had talked himself and his company into a pretty tight spot.”*

to draft a less emotionally-charged CG-2692 Report in which his culpability for the collision was much less pronounced. Obviously, this Marine Casualty Report (2692) was seen as useful to his employer who now wanted him to provide a deposition to bolster its defense position in the \$3,000,000 suit for damages brought by the tanker company. After receiving a ‘hold harmless and indemnity agreement’ from his company, the captain agreed to be deposed in the civil suit ... with his own maritime attorney in attendance.

Having already deposited his license with the Coast Guard following the incident, the towboat captain’s attorney simultaneously contested his proposed 12-month license suspension proposal in Administrative Court. And, as additional facts leading to the casualty began to emerge and shared responsibility for the collision became more apparent, his MOPS-assigned attorney and the Coast Guard began to discuss a much less severe sanction against his license in the form of a Settlement Agreement and Entry of Consent Order. In that agreement, the 12-month license suspension was taken off the table and replaced with a one-month outright suspension followed by a six-month suspension remitted on a 12-month probationary period. In addition, it was agreed that the captain complete a Navigational Rules refresher course during the one-month period of suspension and send evidence of successful completion to the USCG’s Investigating Officer.

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In hindsight, the reduced penalty, or even something less severe, might have been the original proposed Coast Guard sanction had the towboat’s captain not attempted to provide a “voluntary statement” to investigators before contacting and conferring with defense counsel to which he was fully entitled to because of his license defense insurance policy.

It cannot be overemphasized as to how important it is for inland river sector mariners to understand that statements which may appear to be innocent and straightforward to them can be interpreted completely differently by investigators leading to career-threatening consequences. While this particular case ended with a relatively good outcome, the more than \$20,000 in defense costs incurred would have made for a very hollow victory for the hard-working professional mariner had he not had the forethought to protect himself and his career with a license insurance policy which fully paid all the legal costs to defend his license.



*Randy O’Neill is Senior Vice President with Lancer Insurance Company and has been Manager of its MOPS Marine License Insurance division since 1984. Over the past 29 years, Mr. O’Neill has spoken and written on many occasions on the importance of USCG license protection. He is a regular contributor to MarineNews magazine. He can be reached at: [roneill@lancerinsurance.com](mailto:roneill@lancerinsurance.com)*

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## Beyond the Build

*It is in the best interest of the builder to instill a thorough understanding of how the vessel was built, how the systems operate, and the best practices and schedule for maintenance.*

By Joe Hudspeth



Hudspeth

It is an unexplainable phenomenon, but one of the best parts of buying a brand new vessel is the short lived joy that comes from experiencing the aroma of new boat smell. It is true, even new workboats come with the desirable scent that assures their owners that the millions just spent were worth every penny. Shortly thereafter, the euphoric fragrance fades, the loan payments

come, and the work of maintaining a workboat begins.

Perhaps it is pride, but vessels owners rarely ask and commercial shipyards are not in practice of sitting down with their customers to review a proper maintenance plan for their newly built craft. Maintenance is not really the builder's responsibility, right? More commonplace is a quick walkthrough of the various systems, perhaps a bit of simple hands-on instruction if you are lucky, and then a large box of assorted equipment manuals is passed over to the customer with a handshake and verbal wishes of good luck.

It is in the best interest of the builder to instill a thorough understanding of how the vessel was built, how the systems operate, and the best practices and schedule for maintenance. This simple initiative will decrease the potential for warranty claims. Furthermore, happy vessel owners tend to become repeat customers as well as advocates for referring other business. Most new construction business comes via witnessed positive experience of a previously constructed vessel. Educated owners are more likely to take care of their vessels, keep them ship shape and the envy of the dock, which will bode goodwill for both the owner and builder.

### LOOKING BACK BEFORE MOVING AHEAD

The best shipyards embrace continuous improvement and they have not become experts without the feedback of what does and does not work while at sea. An experienced

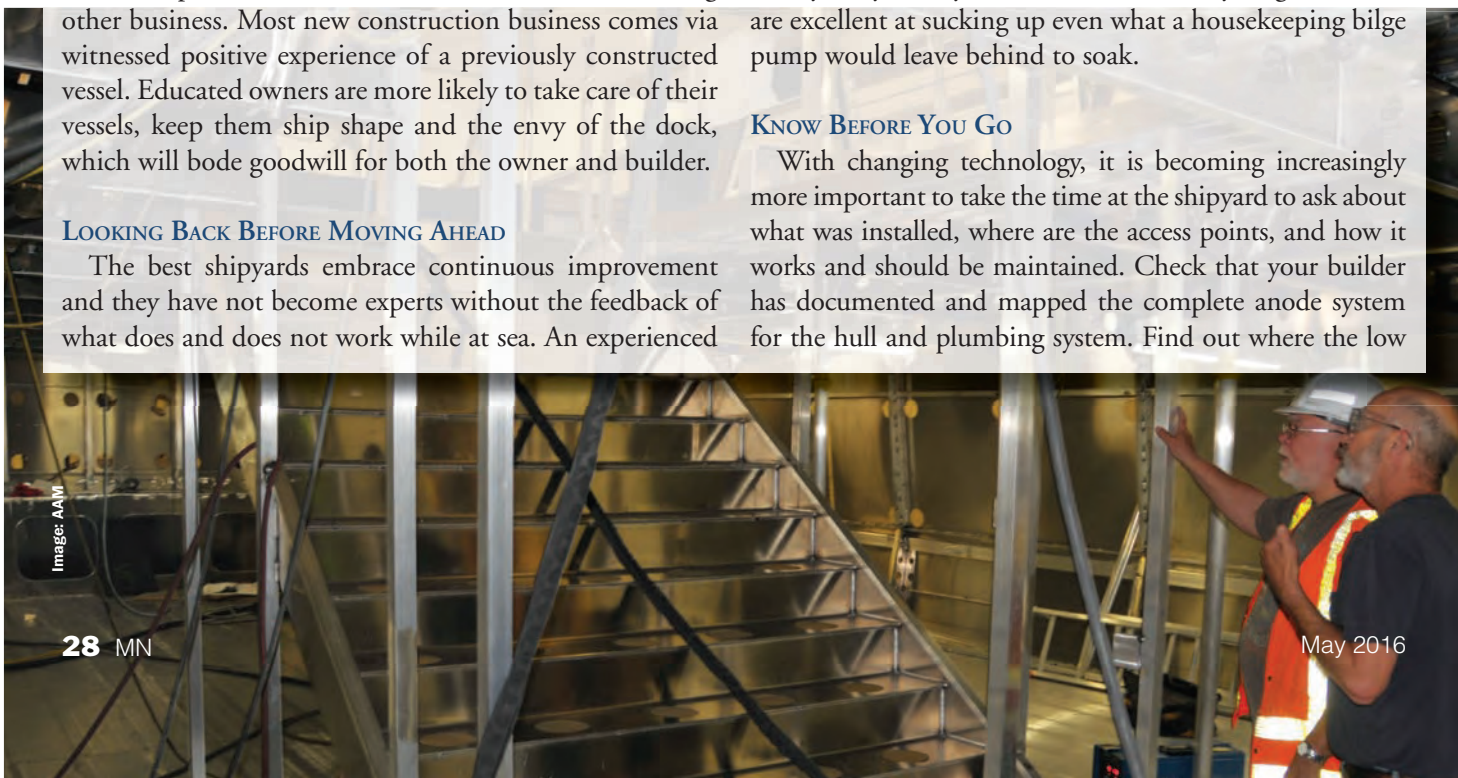
yard will however have some great tips to offer that will make operating and maintaining a vessel more like a breath of fresh air that will last so much longer than the new boat smell. Every new construction, repair, and refurbish project should have a maintenance plan or some foresight into maintenance implications before any work is initiated.

What may appeal to the shipyard as a quick and easy installation technique can easily become a nightmare for the crew's daily operations and care, if not addressed. For example, many pieces of equipment can be ordered with either right hand side or left hand side service panels, which can help alleviate the predicament for Cirque Du Soleil type maneuvers just to change a filter. Take a survey of the crew to find out operational challenges that may be easily addressed through minor modifications in the new vessel design or next yard haul. Addressing such considerations will improve both maintenance effectiveness and maintenance motivation.

It may be something as simple as adding a shovel-sized snow removal door on the top deck that will make a significant difference for an entire season. There should also be no shame in honesty and it is best to confess to your shipyard where you may be lacking in maintenance. If your bilge cleaning practices are leaning towards the side of not as good as they should be, it may be worthwhile to ask about options for preventative maintenance technology with your yard. Systems like the Arid dry bilge machine are excellent at sucking up even what a housekeeping bilge pump would leave behind to soak.

### KNOW BEFORE YOU GO

With changing technology, it is becoming increasingly more important to take the time at the shipyard to ask about what was installed, where are the access points, and how it works and should be maintained. Check that your builder has documented and mapped the complete anode system for the hull and plumbing system. Find out where the low



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point drains are located. Review where the wire ways run and how they can be accessed for future expansion or repair.

Likewise, keeping up on your coatings can mean life or death for a steel hull, but for all boats it is good bottom paint maintenance that will mean the most on a daily basis for both speed and fuel economy. Bottom paints come in considerable variations in their compositions and it is important to understand how your paint works and how it should be maintained. Some ablative bottom paints wear with an indicative color scheme to represent coat layers. If this is the case, know the color scheme and keep the color layers consistent otherwise the original efforts become meaningless. Other paints are slippery and are formulated with Teflon-like properties that will not allow for quick touch up with a roller, without the application of the proper bonding agent applied first. Gaining an understanding of what is on your vessel will help keep yard time to a 'haul once / fix once' scenario.

**WARRANTY WOES**

All new boats should leave the dock with a warranty and a check mark in the "pass" box next to each item on the sea trials list. The warranty is an important document; despite the fact that it is rarely read or fully understood until deemed necessary. Warranties are limited; they do not give owners carte blanche to assign fault to a shipyard, but they should instill confidence that the vessel will perform as promised within the warranty period. New vessel warranties often reach beyond the builder's and manufacturers' standard 1 year warranty. Ask your builder about all warranties and make sure the coverage is passed through and assigned to the vessel owner.

Understanding what warranties are available and the terms will help guide your maintenance schedule and practices. Warranties for major equipment such as engines, generators, ventilation systems, and other such systems will require a burden of regular and proper maintenance.

If properly maintained, manufacturers will often provide extended coverage on certain components. Similarly, extended warranties often pertain to low technology items such as windows, doors, and paint, but those items too must be properly cared for to keep the coverage intact.

Look for the construction or repair contract to specify a level of responsibility for warranty fulfillment. The warranty agreement should persuade the owner to follow clear guidelines for operations and maintenance. If covered problems develop during normal operating conditions, there should be a burden for the yard to respond quickly and effectively to identify and resolve the matter. The yard must also be given some flexibility in receiving notice and time to discern a method to resolve the problem suitably.

In instances where it is not clear if a failure is the result of manufacturing defects or poor maintenance, the shipyard may opt to be unresponsive. A more favorable outcome may be for the yard and owner to share the repair costs, or in some cases the builder may resolve the issue to maintain goodwill. Ideally, the vessel owner and shipyard will have good communication on the front end to ensure that the design or repair plan is comprehensive, and the vessel owner and crew will be so pleased with their vessel that they will care for it dearly.



*Joe Hudspeth is Vice President of Business Development at All American Marine, Inc., a manufacturer of high speed passenger ferries, excursion vessels, and work boats, in Bellingham, WA. Hudspeth has been involved with maritime sales, marketing and product development since 2000. He currently serves as a regional co-chairman for the Passenger Vessel Association and participates on several committees concerned with marine industry issues. Reach him at [jhudspeth@allamericanmarine.com](mailto:jhudspeth@allamericanmarine.com)*

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# Waterways Stakeholders: **NO!** to Tolls

By Michael Toohey



Toohey

On April 6, 75 organizations representing U.S. manufacturers, farmers, wholesalers, retailers, importers and exporters, ports, shipyards, labor, national and regional organizations, State agencies, and transportation and logistics providers told key members of Congress NO to tolls or lockage fees on the inland waterways transportation system. Letters were sent to House Transportation & Infrastructure Committee members and

its Chairman Bill Shuster and Ranking Member Peter DeFazio, along with House Water Resources & Environment Subcommittee Chairman Bob Gibbs and Ranking Member Grace Napolitano. In the Senate, letters were sent to members of the Senate Environment & Public Works Committee, and to its Chairman James M. Inhofe and Ranking Member Barbara Boxer, plus to David Vitter, Chairman of the Senate Transportation & Infrastructure Subcommittee.

The letters are signed by a broad array of waterways interests including agriculture companies Cargill, Bunge North America, CHS, Inc., and Archer Daniels Midland Company; energy companies Valero, First Energy, Louisville Gas and Electric Company and Kentucky Utilities, and the American Petroleum Institute; the American Iron and Steel Institute, National Association of Manufacturers, and labor groups United Association, Chicago Regional Council of Carpenters, St. Louis - Kansas City Carpenters Regional Council; the Port of New Orleans, and Port of Pittsburgh Commission and Alabama Port Authority; The Fertilizer Institute and CF Industries, and many more.

These organizations expressed their opposition to the imposition of tolls or lockage fees on the inland waterways when it was learned that a provision was being considered within the Water Resources and Development Act (WRDA) of 2016 to authorize the U.S. Army Corps of Engineers to enter into a Public Private Partnership (P3) to rehabilitate or construct locks and dams on a tributary waterway. In this proposal, P3 investors would be granted a multi-year concession to toll lock users to recoup their investment, plus a rate of return.

These stakeholders, led by Waterways Council, Inc. (WCI), noted in the letters that they are not opposed to properly-structured financing that may improve the na-

tion's inland waterways transportation system. But, stakeholders already engage in a strong public private partnership with the Corps of Engineers through the dedicated Inland Waterways Trust Fund. Under this partnership, commercial users of the inland waterways contribute substantial revenues – 29 cent-per-gallon diesel fuel tax – for system modernization and to participate in making specific capital investment decisions.

And in fact, in 2015 the industry successfully advocated for a whopping 45% increase to the diesel fuel tax deposited into the Inland Waterways Trust Fund that is matched with public funds for navigation infrastructure investments and improvements. Barge companies and their customers are the only segment of users to pay this tax, while numerous system beneficiaries do not pay: recreational boaters and fishermen, those who receive municipal water supply, hydropower, industrial process and cooling water, flood damage prevention, national security, and irrigation. The letter underscores that “It is fundamentally unfair to expect one beneficiary group to be burdened with additional, potentially crippling and uncompetitive costs for the waterways system.”

In the Water Resources Reform and Development Act (WRRDA) 2014, Congress directed the U.S. Army Corps of Engineers to undertake at least 15 P3s from among its Civil Works missions and business lines of navigation, flood control and coastal storm damage reduction, environmental restoration, recreation management, hydropower, regulatory, and emergency management. The Corps has yet to initiate a navigation P3 project.

Some P3 feasibility analyses have been done on constructing a new 1200-foot navigation lock at Peoria, Illinois. One study by Mercator International LLC found that a lockage fee of 47 cents per-ton would be required to provide a reasonable rate of return for project investors, equating to a toll of between \$750 and \$1,975 per barge, per lockage. The study concluded that such a rate was “economically infeasible” and could drive grain and other traffic from the waterway, causing gridlock on the other transportation modes.

In Washington, DC, the highway program was just re-authorized, and some have pointed to the success of toll-based P3s in that and other transportation modes. But there are fundamental differences in waterways' P3 pro-

posals. In the highway program, users have a choice to use the new toll facility capacity, or to continue to use existing, non-tolled roadways. Waterways' P3s remove that choice as there is only one river with no off-ramp!

Businesses rely upon efficient and cost-competitive waterways transportation when making locational decisions. If the federal government enables private entities to charge waterways tolls, businesses, farmers, producers, and shippers on those waterways would find themselves at a serious competitive disadvantage.

This particular P3 proposal should not prevail.

**View the letters here:**

<http://waterwayscouncil.org/wp-content/uploads/2013/01/P3-Senate-letter-final.pdf>

<http://waterwayscouncil.org/wp-content/uploads/2013/01/P3-House-letter-final.pdf>



*With more than 30 years of federal government expertise, Mike Toobey serves as WCI's President and CEO.*

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# The Offshore Industry Remains a Safe Part of Our Energy Future

By Randall Luthi



Luthi

Who would have thought six years ago, during the aftermath of the Macondo well accident, that the United States was on its way to becoming the global leader in oil and natural gas production? The last six years have not been a smooth ride to the top though. In fact, had I told you six years ago about the severe market downturn and regulatory fiat currently facing the oil and gas industry; you'd probably say that the odds of the U.S. being the global energy leader today were incredibly slim. Yet, here we stand today as the global energy leader; our success made possible through the tireless dedication and innovative minds of those in our industry.

Unfortunately, continued industry innovation and successes are also being threatened by forces beyond the market downturn, and tremendous economic and energy security benefits for our nation are at risk. After the cancellation of the Keystone Pipeline project and the remaining offshore Arctic lease sales in the current five year offshore leasing program, President Obama made it clear that this final year of his presidency will be shaped by the fear of climate change and the curtailment of fossil fuel development. Emboldened by the Administration's actions, extreme environmental groups successfully flew and drove to southeast coastal areas and created hysteria among a minority of residents, prompting some communities to pass resolutions against seismic surveys and offshore oil and gas leasing. As a result, the Atlantic lease sale was dropped from the 2017-2022 OCS Leasing Proposed Program, and lease sales in the Alaskan Arctic are also threatened.

The removal of Atlantic Lease Sale 260 (offshore Virginia, North Carolina, South Carolina and Georgia) may have a long-term impact on U.S. energy security. Unless Congress steps in to mandate sale 260, the next opportunity for an Atlantic sale won't come until sometime after 2022. And, due to the longer timeframes required for offshore projects, this means our country is ignoring a significant source of energy and economic security for at least the next decade. Countries like Canada, Cuba, Mexico, Greenland, Brazil and Ghana are moving ahead developing offshore energy in the Atlantic and may gain a significant advantage

in energy production with the U.S. sitting on the sidelines. Likewise, the 2017-2022 OCS Leasing Proposed Program specifically asks for comments on "environmentally important areas" in Alaska, potentially foreshadowing a repeat of 2015, when the administration cancelled two lease sales offshore Alaska. Once again countries such as Canada, Greenland, Russia and Norway are taking steps to explore or develop offshore Arctic oil and gas resources.

On the regulatory front, the administration is finding another way to pile onto the already economically challenged industry. While there are discussions in the UK to lower some taxes on offshore oil and gas companies to encourage continued development in the North Sea, you won't see a similar proposal for U.S. producers from this administration. Instead, the administration's last budget request requested tax increases for much of the oil and natural gas industry and a \$10 per barrel oil fee. There is an all-out effort by the administration to finish many offshore regulations before the end of 2016, including efforts to further regulate well control activities, increase regulatory hurdles in the Arctic, increase bonding and surety levels, prematurely add restrictions on air emissions from oil and gas activities and a leasing regulation that further complicates what has been the standard of liability established by operators and contractors through most of the offshore history. Taken alone these are very complex and costly regulations. Taken as a whole, and compounded with low commodity prices, these regulations place nearly prohibitive costs on the offshore industry.

Through both the 2017-2022 offshore leasing proposal and its regulatory agenda, the Obama Administration has been able to progress their ideology by capitalizing on the fears of climate change and another Macondo-like accident. By deliberately attaching an "unsafe" label to the offshore industry, the administration has circumvented rational policy based on science in favor of politically driven decisions that acquiesce to an ill-informed, but vocal, minority.

The "unsafe" label could not be further from the truth. According to the Bureau of Labor Statistics, in 2014 the oil and gas industry held one of the strongest safety records in the nation, with only 0.8 incidents of injury or illness per 100 oil and gas workers. This is down from 2.3 incidents per 100 workers in 2011. By comparison, the entire pri-

vate sector in 2014 averaged 1.7 incidents per 100 workers. In 2011, this was 3.5 incidents per 100 workers.

The offshore oil and gas industry strives for zero accidents and zero spills. Since 2010, our industry has revised existing standards or created new ones to implement the safest design, constitution and integrity of offshore infrastructure, including deepwater wells, blowout preventers, and subsea capping stacks. In fact, more than 300 standards to help implement safe and reliable offshore operations have been established by the energy industry. Industry, not government regulations, is what fuels safety innovations. In fact, one could argue that some regulations actually increase risk.

Let's consider the well control rule I mentioned earlier. The overly prescriptive nature of the well control rule has the potential to increase risk and reduce safety, which could lead to a de facto moratorium in the Gulf of Mexico, because if forced to choose between following an unsafe rule or not drilling, operators will walk away from the drill site. This would be a major hit to the U.S. economy. According to a Wood McKenzie study, the well control rule could put over 100,000 jobs at risk, cost the U.S. economy upwards of \$400 billion, and jeopardize as much as 35 percent of offshore energy production.

The anti-fossil fuel narrative perpetuated by environment groups and echoed by the administration is inaccurate and lacks scientific backing. The facts on the long global history of safe seismic and drilling operations, conducted alongside the thriving offshore industries, are being drowned out. Despite the best efforts of industry opponents, the fact remains that the offshore oil and gas industry is a safe and reliable source of affordable energy and economic growth, and will remain so long into the future.



*Randall Luthi is President of the National Ocean Industries Association (NOIA), the only national trade association representing all segments of the offshore industry with an interest in the exploration and production of both traditional and renewable energy resources on the nation's outer continental shelf.*

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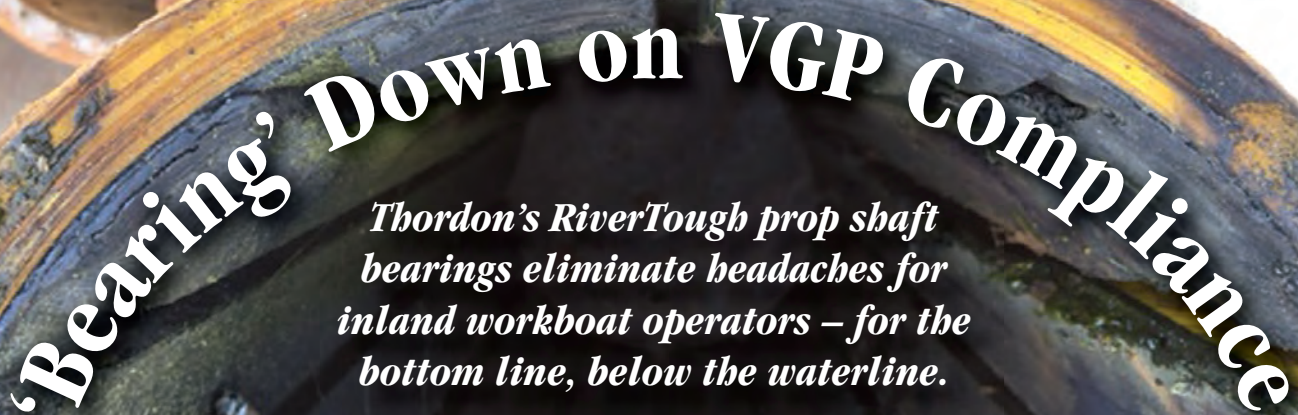


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# 'Bearing' Down on VGP Compliance

*Thordon's RiverTough prop shaft bearings eliminate headaches for inland workboat operators – for the bottom line, below the waterline.*

By Joseph Keefe

**T**he U.S. Environmental Protection Agency's (EPA) new Vessel General Permit (VGP) regulations which have come into effect impact every vessel operating in U.S. waters. Indeed, there are 27 potential discharge sources identified by EPA that can trip up even the best of operators. One of those sources, of course, involves stern tubes and propeller shafts, where the use of so-called environmentally acceptable lubricants (EAL) is also now required, except in the cases where OEM documentation specifically defines those products as infeasible. But, those excuses are rapidly going away, and that reality gives workboat operators plenty to worry about.

On the other hand, out on North America's brown water estuaries, today is just another day for Thordon bearing users. Their decision to use water lubricated propeller shaft bearings ensures compliance in their oil to sea interfaces with the U.S. Environmental Protection Agency's (EPA) new Vessel General Permit (VGP) regulations. That's because Thordon's RiverTough water lubricated tailshaft

bearings use the ultimate environmentally acceptable lubricant (EAL) – water.

Ultimately, Thordon users are unaffected by the ever-changing regulations on environmentally acceptable lubricants. They also sleep better at night.

### RiverTough

Thordon's RiverTough water lubricated tailshaft bearings, among other things, also eliminate the use of grease, another requirement of the VGP. On the water, Thordon has several types of propeller shaft bearings for different types of environments. While COMPAC bearings – probably Thordon's best known product – are best suited for deep draft ships operating in blue water, RiverTough prop shaft bearings are best for those workboats operating in dirty, abrasive-laden waters. The size and type of bearing utilized will only depend on how large of a diameter the vessel requires and what is dictated by the water conditions.

The EPA's VGP isn't the only thing workboat operators

### *It isn't getting any easier: The 27 discharges outlined in the 2013 Vessel General Permit:*

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Exhaust Gas Scrubber Washwater Discharge	Chain Locker Effluent	Boat Engine Wet Exhaust
Seawater Cooling Overboard Discharge	Ballast Water	Underwater Ship Husbandry

## REGULATORY COMPLIANCE

have to think about, Inland operators, in particular, are keeping a weather eye on the horizon for the Coast Guard's impending, long-awaited, subchapter M towboat rules. As this issue of *MarineNews* goes to press, the final subM rule is expected to be issued in June. As many as 5,000 previously uninspected vessels will be impacted and while the majority of those are thought to be nominally in compliance with most rules, the specter of what is to come is the great unknown.

In truth, Thordon Bearings – arguably best known in the blue water trades – has over 25 years experience working with workboats, pushboats and tugs operating in dirty abrasive-laden water, especially in the Mississippi River system. Thordon bills its products as long lasting, offering life cycle cost and performance benefits to keep boats operating longer, saving money and eliminating down time. It goes without saying that part of that financial advantage is a function of not having to buy expensive lubricants.

What inland operators might not know about Thordon, but probably should, is that Thordon has developed a unique mechanical face seal called the TG100. The seal incorporates proprietary Thordon polymer bellows which

will not lose its physical properties and is designed to last the life of the seal. It has a patented air seal which is completely unique in the industry. It can be inflated using available ships' air (no bicycle pump required, like competitors) and the shaft can continue to be operated until the vessel can complete its mission and return safely to port. It can also be installed to allow remote activation from the pilot house if desired.

The TG100 seal uses silicon carbide faces, is designed to handle abrasives, and the robust service in brown water. It is also designed to last for years and eliminate related dockings and spare parts expense.

### The Thordon Invasion

Thordon's inland waterway efforts actually trace back to the early 1970's. According to David Marshall, Thordon's Senior Regional Manager Americas, the first applications were rudder bearings and in 1977, Thordon tapped Marine Industries Corporation of Jeffersonville, IN as their exclusive distributor for the waterways. "They are still with us today and do a great job. Things really took off in the mid-



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## REGULATORY COMPLIANCE



*“Thordon’s ability to eliminate oil, grease, etc. in a variety of applications on board should make the more costly EAL’s even less attractive, as well. The Thordon advantage of ending redundant maintenance allows today’s crews more time to focus elsewhere. And, water lubrication or no lubrication – depending upon the application – completely eliminates potential environmental issues.”*

**– David Marshall, Thordon’s Senior Regional Manager Americas**

1980’s, when we began offering our shaft bearings – now referred to as RiverTough,” he said, adding, “Thordon has done well in excess of 500 installations here in North America related to shaft bearings. Rudder bearings are tougher to keep an accurate count on but roughly double the shaft bearing applications, at a minimum would be a guess. Installation growth has been driven by performance.”

According to Marshall, Thordon’s proprietary polymer is extremely wear resistant in even the toughest, most abrasive conditions. Thordon backs this up in RiverTough shaft bearings with a guarantee of twice the life of cutless rubber or other Composite or laminate products. However, real world performance has far surpassed these expectations, yielding annual average wear of .002-.003” on vessels operating in excess of 6,000 hours annually.

Marshall was unwilling to guess at the ultimate impact of the Subchapter M rule, instead saying, “What we can say is that Thordon has 50 years of experience in dealing with Class Societies, Government Agencies, and other regulatory bodies and will always work to assist our customers with compliance solutions where applicable.”

Addressing the VGP rules that require EAL lubricants for all equipment except where it is “technically infeasible,” Marshall insists, “Thordon’s ability to eliminate oil, grease, etc. in a variety of applications on board should

make the more costly EAL’s even less attractive, as well. The Thordon advantage of ending redundant maintenance allows today’s crews more time to focus elsewhere. And, water lubrication or no lubrication – depending upon the application – completely eliminates potential environmental issues.”

### **On the River Today**

Bearing wear rates of vessels operating in the Mississippi waters show that RiverTough bearings last twice as long as rubber bearings. In fact, documentation from Mississippi workboat operators shows typical RiverTough bearing wear rates of 0.075mm to 0.100mm (0.003” to 0.004”) in 6,000 to 7,000 hours of annual use. Jim Bateman of Louisiana-based Double J Marine last year replaced the Thordon RiverTough bearings after 60,000 hours on one of his pushboats with new Thordon bearings. Those original bearings, installed in February 2008, went into all three of his boats.

Arguably, Bateman was well ahead of his peers in terms of VGP compliance, but in truth, he went with Thordon for other reasons. “I got great feedback from others in industry about reliability, long wear and performance,” he said. In fact, Bateman’s case is perhaps unusual, but the results were not. “I was using water lubricated liners to begin

An advertisement for Tampa Yacht Manufacturing LLC. The background is dark with a grid pattern. On the left is a circular logo with the letters 'TMM'. The main text reads 'Tampa Yacht Manufacturing LLC' in a large, bold, sans-serif font, followed by 'Intelligent Engineering for Coastal Defense.' in a smaller, bold font. Below this is a paragraph of text describing the company's focus on high-performance craft. On the right side, there is a photograph of a sleek, modern speedboat. At the bottom, there are two columns of contact information: the US office address and phone/fax numbers, and the European office phone/fax numbers. The website 'Tampa-Yacht.com' is listed at the bottom left.

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with, so the savings in lubricants don't apply. However, these liners lasted 7.5 years versus about three for the stainless / brass units. The boat has been out of the water in drydock for various things a number of times since first installed, but I never had to do anything with them (liners and bearings) until now."

Bateman is effusive with his praise for the product, saying further, "We might have gone longer than we should have, but we were comfortable that the liners were doing what they were supposed to do. The wear life far exceeded what Thordon told us to expect." That said; Bateman admits that the Thordon product is slightly more expensive to install than the standard stainless or brass liners, and the cost of the material is a little more.

Beyond the shaft bearing applications, the on deck equipment market is also progressing for Thordon.

Thordon's Marshall told *Marine-News*, "The deck side equipment market is very exciting. Initial focus on ThorPlas-Blue in steering system linkage related applications alone has yielded over 800 installations and growing. And, our ThorPlas-Blue Spherical Bearing has solved issues already for numerous major fleet players. As efforts expand here, we now have applications in life boat davits, winches, fairlead rollers, doors, and more. Anywhere the customer would like to eliminate redundant maintenance and grease lubrication is a good target." Double J's Bateman hasn't gone there yet, but says, "Based upon the success of what we've seen with the shaft liners, we're looking into deck equipment liners, as well."

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The EPA's VGP is here. SubM is right around the corner. And, the OEM EAL excuse is quickly going

away. Those are the facts. The only question left to answer is: *what are you doing to lessen your liabilities on the water – or more correctly, what might seep into it through no fault of your own?* In, around, and on brown water, there are many things out of your control – tidal

conditions, weather, the actions of another boat operating in close proximity to yours and 1,001 other variables. What you can control, you should. When it comes to VGP identified discharge streams – below or above deck – the answers are already here.

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# A Tragic Day & Sub M



Industry veteran and stakeholder Pat Folan takes a different look at the recent Specialist casualty from the eyes of both an experienced mariner and safety consultant.

By Pat Folan

**E**xperience on tugs led to what I do now and there were no experiences more rewarding than being a NY tug man. The creeks, the Kills, the North and East River, the Bronx, Upper Bay and Newark Bay are all demanding and alive and that's what makes the loss of the *Specialist* so much harder. We are a family. We have each other's backs. We share, laugh and sometimes yell.

All of that said; I have been asked how Sub M would have prevented the accident. The simple answer? Risk assessment and management. But nothing is simple. Taking off my safety hat and putting on my well-worn Master of Towing Vessels hat, I also asked myself: how would I look at it? Here's how ...

## A Normal Day on the River

A big barge and three boats – that seems like a luxury. Normally, you would be lucky to have an assist boat. For too long we have been asked to do too much with too little and we have done it – and done it well. The good guys make it look easy. The hardest thing for a tug captain to do

is say NO. So what if it's windy and the current is strong and with us? We got this. We've done it before. And that brings us back to risk assessment.

Undoubtedly, the captain and mate performed some sort of risk assessment. It may not have been documented, but between them it existed and was modified under changing conditions. Forecasts and tides were checked and re-checked. Watch change conversations included both traffic and the way that the barge handled. The "Go/No Go" line was danced around. And Go was decided on. Investors know that past performance is not indicative of future results, but sometimes we mariners do not remember this.

I've been there. I have taken the job that I shouldn't have taken. And it worked out. It took everything in me to do it – willing the boat to make a move it probably shouldn't make, leaning into it, straining leg and arm muscles at the wheel in a desperate hope that adding my body to the mix in the wheelhouse can somehow influence the wheels and rudders. And it worked.

Now the bar has been raised. I have left my comfort

(\* All images courtesy Pat Folan)

zone. At times I went to places where comfort wasn't a word. So when the call comes to do it again, we do. Because we have done it. All the terror of the moment, the sweat, and the muscle strain are forgotten. We've got this.

### We've Got This ...

And we can't say NO. NO is hard for a couple of reasons. First, none of us like to admit that we can't do something. Especially when someone else has done it. The good captains tend to be Type 'A' personalities who are up for a challenge. We are not going to say NO. Secondly, even with all the changes in our industry, NO can still cost you your job. And NO, if accepted by your boss, can still keep your company from getting work because dispatchers/project managers/owners remember NO. When the next job comes up, you are passed over in favor of the company or even tug within a company that said yes and got the job done. Safety is great for slogans and PR, but at crunch time at too many companies, performance at the cheapest price possible is the winner.

I see this in big companies and small. I was the victim and willing participant when I owned my tug. I took jobs to pay the bills and I said NO at my peril. Most decisions were by committee. I would sit down with my captains and crew and lay it all out, ask for the pros and cons of doing the job, weigh the responses. Nine times out of ten, the Type A-personality in us made the decision and there were times I regretted getting the crew into the mess that the tow had become. Mother Nature was bound and determined to teach me to say NO.

### How Would 'Sub M' have prevented this?

With a fully implemented TSMS, the captains would have committed the Risk Assessment to paper. They

would have shared this with the company and barge owner. The company would have the captain's back and all parties would work to mitigate the risk to "As Low as is Reasonably Practical."

It's all too easy to put myself on that boat. They had the horsepower. They had the experience. They had a tow set

up that put their wheels far apart—one boat on each side of the barge plus a boat on the stern. In theory, they could have twisted the barge in any direction and had the benefit of a boat on the stern that could back against the current as they worked the barge.

So when they set down on the crane

Photo © Paul Cronin Studios

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## INLAND MARINE OPERATIONS

barge at the bridge, NO wasn't an option. We can think this through a hundred different ways and I bet that 99 times we would get the same outcome. There was an experienced captain on a good tug. It'll be close, but it'll work. The *Specialist* tried in vain to prevent the collision. The ultimate price was paid for the effort.

There were likely not a lot of good options that morning once the Tappan Zee Bridge construction site was entered. But, we've done it before. It should work. Unfortunately, with a three man crew, the mate could only watch as the scene unfolded. No one could throw off lines. It's important to remember though that current regulation allows a towing vessel to be run with one licensed master of tow per 12 hour watch – and that's all. No deckhand, no engineer, just the Master. The company was not required to have more

than two people on board.

Sub M will mandate the crew compliment which TSAC recommended as one licensed master and one deckhand per 12 hour watch. But would it have mattered here? At what point in that situation would you have said to the deckhand "Let them all go?" Once you let the tug go, there is nothing holding the barge up, so you would wait until the last second. And then how fast could one person let three lines go from one end of an 84-foot tug to the other?

A comprehensive Risk Assessment would have involved a voyage plan and a hard look at all the risks involved in the trip from one end of the navigable Hudson to the other. Certainly bridge transits would be a part of this as-

***"Years ago, I took a very large barge up the Hudson with another small boat. We looked at the risks – tight areas, recreational and commercial traffic, tight turns, head current and limited visibility for each boat. Then we revised our trip as we went north. Bridges were part of it, but bridge transits are part of a captain's life underway and surely were part of the Specialist's crews' assessment."***



## INLAND MARINE OPERATIONS

assessment. The added congestion of the Tappan Zee Bridge construction site would be a piece too, but as construction progresses and barges are shifted around you couldn't plan too far ahead for a certain configuration at the bridge. Would setting onto the crane barge in the span and peeling the tug off the side of the tow be part of your assessment?

It will now. But I doubt it would have that day. The boat left Albany with the tow astern and a whole different set of risk factors would have been looked at.

### Looking ahead, and behind

I have developed a checklist for towing dredges and other large equipment. When creating the checklist, I looked at every aspect of the towed object and the risks associated with the tow and I didn't include the scenario that unfolded on March 12, 2016 into it. It never crossed my mind and I come from the towing industry. I started on a small single-crew tug moving things that any sane person in 2016 would consider too big for a small tug. But in the 1980's, that was normal and over the last 30 years, I can never remember thinking about or talking with a crew about the situation that unfolded for the Specialist.

Years ago, I took a very large barge up the Hudson with another small boat. We looked at the risks – tight areas, recreational and commercial traffic, tight turns, head current and limited visibility for each boat. Then we revised our trip as we went north. Bridges were part of it, but bridge transits are part of a captain's life underway and surely were part of the Specialist's crews' assessment. This is what we do. It is an industry that is not for the faint of heart and the non-oil moving towing vessels routinely do things that their oil moving brothers think is

crazy. As Type-A captains though, you strive to be the best at what you do, so your acceptable risk level is high.

The acceptance of high risk is fading as our work force ages. Tractors with a lot of horsepower are replacing conventional twin screw boats. Single

screw boats and those of us who can run them and actually enjoyed it are a dying breed. The younger captains have begun their careers in a much different environment – more horsepower, increasing acceptance of assist boats, more regulation and more law-

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## INLAND MARINE OPERATIONS

yers. Maybe the days of doing a lot with a little are ending.

The coming subchapter M towboat rules will level the playing field in many ways. Captains will have the authority to make decisions based on safety of the vessel, crew and environment. All boats will be crewed similarly, documented risk assessments will become commonplace. Training will have to be stepped up, but it will be a struggle.

For example, we put General Alarm strikers in the wheelhouse but are they easy to reach? Do you drill enough to make the motion to turn on the General Alarm second nature? What if you hear it? What will you do? At 0520, the guy in the rack is probably in deep sleep, what's the reaction time?

No doubt the preaching will start from the people in industry offices and safety consultancies that either never ran a towing vessel or forgot what it's like to be on one. I see a lot of that now. Companies are being told by their charterers that they need to do all the risk assessments for their companies including the risks on board their vessels. But, it is rare that anyone in an office understands the risks better than the men and women who do the job every day. The risk assessments need to be driven by the captains and crew for the vessel operations.

### The Challenges Ahead

We have two big challenges in the towing industry as it relates to Sub M:

- *Mariners have to be able to say NO. They have to be taught risk assessment and then allowed to say NO, with no repercussions. Stop Work Authority has to be accepted by the boatmen and the offices.*
- *Office personnel – dispatchers, project managers, owners – have to work with the crews to mitigate risks. A NO from a captain for safety reasons has to stop the job until it is safe to proceed. It should be a team effort to get to the 'Go' decision. It can't be the standard office response of "Well, if you won't do it, we'll find someone that will."*

Many of the same boats will do the same jobs once Sub M hits the streets and the two pieces above have to happen together. Sub M will change our behavior. The point from the beginning of the TSAC task to build Sub M was to increase mariner safety. Only when we start to live safety both on board our boats, in our personal lives and in our offices, will we see change.

We will miss Paul Amon, Tim Conklin and Harry Hernandez. They and the *Specialist* brought their 'A' game to



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NY Harbor and the towing industry. Having done what they did daily in the greatest harbor in the country, I had something sink in me the day that the *Specialist* sank. It has hit our community particularly hard and we owe it to the crew of the *Specialist* to learn from this accident. As you operate your towing vessel and/or company and plan for Sub M, ask yourself "What if?"

**Editor's Note**

*the opinions of the author are his alone and do not necessarily reflect the views of MarineNews and its publisher.*



*Pat Folan is a partner in Tug & Barge Solutions and has operated towing vessels from Maine to Corpus Christi, TX, including the Alabama Rivers, Lower Mississippi, Great Lakes and Erie Canal.*

*Tug & Barge Solutions exists to help companies and mariners adapt and then grow with Sub M. Reach him at: [pat@tugandbargesolutions.com](mailto:pat@tugandbargesolutions.com)*

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# GOOD NEWS FROM THE OIL PATCH (REALLY)



*The versatility of Offshore Service Vessels of all types is lending itself to a new, niche market, created largely by the collapse of global energy prices.*

By Joseph Keefe

**A**s oil industry stakeholders mull the current state of affairs, especially where it impacts the offshore marine and support sector, no one really knows whether the bottom in terms of oil prices have already been plumbed and/or whether we are on our way to recovery. With OSV utilization rates in the U.S. Gulf plummeting, that's a lot of tonnage to support, pay for and maintain, especially when it isn't earning any money. Some operators may be in a financial position to outlast the bad times, many will not and still others will look for other opportunities for their vessels. Globally, research shows that hundreds of offshore support vessels are now idled.

For those looking for a creative solution to the current crisis, Netherlands-based Damen Shipyards Group has developed a response to the increasing number of laid up Platform Supply (PSV) and oil support (OSV) vessels. The situation that the offshore oil and gas industry is experiencing is having serious consequences throughout the sector. Across the pond, and based in Damen's Stavanger office, Norway Sales Manager Remko Hottentot looks out the window and sees ports dotted with laid up PSVs.

Compounding factors include historically low oil prices, halted exploration projects and reduced production. This vicious circle is completed by a substantial drop in support vessel day rates.

The Dutch company's solution involves converting idle PSVs and OSVs into vessels capable of taking on roles in alternative sectors such as aquaculture, shipping and defense. It shouldn't come as any surprise that the shipyard group who made famous the concept of stacking proven stock hull forms in order to produce quality tonnage in a quicker fashion might apply some of those same innovations to another thorny issue. In fact, Damen's answer to reduced oil prices lies in what they refer to as "conversion support."

Damen intends to leverage the collective power of their Shipyards Group which operates 32 shipbuilding and repair yards, employing 9,000 people worldwide. With more than 6,000 vessels delivered across more than 100 countries, Damen's unique, standardized ship-design concept provides consistent, proven quality. For example, the U.S. Coast Guard ultimately trusts the Damen hull form for its Fast Response Cutter, which is based on Damen's Stan



**RUUD HANEVEER,  
SALES MANAGER  
DAMEN SHIPREPAIR  
& CONVERSION**



Patrol Boat 4708 design.

In a nutshell, Damen's focus on standardization, modular construction and keeping vessels in stock leads to short delivery times, low 'total cost of ownership', high resale values and reliable performance. The firm delivers hulls across a wide spectrum of marine disciplines, including tugs, workboats, naval and patrol vessels, high speed craft, cargo vessels, dredgers, vessels for the offshore industry, ferries, pontoons and superyachts.

**LOOKING AHEAD AND  
LIKELY PROJECTS**

According to Damen, the goal is to get these vessels active and profitable once again. "Our design teams have come up with workable ideas across several industries. For example, we can convert a laid up PSV into a profitable Container Feeder or, for naval operations, a Logistic Support Vessel," says Damen Sales Manager Remko Hottentot, adding, "The possibilities are numerous. It will also be possible to transform a PSV into an accommodation and O&M vessel."

One example of an already developed proposal is the Damen Live Fish Carrier 8916 for the aquaculture industry. "Here, the concept of using the existing PSV platform is ideal, yielding many advantages for live fish carrying situations," adds Hottentot. The Da-

men design PSV 3300, for example, with diesel-electric propulsion, has ideal dimensions to be converted into a LFC with 2000 or 3000 cubic meter fish holding tanks. And, says Damen, the cost and delivery time for such a Damen LFC vessel would be less than compared with a complete new vessel.

Beyond the permanent conversion concepts, Damen can also create temporary designs. These can be applied to vessels originally built by Damen or other shipbuilding companies. Ruud Haneveer, Sales Manager Damen Shiprepair & Conversion, explains, "It could lend itself to non-Damen hulls; although the Damen hull in particular, with its diesel electric propulsion and spacious cargo hold, offers a favorable cost advantage."

Indeed, Haneveer insists that the possibilities are almost endless. "The present downturn in the offshore Oil & Gas industry creates new opportunities. Today's pre-owned vessel are on the market for sale, at a price which, together with a conversion, enables operators to consider these pre-owned vessels as candidates for a new purpose. Damen has carried out technical feasibility studies for converting existing PSV's into LNG bunkering or diving support roles and as an offshore support vessel with 'walk-to-work' capabilities. OSV's might be converted to specialized oceanographic research

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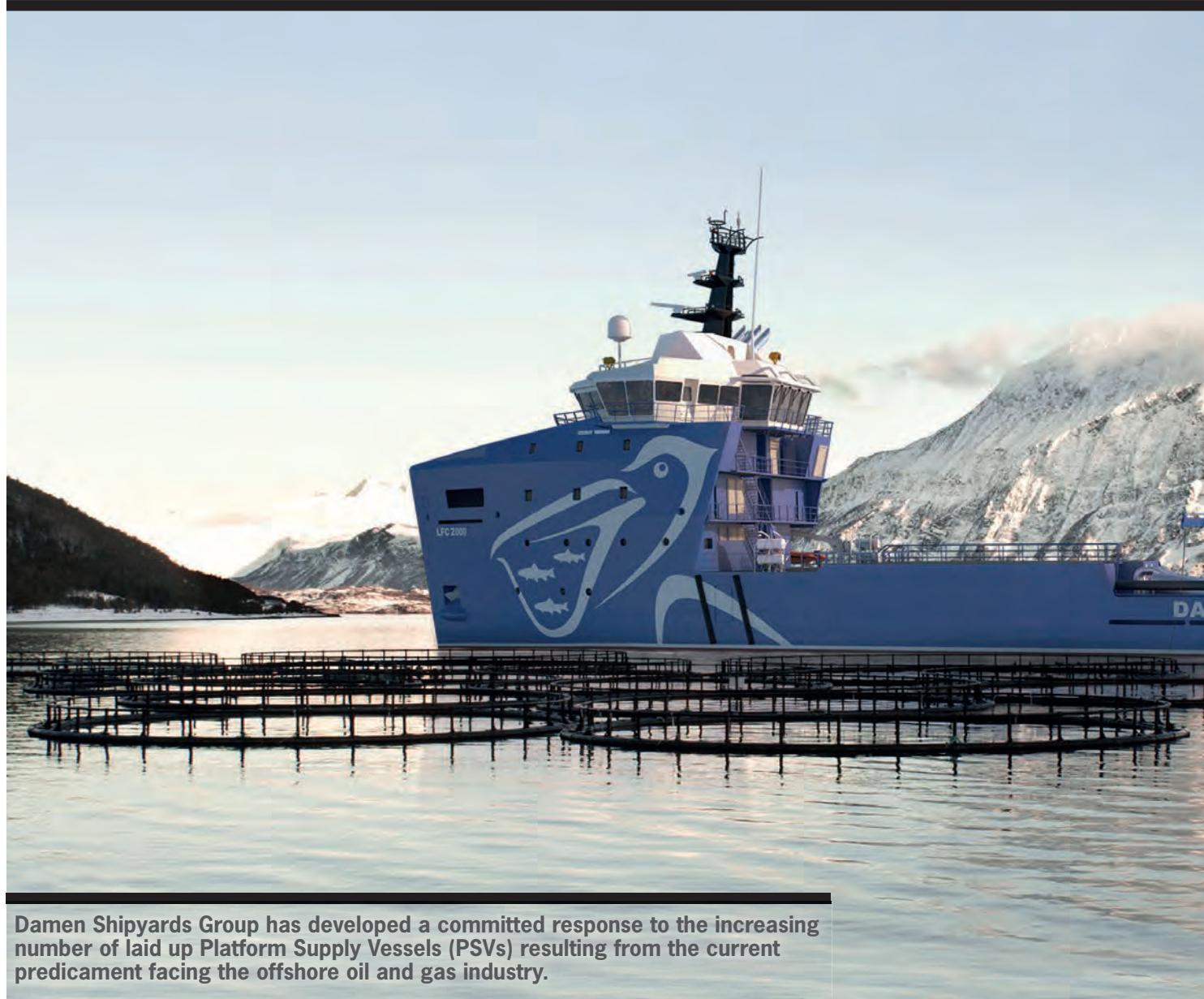
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**Damen Shipyards Group has developed a committed response to the increasing number of laid up Platform Supply Vessels (PSVs) resulting from the current predicament facing the offshore oil and gas industry.**

vessels with high quality passenger cabins for short “expedition” type voyages.”

Haneveer wouldn't say whether Damen had already commenced any conversion projects, but he told MarineNews in April that operators in other sectors had already approached Damen looking to convert OSV or PSV tonnage for their own particular niche. Sales Manager Norway Remko Hottentot says, “We can offer significant design and conversion expertise to owners and operators looking for effective solutions. In combination with reliable financing support, this makes up a unique combination of activities that can be translated into realistic conversion packages.” Damen also has a feature in their sales strategy that allows a company/operator to trade in a Damen hull for another. Haneveer explains further, “Each and every financing so-

lution requires a tailor-made approach. Financing options will be discussed with interested vessel owners.”

## **HANDS ACROSS THE WATER**

Of interest to U.S. operators and shipyards, Damen has long partnered with and licensed numerous U.S. and North American yards to use Damen designs for locally built vessels. Haneveer says that model can be applied to Damen's newest proposals, as well. “In North America we can deliver the required design package to yards in a short period of time under license, as Damen doesn't own a North American fabrication facility.”

For U.S.-based operators looking for relief from lack of work and mounting bills, the conversion concept might just be the ticket to renewed profits. In the same way, for



those operators who have tonnage still under construction, the conversion option could look even more attractive as a midstream course change.

In the infancy of offshore oil exploration, innovative thinkers converted other tonnage – surplus vessels, fishing boats and other craft – to supply offshore rigs with equipment, mud and cement. In 1955, and in response to growing demand from the oil industry itself, the first purpose-built so-called OSV was built with that now familiar design that features a bow-situated wheelhouse and flat afterdeck. In the middle of the worst offshore oil downturn since the mid-1980's, it could well be that history will repeat itself. This time, however, those OSV hulls will migrate back to another side of the marine equation. If so, Damen will likely be at the heart of the movement.

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### Location, Location, Location

*TPG's Chicago Dry Dock operations are centrally located to serve both the Great Lakes and Inland Waters. Just one part of a much larger, diverse inland river service company, TPG's newest asset looks to expand in many directions.*

By Joseph Keefe

**TPG** Marine Enterprises, LLC (TPG Marine) is an operations, logistics and consulting company that specializes in all aspects of cargo movement on the Inland Waterways System. With interests in terminals servicing the Ohio, Green and Illinois Rivers and expanding harbor service operations, TPG leverages its expertise and services to operate and manage docks, partner with shortline railroads and trucking companies, and develop warehouses with or without foreign trade zones for storage and value added service.

TPG Marine Software – a Harbor Management System – was created, for example, to develop and provide efficient and cost effective administration of barge terminals, fleet operations, stevedoring companies, port authorities and related transportation companies and bulk materials providers serviced on the U.S. Waterways.

Another facet of TPG involves Mt Vernon Barge Service

(MVBS), located at Mile 828 on the Ohio River in Mt. Vernon, Indiana and in The Port of Indiana. Mt. Vernon Barge Service has provided quality harbor, repair and cleaning services to the Inland Waterways Industry for over 50 years. 12 towboats serve a dozen docks in the Port of Indiana – Mt. Vernon harbor area, including terminals at Uniontown and West Franklin. Beyond, MVBS maintains cleaning facilities on the Ohio River, fully electric, holding up to eight barges and cleaning up to four barges at one time.

Elsewhere, MVBS Jeffersonville Jeffersonville provides barge services include shifting, fleet operations, cleaning, and repair operations and is located in the Nugent Harbor at Ohio River mile marker 596.7.

TPG operates two towboats and provide fleet operations for over 100 barges there. And, operating from two positions near the mouth of Kentucky's Green River, Green River Barge Service offers fleet positions for over 400 barges and provides top-

side repairs and barge cleaning. There, the firm also operates a robust fleet of towboats and are members of the AWO's Responsible Carrier Program.

### New Acquisition / Familiar Focus

In December 2014, TPG added to its growing portfolio of assets, Chicago Dry Dock, Inc. Founded in 1979 and operating on the Calumet River, it is notably the only facility of its kind to offer unencumbered access to both the Great Lakes (via Lake Michigan) and the Inland River System (via the Calumet/Des Plaines/Illinois Rivers). Today, its central and convenient location may well be its strongest selling point. But, as its new owners continue to invest in the yard and its equipment, its operators have their eyes set on newbuild opportunities and other special project work.

Founded as Kern Barge Cleaning and Repair, CDD purchased its first dry dock in 1995 and was renamed and incorporated as Chicago Dry Dock in 1996. Operating from seven secured acres less than three river miles from Lake Michigan, it has 1200 feet of sheeted wall and two floating dry docks that can accommodate repairs to vessels 262 feet long, 54 feet wide and up to 1500 tons, including tug boats, tow boats, commercial tour and passenger vessels, pleasure boats and barges of all types. The facility also provides comprehensive barge and boat cleaning and topside repairs for vessels in Chicago and Northwest Indiana. A third drydock, recently purchased and now undergoing refurbishment, will also be available, commencing in mid-summer, says TPG Chicago Drydock's General Manager Michael Hogan.

### Bread & Butter: Barges

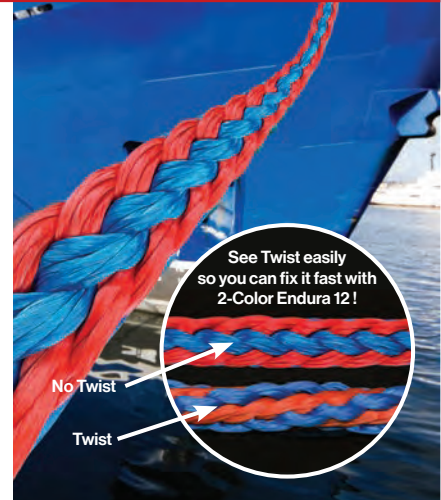
Although the shipyard operates independently of TPG's other locations, the ability to flow people from one location to another has already ben-



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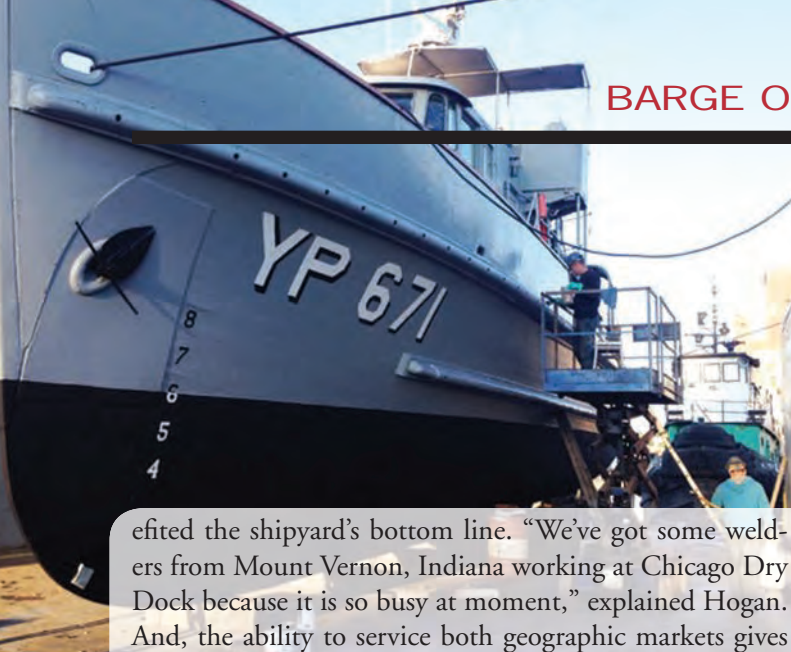
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## BARGE OUTFITTING



efited the shipyard's bottom line. "We've got some welders from Mount Vernon, Indiana working at Chicago Dry Dock because it is so busy at moment," explained Hogan. And, the ability to service both geographic markets gives TPG access to more business and more versatile work. It's a good hedge against down economy in one sector or the other, says Hogan, adding, "Our business mix at present consists of about 40 percent Great Lakes bulkers, 20 percent passenger vessels (mostly from the Chicago markets), and 40 percent inland – mostly barges."

Hogan told *MarineNews* in April, "We're swamped right now. Everybody wants to do maintenance on their



equipment in the winter time. Right now, I'm working on a tank barge – a 300'x60' foot tank barge – the Andrie out of Muskegon, MI. Every year they come in here and we do 3-4 weeks of maintenance. In this case, we're installing new tank piping. I'm also working on a bulk cement carrier, the St. Mary's Challenger, at the port of Chicago." In service for more than 110 years, the vessel was converted recently into an ATB barge."

As *MarineNews* went to press, the yard also had a number of standard, Mississippi river sized barges in for service. TPG's barge work spans a wide range of services. "We have a bunch of different segments to the business," explains Hogan. He continued, "We clean dry cargo barges, do topside repairs on cargo barges – fiberglass and cover repairs, hopper repairs and we also drydock dry cargo barges utilizing the two floating drydocks." The yard also services virtually all of the passenger vessels that run out of Chicago that operate around the Navy Pier. In the summer, though, TPG's Chicago yard concentrates almost exclusively on inland work.

More recently, the shipyard has even performed some custom design and fabrication work. In this case, the project consisted of a 50' by 18' deck barge, built for Shoreline Sightseeing. Finished just last month, and designed and built in-house, it will sit at the Chicago Navy pier and passengers will cross over it – like a floating gangway. Hogan adds, "I'd love to do more of this. In fact we are ramping up our profile to seek out new work. We'll concentrate on the upper Illinois River and lower Lake Michigan."

### The Mobile Shipyard

Even a centrally located shipyard has to go out and look for work. Hogan admits, "I'm always looking for a project to keep my guys occupied. It can be slow in June, July and August." Part of that effort involves what TPG describes as its mobile shipyard concept: the ability to send teams to remote locations to satisfy the demands and unique needs of various clients – no matter where they are. Michael Hogan explains, "We work pretty much all the lower Lake Michigan ports – Burns Harbor, Gary, and Indiana Harbor and South Chicago. Everything is done in situ. Obviously, I prefer it when



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they come here, but we gladly work in port of Chicago on two bulkers for St. Mary's cement. So, annually, we have a crew on the road every day for four straight months. While isn't the most convenient thing for us, we're meeting the needs of our clients – where they need it, when they need it.”

### Location, Location, Location


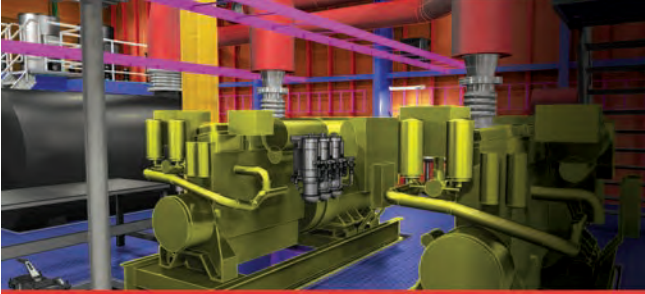
The basis for the TPG purchase was simple. “We’ve worked successfully with a number of Illinois waterways and Great Lakes groups in the past,” said TPG Marine President, Don W. Miller, Jr. in a prepared statement, adding, “We have every confidence we can build an expanded maritime repair and vessel storage business on the solid reputations of Chicago Dry Dock and TPG Marine.” Notably, TPG Marine Chicago Dry Dock retained all previous management and staff, including a core group of managers and skilled tradesmen that have been with the yard for almost 20 years.


Today, the shipyard is poised for new growth from inland river and lake commercial barging customers as well from enhanced repair and wintering options for area pleasure craft. Utilizing three drydocks and plenty of waterfront, Hogan hopes that geography will eventually play a big part in that plan. “A lot of those potential customers – anybody in this area – would have to go so far to have new construction done, so I do think there’s a niche for us here. We’re never going to mass-produce river barges, but we can do specialty barges and save them on the transportation.” Hogan also points to the volume of back and forth traffic between the inland rivers and lake Michigan. “Much of that traffic is going to the steel mills. We’re at an end point – not in the middle. If you are in the middle, there’s never an empty barge for you to work on.”

In the real estate game, agents will always tell you that there are just three things you need to worry about: location, location and of course, location. Shipyards are bit more complicated than that. That said; today, customers from both the inland rivers and the Great Lakes can utilize the services of TPG’s versatile Chicago Shipyard. Or, TPG can come to them. So far, that’s a winning combination for both the yard and its sometimes far-flung customers.

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# VGP Compliance for Workboats:

## Best Practices for Deck and Equipment Washdowns

By George Cook

Government regulations have turned our attention to the damage petroleum lubricant discharges cause in the entire marine ecosystem and the market has responded by developing Environmentally Acceptable Lubricants (EALs). While large vessel operators have grown accustomed to the requirements of these regulations, the advent of the Environmental Protection Agency's Small Vessel General Permit, sVGP, is forcing operators of smaller vessels to examine applicable requirements.

The sVGP will apply to non-military, commercial vessels that are less than 79 feet in length. Compliance with the sVGP allows vessels to meet the Clean Water Act ("CWA") requirement to obtain National Pollutant Discharge Elimination System ("NPDES") permit coverage for discharges incidental to normal operations. The discharges covered in the sVGP are categorized into several broad categories, which are listed in the permit, and include common-sense requirements for general discharges, fuel management, engine and oil control, solid and liquid waste management, deck washdown and runoff and above water line hull cleaning, vessel hull maintenance, graywater, fish hold effluent, ballast water, and overboard cooling water discharges.

It is also important to note that, while VGP and sVGP are federal requirements, a large number of U.S. states, including those bordering the ocean and the Great Lakes, have passed and/or adopted related laws governing vessels operating in their waters.

While the Federal moratorium on sVGP requirements was recently extended from December 2014 to December 2017, the marine industry is clearly moving in the direction of enhanced sustainability, and all operators, regardless of the size of their vessels, must be educated on these regulations and whether the products they use are as environmentally-friendly as possible.

While the primary VGP discussion has focused on the biggest discharge contributors – stern tubes – and other equipment such as stabilizers, thrusters, rudders, propellers and hydraulic systems, little attention has been paid to an important, but often overlooked component of the



VGP and proposed sVGP regulations: *discharges from deck equipment and routine deck and cargo hold washdowns.*

### *A Dirty Truth about Deck Equipment & Discharges*

All deck surfaces and equipment will periodically come into contact with water – either through precipitation, green water or sea spray – resulting in vessel runoff. Green water carries residue like oil, grease, paint chips and debris, from deck or equipment surfaces. It can also include runoff from deck washdowns performed by the crew, which includes soaps, detergents and cleaning solvents. Discharge rates from deck runoff vary from vessel to vessel depending on a wide variety of factors including weather, frequency of deck washdowns, and the type, size and maintenance state of deck machinery.

While it may sound minor, the environmental impact of deck runoff is significant and should not be taken for granted, nor should proper protocol be assumed. What is clear are the areas of responsibility, which include weather deck and exterior bulkhead areas, exposed deck equipment and the other external equipment at the exterior of the vessel above the water line. According to the VGP, vessel operators are responsible for ensuring that vessel runoffs are free of the following:

- *Refuse including garbage and deck debris*
- *Chemicals including grease, fuel, hydraulic fluid, caustics and detergents*
- *Metals*
- *Paint droplets, visible pollutants or rust*



## ENVIRONMENTAL COMPLIANCE

### Choosing a Suitable VGP Compliant Cleaner

All operators want to avoid fines for improper deck washdowns. While options include holding or treating all deck runoff, it is not always feasible or safe for the crew or the environment. In order to meet operational needs, as well as regulatory demands, operators would be wise to seek high performing products that won't harm coating surfaces, people or the marine environment. These products should be non-toxic, phosphate-free and biodegradable. When choosing a VGP compliant cleaner, there are several characteristics that you should look for and criteria you should use to guide your decision, including:

- **Can you confirm EPA VGP Compliance?** Under the terms of its Vessel General Permit, the United States Environmental Protection Agency (EPA) has mandated that all deck wash downs and above water-line hull cleaning resulting in discharges be done using non-toxic, non-caustic and phosphate free biodegradable cleaners and detergents.
- **How frequently are you cleaning?** Will this be used daily, biweekly or intermittently?
- **What are you cleaning?** Review the type of surface (steel deck plates, timber deck lining, specialized coated bulkheads, equipment, machinery, ropes) and the type of compound (oil, lubricant, dirt, dust) you are trying to remove.
- **Where are you cleaning?** Are there confined space requirements? Is it in full sun? Are you protected from the weather?
- **How much cleaning product is needed?** How large is the surface?
- **What is the composition of the cleaner?** How is this going to be applied? With a brush? With a sprayer? What works best for the crew? Foam? Liquid? Solid?
- **How much drying time do you need?** Does it need to stay on for hours? Does it need to be cleaned immediately?
- **Is it safe for the crew?** Choose one with a neutral pH in order to avoid skin and eye irritation or injury.

### Best Practices

The first big step toward being VGP compliant is to shift from petroleum lubricants to EALs for your equipment. Once in place, you will then need to choose a compliant cleaner for deck washdowns, deck equipment and cargo hold cleaning. To ensure that your vessel is compliant, follow these best practices:

- **Training:** This can be in the form of an on-ship demonstration or in a written form so crew can reference it during deck equipment maintenance and washdowns. Draft a step-by-step protocol for deck washdowns and include a laminated copy with

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## Discharges Have Consequences

*Whether intentional, unintentional or even incidental, discharges from a vessel can have a huge impact on the marine environment. In addition to deck washdowns, vessel operators are responsible for controlling how other hazardous materials find their way into the waters below. These everyday leaks, spills and runoff, no matter how obvious or obscure, can damage the marine ecosystem. And if your livelihood is tied to marine life, it is in your best interest to use VGP compliant cleaners.*

the cleaning supplies. Proper training now will save costly fines and retraining in the future.

- **Material Storage:** The easiest way to minimize runoff is to take necessary precautions. Remove clutter and store items you don't use regularly to prevent them from blowing overboard, getting sprayed or dissolving in the elements. Store materials in suitable and secure containers.
- **Absorbent Usage:** If deck water comes in contact with oily materials, use absorbents or dry cleanup methods.

of their business and the frequency of hauling different materials, Soloi cleans these cargo holds with more than 200 gallons of cleaning product at a time.

Working with Soloi, a solution to the challenge was achieved. Each cargo hold is initially washed down with seawater cannon to remove residues. Then SAFECARE® SC-1000 Aqueous Cleaner Concentrate is sprayed from bottom to top with a 10 percent dilution, allowed to dwell for 10 to 20 minutes, and then rinsed with a high-pressure cannon sprayer from bottom to top.

### Opportunities for Improvement in the Cargo Hold

Cleaning bulk cargo holds between shipments is often a dirty job. If the water and dirt mix is disposed of overboard this becomes a key component of VGP compliance. Make sure your strategy doesn't overlook this activity. RSC Bio Solutions, for example, works with customers to develop solutions that achieve VGP compliance without harming cargo hold surfaces, people or the marine environment.

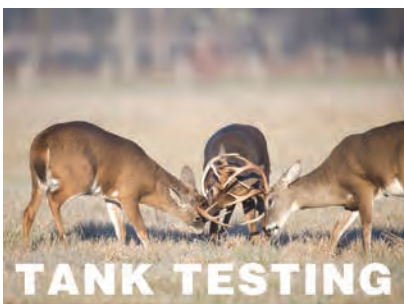
One firm, Soloi, Inc., ships a variety of materials – such as petroleum coke and coal – that leave the vessel's cargo holds extremely dirty. These cargo holds are large, with more than 5,300 square feet of bulkhead surface, and are painted with modified epoxy-type paint. Due to the nature

### Clean Sailing

VGP regulations were not designed to interfere with your operations. If you follow expert advice and equip your crew with VGP compliant cleaners and instructions on how to use them, you can focus on what's most important: *running a profitable business with compliant vessels.*



*George Cook is senior applications project manager for RSC Bio Solutions. He has over 30 years of experience in chemicals, serving in various roles in R&D, sales and marketing across multiple industries. Contact him directly at [gcook@rscbio.com](mailto:gcook@rscbio.com).*



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# New Synthetic Slings Allow for Lighter Lifting on the Job

Yale Cordage's Fortis2 Slings can maximize efficiency and minimize common jobsite hazards.

By Jamie Goddard

**A**t a large American shipyard, a new kind of synthetic sling is making heavy lifts safer and easier, indoors and out. The product, a multipart sling by Yale Cordage called Fortis2, is just as strong and resistant to abrasion as its wire counterparts of the same diameter, at a fraction of the weight. And unlike other synthetic lifting slings, it exhibits the same stiffness characteristics as wire, making it possible to use synthetics where you never could before.

In the construction of ships, buildings, bridges and more, Fortis2 Slings can maximize efficiency and minimize common jobsite hazards.

## ENGINEERED STRENGTH: Redefining the Limits of Synthetic Cordage

Synthetic cordage was not completely foreign to the shipyard prior to Fortis<sup>2</sup>. In fact, they already used synthet-

ic round slings for certain jobs and enjoyed the lightweight and bullish strength those products brought. But before they could switch from steel to synthetic for their very heaviest lifts, they had to be assured the material would alleviate three main concerns:

- **Abrasion:** *with their older synthetic slings, the shipyard workers knew to pay extra attention to abrasive conditions. Under a heavy enough load, bunching on the shackle or pick point or a slight movement of the pick could tear a sling's sleeve. The shipyard needed to know that this would not be a factor with the new synthetic slings.*
- **Stiffness:** *Traditional rope slings lack the stiffness needed to set up very large lifts. To rig massive ship pieces weighing in excess of 30 tons, workers often needed to push the sling underneath the object and hook it on the other side. You couldn't push a rope sling underneath a load like you could a stiff wire*

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one, so in those cases the material was a nonstarter.

- **Stretch:** Because some lifts would take place under ceiling-height constraints, the slings used needed to exhibit low and predictable stretch levels. The shipyard needed to be assured that any constructional elongation would take place in the manufacturing stage, and that they'd ultimately be delivered a product with very low stretch and a load curve as predictable as that of steel.

To that point, a synthetic solution that alleviated all of their concerns had never existed as an option, and so they relied on steel. But steel had some heavy drawbacks too.

**FRUSTRATION WITH THE STATUS QUO**

Prior to adopting Fortis<sup>2</sup>, the shipyard's assembly areas were strewn with enormous, heavy slings composed of steel wire and chain. As they continued to build bigger, better and higher-tech vessels over the years, the lifting slings brought workers at least three ever-present frustrations they were ready to leave in the past.

- **Ergonomics and Employee Safety:** When large, heavy pieces of a vessel arrived at the assembly building, riggers would hoist them up onto the hull with cranes and steel-wire slings. When moving from one piece to the next, the lifting slings — which weighed in at upwards

of 300 pounds — would need to move too. And although cranes and forklifts were available to help, it was often faster to get a couple of workers together to drag the heavy hardware over to the next spot. Over time, the bodily stress involved presented a threat to the workers' ergonomics and health.

- **Efficiency:** In the outdoor yard, even heavier lifts were taking place. Whereas the indoor slings were handling loads up to 30 tons, slings in the yard were rated for 60-, 80- and 100-ton picks. The weight of these slings was beyond even a team of the strongest workers, so they had to rely on the slow strength of cranes to move the hardware from spot to spot. Here, the weight wasn't just an ergonomic issue; it slowed down productivity too.

- **The Elements:** Naturally, everything outside on a shipyard is vulnerable to salty ocean air, rain, sleet, snow and more. When it came to the heavy-lifting slings, the effects of rust, ice and corrosion were factored into the equation, requiring frequent inspections and precautions to prevent accidents or failure. This further impaired efficiency and also presented safety threats.

**FORTIS<sup>2</sup>: A Third, Better Option**

There had to be a better way. A safer and easier one, too. Intrigued by the challenge, Yale Cordage approached the shipyard. The task: to create a synthetic lifting sling that did everything

*Fortis<sup>2</sup> Slings: advantages at a glance ...*

More durable than traditional fiber slings	Stiff enough to push under objects	80% lighter than comparable wire sling
One person able to lift eye to crane hook	Will not soak up water or freeze	Will not corrode or rust

*“Fortis2, is a multipart sling made of Unitrex XS Max Wear synthetic cable, which has a core of Honeywell Spectra HMPE fiber encased with a neoprene coating and overbraided with a tough high-tenacity polyester jacket. Because the core fiber in Unitrex is parallel-braided to minimize twist and then sealed in place with the neoprene layer, the fiber retains its optimal strength and exhibits stiffness comparable to wire.”*



the wire ones could, at a fraction of their weight. This sling had to come with the same reliable lifting capacity, the same low elongation and, crucially, the same stiffness of steel – minus the weight, birdcaging, sharp edges and threat of injury. This sling would be one that eliminated all of the shipyard’s frustrations while putting their concerns with synthetics to rest.

Eventually, Yale cordage developed a synthetic multipart sling of the same length, stretch characteristics and stiffness of the ones they were using, but with an even better lifting capacity than the wire one we had borrowed. And despite its 50-ton capacity, the 15-foot sling weighed in at just 44 pounds.

The product, now known as Fortis2, is a multipart sling made of Unitrex XS Max Wear synthetic cable, which has a core of Honeywell Spectra HMPE fiber encased with a neoprene coating and overbraided with a tough high-tenacity polyester jacket. Because the core fiber in Unitrex is parallel-braided to minimize twist and then sealed in place with the neoprene layer, the fiber retains its optimal strength and exhibits stiffness comparable to wire.

### Safer, easier and more ergonomic indoor lifts.

The Fortis2 Slings has quickly become a preferred choice of the indoor rigging team. Instead of involving multiple workers and possibly multiple machines, the new slings could be picked up by one person who could carry it over, slide it under the hook and complete the job without ever needing help from a co-worker or machine. More than two years later, the original Fortis2 Slings have proven their durability, and as old wire slings get retired, they’re all being replaced with Fortis2.

Out in the yard, 55-foot Fortis2 Slings are rated for 100 tons and can be lifted and moved around without a crane or forklift. Compared with their 1,000 pound wire counterparts, these slings weigh just 160 pounds. And because even the heaviest-lifting sling is still such a manageable weight, there’s no real need to have 60s, 80s and 100s out in the yard. Instead, a set of 100s can handle all ‘picks.’ This also eliminates the risk of ever overloading by grabbing the wrong sling for the job. And in stark contrast with steel, the synthetic Fortis2 Slings don’t rust, freeze or corrode — eliminating a major maintenance concern and a lot of headaches.

From seafaring vessels to airplanes, bridges and beyond,

Fortis2 Slings are up for the lifting task. While every construction site has its own set of considerations and variables, the same Fortis2 technology being used in major shipyards can bring efficiency to any large project. If bodily strain is a risk factor, time and/or money is being spent on machinery to move slings, or slings need be left outdoors, an investment in Fortis2 multipart slings can pay off both in time savings and equipment costs. Just as importantly, it can make for a happier crew out there working on the job.



*Jamie Goddard, vice president of sales at Yale Cordage, leads sale strategy for the company and manages Yale’s industrial and electrical utility accounts throughout the United States. His responsibilities include building and maintaining client relationships while understanding and supporting the needs of more than 75 national and international accounts.*

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## Patterson's One-Two Punch: Thru-Deck & Right angle Capstans



From the company that brought the in-land towboat industry the patented YoYo Winch, now comes not one but two new, equally revolutionary products in the form of Patterson's *Thru-Deck Capstan* and *Right Angle Capstan*. Just as the YoYo standardized safety and slowly eliminated the need for the ratchet when making barge connections, the Patterson Thru-Deck Capstan promises to keep in-land firms up and running for years to come with little to no maintenance, minimizing downtime, all while saving money.

### THRU-DECK CAPSTAN

The Thru-Deck Capstan boasts bollard pull of 100,000 pounds, leveraging a 14" Diameter Whelped Head at 25 Feet Per Minute. Features include *Full Length Barrel* Whelps which eliminate the traditional but unnecessary double whelped barrel. This makes operations safer and extends the life of cordage by eliminating this dangerous cut point. The Thru-Deck Capstan features a more compact height, designed with plenty of space to meet the wrap requirements of modern cordage, while making a product that is safer and easier to work with for deck hands of all sizes. A *Triple-Sealed Slewing Bearing Design* achieves a more rigid construction, and thus a smoother and more consistent operation.

Adding triple positive pressure seals to that bearing design helps to keep the water under your boat, and not in it. A *Tapered Base* eliminates the problem of a square profile that has multiple disadvantages. First, the rope does not

naturally feed onto the head, and must be manually raised onto the barrel. Often times, this puts the deckhand in a dangerous situation. Second, with the tapered design the rope cannot build tension around the large diameter of the base and then snap onto the drum. This eliminates dangerous shock loading of the product and rigging, making operations safer, and extending the life of equipment.

### RIGHT ANGLE CAPSTAN

The Patterson Right Angle Capstan was designed only after thorough evaluation of issues common with capstans: gearbox failures, oil leaks and moisture problems. By utilizing an oversized gearbox, secondary external bearings, and water tight components, Patterson offers a capstan that promises minimal maintenance and is designed for maximum longevity. This means less downtime, and more savings over the life of the product. An *External Spherical Roller Bearing*, independent from the gearbox, takes robust design to the next level to insure that the capstan is up and running for years to come, leak free and hassle free. *Triple-lip Contact* keeps water where it belongs, in the river. And, a *Reinforced Washout Ready Housing* provides rigidity and protects critical components. In addition, the gearbox is suspended in the housing, which keeps it high and dry, and allows you to easily washout any debris. And, like all Patterson winches, an IP66 Rated Motor means that all electrical components are water tight. So go ahead and break out the pressure washer to keep your equipment sparkling: Patterson doesn't mind one bit. [www.pattersonmfg.com](http://www.pattersonmfg.com)





## FloScan's DataLog Software with new TaxLog Feature

The FloNET Fuel Monitoring System was designed for NMEA 2000 networks which allows multiple devices to communicate with one another on a single backbone. These devices include the vessel's PC, GPS and engine RPM sensors. Using FloScan's instantaneous fuel flow data, the captain can easily identify the vessel's most fuel-efficient running speed under any load or sea condition. The result is an immediate and verifiable reduction in operating costs and lower carbon emissions through reduced fuel consumption.

### How it Works:

The FloNET System interfaces with the vessel's on-board computer system running FloScan's revolutionary DataLog software that monitors, records and transmits an amazing array of vessel data. This data in the hands of fleet managers can be used for a wide range of decision making and accounting functions. It can even be used to accurately track fuel consumption for federal fuel tax reporting.

### Geo-Fencing: Simplifying IRS Form 720 Reporting Requirements

Inland tug and barge fleets are required to track propulsion fuel burned while transiting specific geographic "tax zones" to comply with the Inland Waterways Revenue Act. Before DataLog, this was a man-hour intensive, inaccurate process fraught with opportunities for miscalculation and accounting errors. Basically it requires extrapolating estimated propulsion fuel usage by manually collecting fuel inventory levels (gallons in tank) at discrete intervals (usually every 24 hours) and then collecting location information separately. Accountants then try to calculate fuel usage based on the change in estimated fuel inventory levels over time by extrapolating estimated time of entry into and exiting of taxable areas. It is a nightmare for fleet operations and when not done accurately it can result in costly over-payments or fines for under-estimates.

DataLog provides a totally automated solution to computing propulsion fuel burned in taxable zones with its

proprietary Geo-Fencing capabilities. The initial set up is simple. All 27 taxable river zones that apply to the Inland Waterways Revenue Act have been mapped and are installed when the software is loaded on the vessel's PC. DataLog will automatically begin recording fuel consumed by the propulsion engines upon entering a taxable zone and stop immediately upon exiting. It does this in one minute intervals and is displayed with corresponding vessel position so accuracy is assured.

The Geo-Fencing feature is also ideal for tracking vessel fuel consumption to provide accurate billing information for charters. With it you can show your clients that your company is operating its vessels in the most fuel efficient manner by providing them with accurate, verifiable fuel burn records computed by tracking actual consumption by each engine and all engines combined through pre-programmed geographic areas and also for the entire voyage.

### DataLog Integrates with Fleet Accounting Software

The wealth of operational data gathered and recorded by DataLog is stored in an open architecture CSV spreadsheet format that can be quickly retrieved directly from the vessel or while it is still in the field through autonomous, prescheduled broadcast emails to fleet operations for ease of access. During the broadcast process the data is converted to a zip file so file sizes are manageable as email attachments. DataLog saves time and money, eliminates guesswork, and provides irrefutable evidence of how equipment was used in the field for tax, regulatory, legal, service and billing applications.

DataLog is affordable, accurate and meets all requirements for tracking fuel use for regulatory purposes and it's FREE with the purchase of all FloScan FloNET fuel monitoring systems with no recurring licensing fees. FloScan's IT engineers have worked with fleet IT managers to integrate DataLog Plus with their software for seamless integration which makes it the perfect software solution for your commercial fleet needs. The system can work with virtually all diesel engine OEMs, rated from 25 - 6000 hp. [www.floscan.com](http://www.floscan.com)

### At one minute intervals, DataLog Monitors and Records ...

Total fuel consumed (all engines)	Fuel consumption rate (all engines)	Fuel consumption (each/all engines)
Fuel efficiency of main engine(s)	Total fuel consumed (each engine)	Fuel temperature through each sensor
RPM of each engine	Fuel efficiency of engines combined	GPS location, speed, course over ground
Engine hours of each engine	Flow circulation rates each engine	Fuel consumption in geographic zones



# Blount Boats Delivers America's First US Flag Wind Farm Supply Vessel

## Jones Act Compliant, U.S. Built and Ready for Service ...

Serving notice that U.S. yards can and do build workboats for the nascent North American offshore wind farm industry, Blount Boats has delivered the Atlantic Pioneer, America's first U.S. Flagged Crew Transfer Vessel (CTV) for Atlantic Wind Transfers that will begin service for Deep Water Wind Block Island at the end of May.

The 21 meter aluminum vessel was designed by South Boats IOW (Isle of Wight), recognized as a pioneer in designing and manufacturing crew transfer vessels. South Boats IOW has designed and built approximately 81 crew transfer vessels for the European Offshore Wind Sector servicing wind farms throughout Europe. In 2011 Blount Boats signed an exclusive licensing agreement with South Boats covering the U.S. offshore wind industry. The South Boats' 21m is a twin hulled, all aluminum catamaran, dual certified to USCG Subchapter T (Small Passenger) to carry up to 47 passengers and subchapter L (Offshore Supply Vessel) to carry up to 16 offshore workers. The vessel was specifically designed to carry up to 12 tons of cargo in the bow and 3 tons of cargo in the stern. The forward and after decks are outfitted with cargo lashing and container sockets.

The propulsion system consists of two (2) MAN V12-1400 hp engines, ZF Marine 3050 Gears, and Hamilton

Jet HM571 waterjets. The vessel exceeded the contractual performance during sea trials, reaching sprint speeds in excess of 30 knots, with the ability to cruise (80% power) at 26 knots when in a light condition.

A Cummins Onan 17kw generator provides AC power to the air conditioning system, a heating system and small galley. A PTO driven hydraulic system powers a deck crane, fire pump, fuel transfer pump, and a salt water pressure washing system. All other equipment is fed DC power through house batteries.

The bow has a bow boarding/loading platform to allow offshore workers to make the transition from the vessel to the wind turbine. The vessel connects to the turbine base by use of a special bow fendering system. The specified fender is the latest generation in proven fendering systems being installed in the European fleet. The vessel is capable of making transfers in 1.5m significant wave heights.

The interior of the deckhouse is outfitted with a head, a small galley area with settee seating, twelve (12) suspension seats, storage lockers, entertainment system, Wi-Fi, and sound absorbing decking. The entire deck house is isolated from the hull with vibration mounts for a quieter and smoother ride to and from the work site.

### Blount's WFSV at a glance ...

Length Overall: 70.20' (21.4m)	Max Beam: 23.95' (7.3m)	Trim Control: (2) Humphree Interceptors
Length, DWL: 59.33' (18.08m)	Draft: 4.06' (1.24m)	Generator: Cummins Onan model 17 kW
Gearboxes: (2) ZF model 3050	Service Speed: 26 knots	Windows: Sea Glaze Marine Windows Ltd
Waterjets: (2) Hamilton HM571	Paint: International Paint	Cargo DWT: 12 Tons fwd & 3 Tons aft
Seats:Cabin / (12) Seat Design Co.	Passengers: up to 47	Engines: (2) MAN V12-1200CR [V-Nue]
Interior Lighting: Imtra (24v LED)	Builder: Blount Boats, Inc.	Cargo DWT: 12 Tons fwd & 3 Tons aft
Displacement (Lightship): 45 LT	Designer: South Boats IOW	Window Wipers: Exalto/Decca Straight line
Total Fuel Capacity: 2100 U.S. gal.	Fire Detection: Seafire	Air Conditioning: (3) Dometic Cruise Air



## BOAT OF THE MONTH



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## McAllister Towing building Tier IV ASD Tractor Tugs



McAllister Towing has announced that Horizon Shipbuilding, Inc. of Bayou La Batre, AL, will build 100 x 40-ft. Escort/Rescue tugs for the company, vessels powered by 3516E Tier IV Caterpillar engines with Schottel SRP-4000FP units producing 6,770 hp and 80 metric tons bollard pull. The tugs will be classified with ABS as Maltese Cross A-1 Towing, Escort Service, FiFi 1 and Maltese Cross AMS. The hull has been designed by Jensen Maritime for

enhanced ship docking abilities in addition to direct and indirect escorting. The tug has been designed and simulator tested to assist new Post-Panamax and Ultra-Large Vessels. Towing machinery will include a Markey asymmetric render-recover winch on the bow and a Markey tow winch with a spool capacity of 2,500 ft. of 2¼" wire on the stern. Upon delivery in early 2017, McAllister plans to name the first tug the Capt. Brian A. McAllister after the company's Chairman. The second tug will be named the Rosemary McAllister, after his wife. The tugs will be the 31st and 32nd tractors and the first Tier IV tugs in McAllister's fleet. The tugs have been designed and simulator tested to assist new Post-Panamax and Ultra-Large Vessels. Towing machinery will include a Markey asymmetric render-recover winch on the bow and a Markey tow winch with a spool capacity of 2,500 ft. of 2¼" wire on the stern.

Over the years Rodriguez triple-screw shallow-draft towboats have won a following in the shallow waters of the Mississippi River estuary. Many of these boats are the distinctive aft-cabin Lugger-type of vessel. Recently Mid-River Terminals of Osceola, Arkansas has taken delivery of a new design towboat from Rodriguez. With a conventional forward-house pusher configuration, the new 70 by 30-foot M/V Dianna Lynn utilizes the same propulsion as the Lugger tugs. This is composed of three in-line 6-cylinder Cummins QSK19 engines, each delivering 660 HP. Each engine turns a 66-inch stainless steel propeller through ZF gears with 6:1 reduction. The combination gives the 1,980 HP-towboat an eight-foot operating draft. The wheelhouse has a full 360-degree view with large windows and is set atop two accommodation decks and a half deck that also serves for bridge electronics support. This gives the towboat a 31-foot eye-level, with full tanks, for working high barges. Steering and flanking rudders are controlled

## Rodriguez Tow Boat For Mid-River



by wheelhouse levers with mechanical shafts through the houses and connected to the hydraulic actuator valves in the upper engine room. A set of push knees and deck winches with cheek blocks facilitates barge work. A pair of 55 kW gensets meets the boat's electrical requirements.

Zero discharge tanks, built integral to the hull, provide storage for treated sewage and all drains. A separate tank handles waste oil.

## And So the Fleet Grows



Blessey Marine has a long history of growing one of the largest fleets of towboats and petroleum barges on American inland waterways. The owner, Walter E. Blessey, Jr., takes pride in using the naming ceremony for each new boat to honor a long time employee or an industry-supporting politician. The newest boat in the fleet, built at Verret Shipyard in Plaquemine, LA, is the M/V Tom Cotton, named for recently elected Senator and military veteran from Arkansas. At 38, he is currently the youngest serving member of the Senate.

## VT Halter Launches ATB Tug Frederick E. Bouchard



VT Halter Marine announced the launch of the M/V Frederick E. Bouchard, at its Moss Point Marine Shipyard Facility on March 31, 2016. M/V Frederick E. Bouchard

is the second of two 6,000hp Twin Screw Articulated (ATB) tugs constructed for Bouchard Transportation under a two-vessel contract awarded to VT Halter Marine in August 2014. Both M/V Frederick E. Bouchard and the M/V Morton S. Bouchard Jr. measures, 130 feet by 38 feet by 22 feet, are classed by ABS as A1 Ocean Towing, Dual Mode ATB, USCG Subchapter C, and is equipped with an Intercon Coupler System. An earlier Halter Marine built tug constructed for Bouchard Transportation in 1975, also named Frederick E. Bouchard, was renamed as the Evening Light in 2015 and is still in service today.

## RBPF Receives 41' SAFE Boats Interceptors

SAFE Boats International of Bremerton, Washington recently manufactured and delivered two (2) new 41' Center Console – Offshore Interceptors for the Royal Bahamas Police Force (RBPF), adding to their growing fleet of SAFE Boats. The 41' Center Console - Offshore Interceptor Vessel's primary mission is counter-narcotics and human trafficking interdiction within the waters of the Bahamas. The vessels were delivered late in December and acquired through a joint effort between the U.S. Bureau of International Narcotics and Law Enforcement Affairs (INL) and the Royal Bahamian Police Force.

The proven SAFE Boats International aluminum 41' Center Console – Offshore design is an integrated, offshore, mission specific vessel which can achieve pursuit speeds well in excess of 50 knots in the most extreme rough water conditions. The combination of SAFE Boats Patented Hull and Collar Designs and SHOXS Seats, which are known industry wide for their shock mitigation capabilities, superior engineering and functional design, make this vessel a perfect combination of form and function. The SHOXS seats are designed to dramatically reduce the debilitating physical impact of extended,



high speed, rough water operations on the crew. The superior, ergonomic helm seat design has throttle controls integrated to the seat allowing the coxswain and the controls to be in full shock mitigation while operating at high speeds. The boat is outfitted with a Garmin navigation suite, multiple radios and a FLIR M-Series thermal imaging camera which integrates into three (3) multifunction display screens conveniently located for the entire crew to view and operate in low light conditions. The vessels are powered by four (4) Mercury 300hp Verado engines which have proven to be extremely efficient and reliable allowing for a range that exceeds 400 nautical miles. SAFE Boats International was the recently awarded a fifty-two (52) boat contract for U.S. Customs and Border Protection named CIV (Coastal Interceptor Vessel) which are currently in production for the first delivery this year.

## Metal Shark Delivers 55' Multipurpose Port Security Fireboat



Louisiana-based shipbuilder Metal Shark has delivered a 55' multipurpose port security vessel to the Plaquemines Port Harbor and Terminal District in Louisiana. Based on Metal Shark's Defiant-class monohull pilothouse design, this 55' welded aluminum vessel is designed to support port security efforts and firefighting missions at the port district, located 20 miles south of New Orleans at the mouth of the Missis-

sippi River. For this application, Metal Shark equipped the vessel with twin Cat C-18 diesel engines mated to Hamilton water jets. The 55 Defiant is also available with straight shaft inboards or pods. To meet the customer's fire fighting requirements, the 55 Defiant delivers water flow of up to 10,000 gallons per minute. Two 5" hydrant outlet locations, an additional 2.5" hydrant outlet, and a 300-gallon foam reservoir provide maximum flexibility across the widest possible range of tactical firefighting scenarios. In addition to port security and fire rescue, the 55 Defiant may be configured for dive support, law enforcement, defense, pilot operations, and numerous commercial markets.

## PEOPLE & COMPANY NEWS



**Bryan**

### **Darrell Bryan Named Interferry Interim CEO**

Darrell Bryan has started work as interim CEO of Interferry following the retirement of Len Roueche. The Interferry board of directors named Mr Bryan for the role – effective from April 1 - late last year pending the appointment of a permanent successor. Bryan steps in as interim CEO after a 30-year career running Victoria Clipper, an international ferry system operating three high-speed catamarans between Seattle and Victoria, Canada.

### **Dantin Joins Baker Lyman as TSMS Chief Consultant**

Baker Lyman has announced the association of chief consultant **Thomas Dantin**. Dantin holds a BA from Nichols State University; a USCG 500 Ton Master of Steam or Motor Vessels on Oceans; is a certified ISM auditor and is experienced at designing Safety Management Systems for the towing industry. His experience covers shipyard and dry dock management, fleet, and personnel management.

### **Mathey Dearman Adds Bartyzel to Marketing Group**

Mathey Dearman has announced the addition of **Daniel Bartyzel** to their extended sales team. Daniel joined Intermountain Marketing Group as an Outside Sales Representative and will be responsible for accounts in New Mexico and Colorado. Daniel brings 14 years of sales experience with a proven track record of sales success.



**Dantin**



**Bartyzel**

### **Dunnam Joins Metro Group Maritime**

**Donna Dunnam**, a long time employee of Hapag-Lloyd's Tampa office and prior to that CP ships, has joined the Metro Group Maritime receivable management and collection team. Dunnam is a recognized expert at collecting US Flag shipping receivables which includes collecting from the military and government, as well as general commercial debt.

### **USMRC Hires Director of Grants and Fundraising**

The United States Maritime Resource Center (USMRC) has announced the appointment of **Tiffany A. Torrey** as Director of Grants and Fundraising. Torrey comes to USMRC with a background in fundraising, grant writing, strategic planning, and maritime operations. Torrey worked in the maritime industry as a port captain, vessel planner, and superintendent. She earned her BS in marine transportation from the United States Merchant Marine Academy and spent 10 years in the Navy Reserve.

### **AEU's Stuardi Named National Association Lead**

On behalf of The American Equity Underwriters (AEU), **Rob Stuardi** has taken on the responsibility of working alongside maritime industry associations to help contribute to the success of the industry as whole. In his new role as Vice President, Broker & National Association Lead, Rob will



**Dunnam**



**Torrey**



**Stuardi**

continue to work with brokers to provide innovative USL&H solutions to maritime employers.

### **Crowley Awards Scholarships to Four SUNY Cadets**

Crowley Maritime Corporation's 2016 Thomas B. Crowley Sr. Memorial Scholarships have helped to further educational opportunities for four students of State University of New York (SUNY) Maritime College. The recipients, who will each sail with Crowley this summer, were chosen based on their demonstrated leadership skills, financial need and plans to pursue a career in the towing or petroleum shipping industries after graduation. The awardees are **Daniel Press**, **Richard Scales**, **Conner McDaniel**, and **Andrew Scalice**. Press is a third-class cadet studying electrical engineering and pursuing an engine license. Scales is a graduate student in the international transportation management program, pursuing a deck license. McDaniel is a third-class cadet in the marine transportation program working towards his deck license. Scalice is also a third-class cadet in the marine transportation program pursuing a deck license. Since 1984, Crowley has provided more than \$3 million dollars in scholarship funding for more than 1,000 students.

### **Pebdani to Lead Jo-Kell's New CA Sales Solutions Office**

Jo-Kell has announced that it is expanding its U.S. West Coast presence with the opening of a Jo-Kell Sales

## PEOPLE & COMPANY NEWS



**SUNY Cadets**



**Pebdani**



**Vrooland**



**Horton**



**Wortman**

office in San Diego. Pioneering the company's California presence is **Pedram Pebdani**, a sales and engineering professional with extensive experience in the industry. Pebdani holds degrees in Civil Engineering from Azad University and Software Engineering from San Diego State University. His previous experience includes working with the Subsea Division of Eaton and as Global Business Development Manager for DeepSea Power & Light, both based out of San Diego.

### New Hires, Promotions and Awards for Ellicott Dredge Enterprises

Ellicott Dredge Enterprises announced that **Fulco Vrooland** has joined the company as Managing Director of

their ROHR-IDRECO Dredge Systems European division. Fulco has worked as Chief Commercial Officer of a Japanese manufacturer of specialized marine cargo handling equipment and as Deputy Head of Ship Sales for a Japanese shipyard. Fulco's most recent employer was Royal IHC, where he served as the Commercial Director of the Dredging Division and was a member of its Executive Committee. **Ryan Horton** has been promoted from Vice President of Sales for IMS Dredges to a new position as Vice President, Auger Dredges for its Ellicott Dredge Technologies group, based in North America. Ryan, who has a degree in marketing from the University of Kansas, also holds several dredge technology patents and is credited with con-

ceptualizing the Depth Master product line and other innovations.

### Seaspan Appoints New Senior Leaders

Seaspan has named three new Vice Presidents to its Senior Leadership Team, announcing the appointments of **Linda Wortman** as Vice President, Finance & Accounting; **Catherine Chick** as Vice President, Business Services & Technology; and **Shawn Chylinski** as Vice President, Health, Safety, Environment & Quality. Linda joined Seaspan in 2008 as Controller, Marine and was appointed to the role of Vice President, Finance & Accounting in January 2016. She completed her Bachelor of Commerce Degree from the University of Calgary and holds

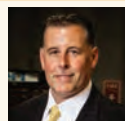
### Harrington Hoists Announces Executive Leadership Changes



**Lasso**



**Hunter**



**Lonardi**



**Premont**



**Snavelly**



**Morita**

Harrington Hoists has named **Carlo Lonardi** as President of Harrington Hoists, Inc. and President and CEO of Kito Americas, Inc., effective immediately. Lonardi began his career with Harrington Hoists as the Eastern Division Sales Manager in 1997. Carlo holds a B.S. degree in Business Management from Indiana University of Pennsylvania. **Edward (Ned) Hunter** will take on the role of Executive Vice President and Senior Executive Officer of Harrington's parent company, KITO Corporation. Hunter joined Harrington Hoists as President and CEO in 2004. Hunter holds a BBA in Economics from Temple University. **Yoshio Morita** was promoted to Executive Officer of KITO CORPORATION and Chief Administrative Officer of Kito Americas. Yoshio holds a LLB from Nihon University, Tokyo, Japan. **Marc Premont** has been named Executive Officer of Kito Corporation; Chief Operating Officer of Kito Americas, Inc. and President of Kito Canada, Inc. Premont began at Kito Canada, Inc. in 1993 as a Regional Sales Representative and was promoted to Marketing Manager in 1996. Premont graduated from Chaplain University, British Columbia Institute of Technology and holds an MBA from Simon Fraser University. **Bret Lasso** was promoted to Executive Vice President Business Development of Kito Americas. Lasso earned a BS degree in Marketing and Communications from Northern Michigan University. **Mark Snavelly** was promoted from Vice President of Finance for Harrington Hoists to Chief Financial Officer of Kito Americas. Snavelly was hired as Controller for Harrington Hoists, Inc. in 2005 and was named VP of Finance for the company in 2013. He graduated from Shippensburg University with a BSBA in Accounting and earned an MBA in Finance from The Pennsylvania State University.

## PEOPLE & COMPANY NEWS



Chick



Chylinski



Hirono



Ide



Best



Alexander

a Master of Business Administration. She also holds a Chartered Professional Accountant designation. Catherine joined Seaspan in 2012 to establish internal project management capabilities to manage the delivery of enterprise process and system improvement projects. She earned a Bachelor of Science in Microbiology from the University of British Columbia and a Master of Business Administration from McMaster University. Shawn joined Seaspan in June 2013 as Director, Safety & Environment and was appointed to the role of Vice President, Health, Safety, Environment & Quality in March 2016. Shawn completed his Bachelor of Forestry Degree from Lakehead University.

### AMP Honors Sen. Hirono for Support of U.S. Maritime

The American Maritime Partnership (AMP), the voice of the domestic maritime industry, has recognized U.S. Sen. Mazie Hirono (D-HI) with the 2016 Champion of Maritime Award. Hirono is honored for her long-standing support and commitment to the men and women of American Maritime in her work on the Senate Armed Services Committee and as a Ranking Member of the Armed Services Subcommittee on Seapower and Energy.

### Viega Welcomes Ide as Technical Manager, Shipbuilding & Offshore

Viega LLC has named Elwood Ide as technical manager for shipbuilding and offshore for the West Coast. Ide

provides analysis, forecasts and guidance for developing the marine and offshore business in the California, Oregon, Washington, Alaska, Hawaii and British Columbia region. Ide has more than 40 years of piping design engineering experience for the commercial, industrial, military and marine industries.

### Seaward Services Welcomes Best as VP Business Development

Seaward Services, an HMS Global Maritime company, has announced the hire of Jerome Best, who will serve as Vice-President for Business Development and Capture. He most recently held a position as FMS Port Engineer with CDI Marine Company LLC. Jerome studied Occupational Education at Southern Illinois University, Carbondale, before he was enrolled in Defense Acquisition University in Ft. Belvoir, VA. From 1990-2002, he was professionally trained in Management and Systems Acquisition.

### Alexander, Simpson Jointly Selected For AAPA's 2016 'Port Person of the Year' Award

U.S. Senator Lamar Alexander (R-TN) and Representative Mike Simpson (R-ID) have been jointly selected to receive the American Association of Port Authorities' (AAPA) 2016 "Port Person of the Year" award. AAPA selected Alexander and Simpson for the

association's most prestigious annual award due to their leadership in providing targeted funding levels to implement the Water Resources Reform and Development Act (WRRDA) of 2014. Alexander and Simpson each chair their respective chamber's Energy and Water Development Appropriations Subcommittee. AAPA annually presents its Port Person of the Year award to an individual or individuals who have made significant contributions to the port industry.

### 18 New Ferries Needed for New NYC Ferry Service

New York City Mayor Bill de Blasio announced that the Citywide Ferry Service is on track to launch in 2017, with the selection of Hornblower, Inc. as its operator. The new service, which will include up to 20 boats and connect 21 New York City neighborhoods for the price of a single subway ride (\$2.75) is scheduled to be fully operational by 2018, and is estimated to carry 4.6 million trips per year across six routes. de Blasio said, "We are selecting an operator with an incredible track record providing service in our harbor. We look forward to launching with Hornblower next year." Hornblower will deliver at least 18 new boats, which will be equipped with Wife and engines that meet the highest EPA standards. All docks and boats will be accessible to people in wheelchairs and fully compliant with the Americans with Disabilities Act. The selection of Hornblower marks

## PEOPLE & COMPANY NEWS



Simpson



Albanyborg

Credit: Paul Schoccca



Zukunft



Jaenichen

the culmination of a year-long competitive procurement by the New York City Economic Development Corporation.

### First Salties of 2016 Shipping Season Underway

The first 'salties' of the 2016 season, the Albanyborg, sailed into the Port of Duluth-Superior on April 3. The ship passed through the Duluth Ship Canal and beneath the Aerial Bridge before making its way to the Clure Public Marine Terminal to dock overnight. The 472-foot Albanyborg was the first oceangoing vessel to arrive in the Twin Ports this year after transiting the full length of the Great Lakes St. Lawrence Seaway system. It also was the first foreign-flag vessel to enter the Seaway after it opened on March 23. The multipurpose carrier made one stop along the way to deliver a cargo of wind turbine components from Germany to Port Colborne, Ontario, Canada. Historical Note: Latest arrival of this Port's first saltie was the Diana on May 7, 2014, while the earliest on record was the Federal Hunter on March 30, 2013.

### Marad Chief, Coast Guard Commandant Stress Need for Jones Act

The House subcommittee on Coast Guard and Maritime Transportation last month held a hearing on "President's Fiscal Year 2017 Budget Request For Coast Guard and Maritime Transportation Programs" dur-

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## PEOPLE & COMPANY NEWS



**Carter**



**Foxx**



**Buy**

ing which Coast Guard Commandant Admiral **Paul Zukunft** and U.S. Maritime Administrator **Paul “Chip” Jaenichen** both stressed the critical need for the Jones Act to protect our economic and national security. Admiral Zukunft said, in part, “You take Jones Act away the first thing to go is these shipyards and then the mariners. If you take the mariners away, what is the world going to look like 10 years from now? If we don’t have a US fleet or US shipyard to constitute that fleet, how do we prevail?” Echoing Zukunft, Jaenichen stressed that without the build requirement of the Jones Act our nation’s shipbuilding industrial base would gravely diminish. “Without the commercial shipbuilding and that industrial base, it will have an effect on the taxpayer in terms of what we have to pay for the cost of acquiring those vessels for NOAA, Navy, Coast Guard, or USACE,” he said.

### **Seaspan Starts Construction on Offshore Fisheries Science Vessel (OFSV)**

**Brian Carter**, President – Seaspan Shipyards, last month announced the start of construction on Seaspan’s second National Shipbuilding Strategy (NSS) ship, the Canadian Coast Guard (CCG)’s second Offshore Fisheries Science Vessel (OFSV). “Seaspan is now full-steam ahead on the production and delivery of its first two National Shipbuilding Strategy (NSS) vessels, and we are re-writing

shipbuilding history in Canada in the process for generations to come,” said Brian Carter. With production of the second OFSV now underway, significant progress continues on the first OFSV with 35 of 37 blocks currently under construction. The two CCG ships are part of VSY’s three vessel, incentive-based build contract for the construction of three OFSVs, which will be delivered under a ceiling price contract before the end of 2017.

### **DOT Secretary Foxx Designates Three Marine Highway Projects**

U.S. Transportation Secretary **Anthony Foxx** has designated three new Marine Highway Projects. The Mississippi River, previously designated as the M-55, will serve as the primary route for the Baton Rouge-New Orleans Shuttle project. Sponsored by the Port of New Orleans in partnership with the Port of Greater Baton Rouge and SEACOR AMH, LLC, the proposed container-on-barge service will operate between the Ports of Greater Baton Rouge and New Orleans, reducing congestion and bridge traffic on Louisiana’s Interstate 10. Also operating along the M-55 from Chicago, IL to New Orleans, LA, the proposed Illinois Intrastate Shuttle project is structured to shift about 5,500 containers in its first year of operation from congested north-south Interstate 55 to the Mississippi River. Sponsored by America’s Central Port located in

Granite City, IL, the container on barge service will provide soybean and grain shippers a new routing option. The third service, the Lake Erie Shuttle, is a proposed route that will carry cargo for shippers between the ports of Monroe, MI; Cleveland OH; and Detroit, MI.

### **CA Ferry Sector Welcomes Budget 2016**

Canada’s ferry sector last month praised the actions taken by the government to improve fleet renewal across Canada. This includes waiving the tariff on the importation of vessels of all sizes and making strategic investments in locations throughout the country. “Today’s budget will have a real impact on passengers throughout the country,” said **Serge Buy**, CEO of the Canadian Ferry Operators Association (CFOA). “Through various measures, the federal government is helping the 55 million passengers that use ferries every year.” The tariff, initially created to protect the shipbuilding sector was no longer relevant as shipyards were at (or near) full capacity due to the National Shipbuilding Procurement Strategy and all trade agreements signed by Canada saw the elimination of the tariff in the short to mid-term.

### **Shaughnessy Launches ACK Marine & General Contracting**

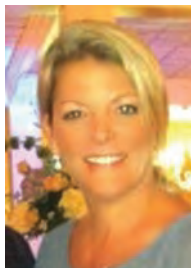
Marine construction veteran **Kim Shaughnessy**, longtime chief financial



## PEOPLE & COMPANY NEWS



**Allegretti**



**Shaughnessy**



**Perciavalle**

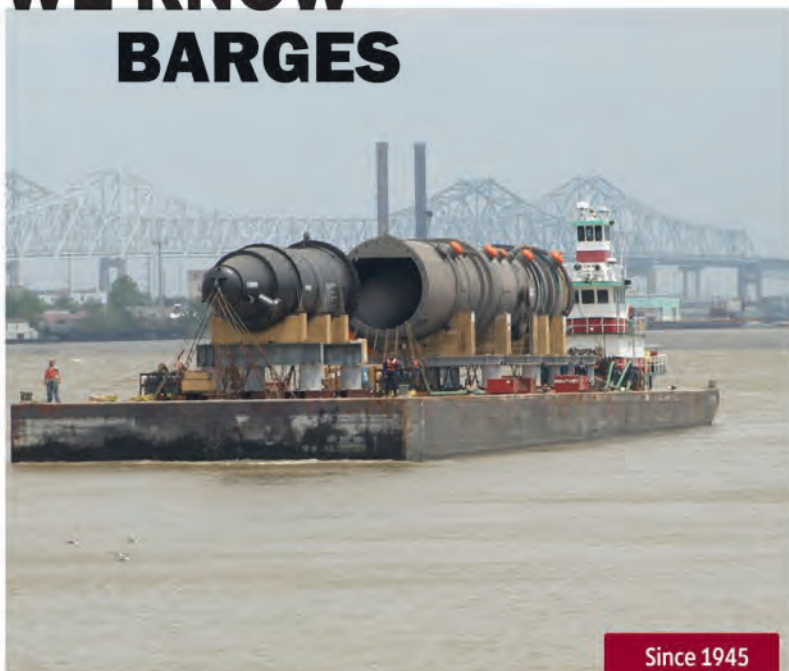
officer and chief operating officer of Cashman Equipment Corp., today officially announced the opening of ACK Marine & General Contracting, LLC, a global marine construction and contracting company based in Quincy, Massachusetts. The firm is certified as a Women Business Enterprise (WBE) at the national level. During her career, Shaughnessy has formed close working relationships with labor unions including Pile Driving & Divers, the International Union of Operating Engineers, the United Brotherhood of Carpenters and Joiners of America and the International Union of Teamsters.

### **Austal Bags 26th LCS Contract**

The U.S. Navy has modified Austal USA's Littoral Combat Ship (LCS) block-buy contract to include an eleventh ship, LCS 26, the Navy announced today. LCS 26 will be the 13th Independence-variant Littoral Combat Ship built by Austal. "The Austal LCS team has demonstrated exceptional work in providing an affordable sea frame that is not only capable of meeting the Navy's needs of today but extremely capable of meeting future requirements," Austal USA President **Craig Perciavalle** said. Ten total ships, seven LCS and three Expeditionary Fast Transport (EPF) vessels, are under construction at Austal USA's headquarters and ship manufacturing facility in Mobile, Ala.



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[www.lat-lon.com](http://www.lat-lon.com)



### Seagull Oil & Gas Ex and EI Safety Training

Seagull Oil & Gas has launched a cost efficient e-learning training package for offshore personnel working in explosive atmospheres. Building on International Electrotechnical Commission (IEC) standards, the new series covers basic understanding, installation in Ex-areas, Exi installation, cable entry, IP degree, and inspection and maintenance. The content of the courses includes e-learning modules that normally require two days of classroom study covering theory.

[www.seagull.no](http://www.seagull.no)

### Helm's Transformational Software for Harbor Towing

Helm Operations' new software, Helm CONNECT Jobs, is specifically designed to support tugboat owners and operators in a range of customer-facing tasks including contract management, tariffs, billing, dispatch and vessel logs. The Jobs software improves on the functionality of Helm's program Helm Dispatch Manager for Harbor Towing, and has been rebranded to reflect the transition to cloud-based storage. Management can view data in new ways either at a macro or micro level to make better business decisions.

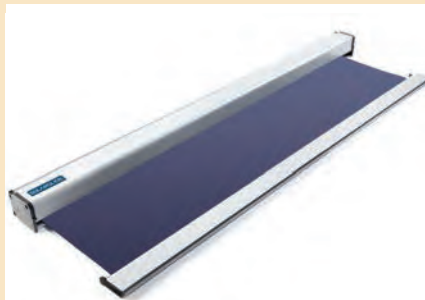
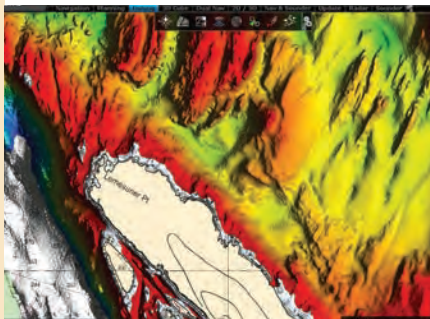
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A new Voyage Data Recorder Module comes as an option, offers the possibility to save all the information received from the connected sensors to TZ Professional (GPS, radar, AIS, etc.). It is particularly useful in the case of an incident as it allows one to look back at all the available information relative to the surrounding environment of the boat at that given time and date.

[www.nobeltec.com](http://www.nobeltec.com)



### Solarglide SG Glider Solar Screens

SG Glider is a Lloyd's Register Type Approved bridge solar screen for the maritime industry. Helping to reduce glare by up to 93%, and reject up to 83% of the sun's energy, it virtually eliminates UV radiation. A clear view in all conditions of solar glare and heat reduction leads to a more comfortable bridge environment. SG Glider solar screens comply with SOLAS regulations.

[www.solarglide.com](http://www.solarglide.com)

### BA150E Mobile Ballast Pumps

Mobile ballast pumps are used for pumping water into and out of a series of chambers within the hull of a barge. The BBA Pumps BA series has different models, all models are equipped as standard with a vacuum system, enabling their use as multifunctional self priming pumps in a wide range of applications, up to 450 tons/hour.

[www.bbapumps.com](http://www.bbapumps.com)





**New Oil Debris Sensor**

Gill Sensors & Controls' new Oil Debris Sensor provides continuous real-time monitoring of particle contamination in hydraulic and engine oil lubrication systems. The new sensor triggers either an immediate shutdown in cases of large particle build-up, or an early warning indication for needed maintenance in both cases preventing unexpected downtime. Typical applications include marine and wind turbine gear boxes.

[www.gillsc.com](http://www.gillsc.com)

**Roxtec's Metal Pipe Safety Seal**

Roxtec targets the marine and off-shore sectors with a new innovative safety seal which protects life and assets from a multitude of hazards. The Single Pipe Metal (SPM) product can be used to seal any kind of metal pipe in steel decks or bulkheads and guards against fire, gas and water ingress. The patented technology is manufactured with highly elastic EPDM rubber allowing easy weld-free installation.

[www.roxtec.com](http://www.roxtec.com)



**SkimOil's Fuel Filter Alert System**

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[www.FuelFilterAlert.com](http://www.FuelFilterAlert.com)



**Shrimp boat Hauls in Savings with YANMAR Repower**

When it came time to replace the engine in the R.J.H. No. 1, mechanical simplicity and improved fuel economy along with a reputation for reliability resulted in a YANMAR 6AYM-WST repower. Installed in 2015, the engine offers IMO Tier II compliance. The engine's fuel economy resulted in a savings of 14.96 liters of fuel per hour of operation with a total savings of more than \$22,000 CAD.

[www.US.yanmar.com](http://www.US.yanmar.com)

**AMOS SBA for Smooth SubM Compliance**

SpecTec, a leader in commercial shipping with AMOS and yachting with IDEA, has developed another game changing solution for brown water: "AMOSSBA." Combining sophisticated AMOS fleet management with user friendly IDEA, SpecTec provides a simple, dynamic fleet management solution optimized for brown water, Sub Chapter M compliance. The mobile approach of AMOS SBA also allows users to remain in control from anywhere in the world.

[www.amos-sba.com](http://www.amos-sba.com)



**Kongsberg CCTV System Coast Guard Ice Breaker**

Kongsberg Maritime has delivered a complete new CCTV system to the US Coast Guard for its Heavy Ice Breaker vessel Polar Star. The delivery follows a successful CCTV System upgrade on Polar Star's sister vessel in 2013. The CCTV range is a scalable harsh environment marine platform that incorporates high quality in-house design with modified off the shelf (MOTS) video camera stations, telemetry and control components.

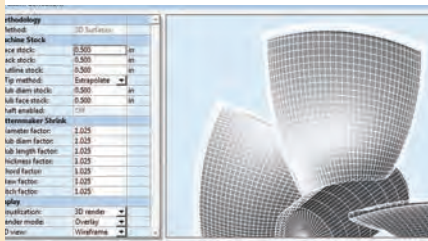
[www.km.kongsberg.com/cameras](http://www.km.kongsberg.com/cameras)

## PRODUCTS

### Creating Patterns with PropCad Premium

The new Pattern Corrections utility allows users to quickly create machining models, casting patterns, and molds DIRECTLY from PropCad. HydroComp PropCad is our most popular software for the geometric modeling of marine propellers. Now, PropCad Premium introduces another powerful feature, the Pattern Corrections tool. HydroComp's Pattern Corrections tool reduces manipulation of the propeller design within a 3D CAD tool.

[www.hydrocompinc.com](http://www.hydrocompinc.com)



### SONARAY LED OCEANRAY Flood Lights

SONARAY industrial and commercial LED lighting's OCEANRAY has been engineered and developed specifically to address the demanding environment for lighting in the commercial marine transportation space. Today SONARAY LED luminaires are in use in shipyards, military boating applications, commercial fishing, and other maritime markets where durability and performance are essential.

[www.sonarayled.com](http://www.sonarayled.com)

### WSF Partners with Furuno on Fleet Tech

Washington State Ferries (WSF) recently updated fleet bridges with Furuno. The heart of the newly-upgraded helm boasts the Furuno FAR3220BB Chart Radar. The FAR3000 Radar series features Fast Target Tracking, which provides near-instant data on acquired targets and Advanced Clutter Elimination circuit, or ACE. ACE automatically adjusts the sea and rain clutter controls according to the current sea and weather conditions.

[www.FurunoUSA.com](http://www.FurunoUSA.com)



### Larson Electronics' Explosion Proof Extension Cord

Larson Electronics' heavy duty extension cord is designed to provide secure connection of explosion proof equipment in hazardous locations. The EPEXC-3X-12.3-30 explosion proof extension cord reaches of equipment in hazardous locations where power receptacles are not in close proximity to the work space. Thirty feet in length, the cord is terminated with a twenty amp explosion proof plug for safe and secure connection to power receptacles.

[www.Larsonelectronics.com](http://www.Larsonelectronics.com)



### Cummins Announces Inline 7 Service Tool

Cummins has announced the release of IN-LINE 7, an industry-leading wired and wireless datalink adapter. IN-LINE 7 offers Wi-Fi(R) and Bluetooth wireless connectivity while also providing traditional wired functionality via USB. Cummins new IN-LINE 7 adapter has a faster processor, more robust algorithms, larger memory buffers and more sophisticated filtering than previous models, while simultaneously accessing multiple vehicle data channels.

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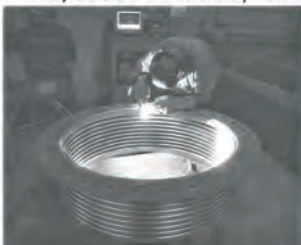
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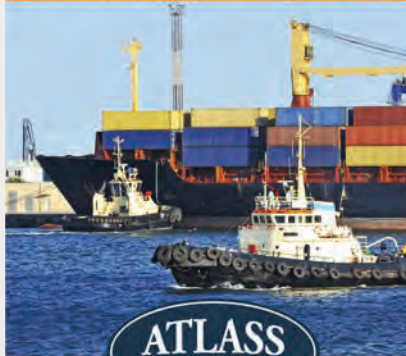


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For additional information please contact

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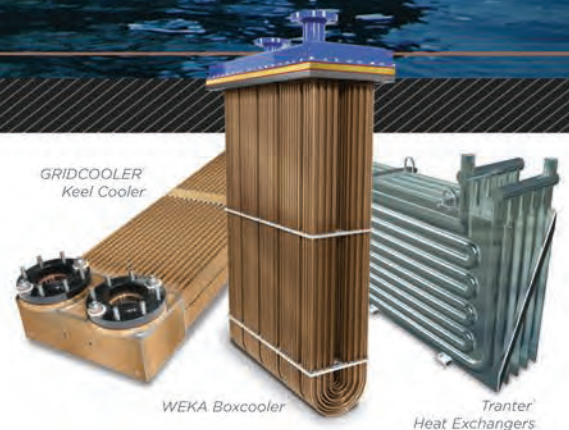
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