

MarineNews

The background of the cover is a photograph of a yellow ferrie. A pilot wearing a dark cap and jacket is seen from the side, sitting in the cockpit and looking out over the water. The ferrie's yellow hull is prominent. In the background, a suspension bridge with two towers is visible against a clear blue sky. The water is a deep blue-green color.

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MarineNews

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Bollinger to Build Two for Bouchard

Bollinger Shipyards, Inc. of Lockport, La., and Bouchard Coastwise Management, Corp., Hicksville, N.Y., one of the largest operators of double hull articulated tug/barge (ATB) units in the United States, signed a contract for Bollinger to build two double-hull, ocean-going barges that meet the requirements of the Oil Pollution Act of 1990 (OPA'90). These two additions will give Bouchard 14 OPA'90 barges in its fleet. This addition to the Bollinger yards portfolio, will bring the delivered OPA'90 barge count to 33 when both units are delivered.

Following on the success of the recent Bollinger delivered ATB's, 110,000 barrel B. No.225 with tug Jane A. Bouchard and delivery of the 145,000 barrel B. No.242 with the tug Morton S. Bouchard IV, Bouchard has again teamed with Bollinger for their fleet expansion. B. No.280 will have a 80,000-barrel capacity and the B. No.205 will be able to carry 110,000 barrels. Delivery of the first barge is scheduled for November, 2005 and delivery of the second barge is planned for October, 2006. Terms of the contract were not disclosed.

Morton S. Bouchard III, president and chief executive officer of Bouchard Affiliates, said "We are pleased that Bouchard and Bollinger have come to an agreement to construct the first two vessels of Bouchard's second phase construction program."

The first new Bouchard barge, B. No.280 will be a clean oil barge measuring 399-ft. long, with a 74-ft. beam and a depth of 28-ft. The second barge, B. No.205 will be a black oil barge measuring 430-ft. long, with a 79-ft. beam and a depth of 34-ft. Their sterns will be built with a notch and vertical ladder structure as part of its Intercon coupler system.



Bouchard's B.No. 225, sister hull to the announced newbuilds, B. No. 280 and B.No. 205, travels down the Mississippi River on her maiden voyage following delivery from Bollinger.

"The Bollinger organization is pleased to be a part of Bouchard's future plans." said Donald "Boysie" Bollinger, chairman and chief executive officer of Bollinger Shipyards, Inc., "Our employees are dedicated to making the Bollinger built units the best in the industry."

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Sonsub Contracts New 280 ft. Vessel



Sonsub Inc. recently signed a 3 year charter agreement with Otto Candies, LLC for a new IMR Construction Vessel. The yet to be named 280-ft., Class II DP Vessel includes a 100 ton tele-knuckle boom crane, a 20 x 25 ft. moon pool, accommodations for 66 personnel, and outfitted with one or two 200 hp Innovator ROV systems depending upon the project and client requirements. The Moon-pool and crane arrangement will allow safe and stable deployment to the seabed on heavy loads, like manifolds, as well as the lay of umbilical and/or coil tubing lines. Sonsub anticipates vessel availability starting March 2006 in the Gulf of Mexico.

Sheriff Gets New Fire/Rescue Boat

The Broward County Sheriff's Office Department of Fire Resucue and Emergency Service in Ft. Lauderdale, Fla. has accepted delivery of Marine 6, its new FireStorm 40 Fire/Rescue boat. MetalCraft Marine of Kingston, Ontario, Canada, designed this new generation fireboat with a top speed of 42 mph, a pumping capacity of 2,874 gpm and the ability to stop in just over one boat length by using its twin diesel-powered water jets. It provides Broward County, Fla., with offshore first response capabilities, as well as covering the county's intra coastal and Port Everglades oil terminal.

With the assistance of Hamilton 322 jet drives and twin Cummins 580 hp diesel engines, the unique delta pad hull design allows the FireStorm to get up on plane much faster and handle in heavy seas, while also performing rescues in shallow water.

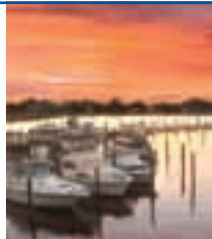
Fire equipment includes two remote Elkhart monitors, one set on the cabin top with the other on the bow. There are

also two Elkhart manual monitors one either side of the aft deck, each having twin 2 1/2 discharges for hand lines. Darley provided 2-PSM 1250 pumps which will run independently or together from two built-in 75 gallon foam tanks. Built in remote firefighting and navigation console electronics provide a clean access for both captain and navigator. The flush aft deck allows for maneuverability for patients and easy accessibility to the wrap-around water level dive platform. Marine 6 is finished off with custom graphics by Graphic Imagination of Florida.

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Roehrig Maritime Adds Tug to Fleet

Roehrig Maritime has purchased the Tug Heidi E. Roehrig, formerly the Weeks Marine Tug Matthew. The Heidi is 3,300 hp, with a 105 ft. length overall, a 32 ft. beam, and a 13.6 ft. draft. It has an Alman Johnson Tow Machine with 2,000 ft. of two in. wire, and has 48,000 gallons of fuel capacity.



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Keppel Wins \$85M Rig Upgrade

Keppel FELS Ltd., a unit of Keppel Corporation Limited through Keppel Offshore & Marine Ltd (Keppel O&M), has secured a contract from Diamond Offshore Services Company, a subsidiary of Diamond Offshore Drilling, Inc. (Diamond Offshore), to upgrade the semisubmersible rig Ocean Endeavor for \$85 million. Completion of the upgrade is scheduled for fourth quarter 2006.

Ocean Endeavor will be capable of drilling down to 35,000 ft. and will be fully outfitted for 8,000 ft. moored operations, with design capabilities to operate in up to 10,000 ft. of water. In addition, the rig will have increased crew quarters to accommodate up to 140 personnel, over 6,000 tons of operating variable deck load and increased usable deck space.

Larry Dickerson, President & COO of Diamond Offshore, said, "Keppel FELS comes with a proven track record of consistently delivering complicated upgrades on time and on budget.

"We chose their yard because of the

expertise and experience they demonstrated in the previous upgrades of our Victory-class semisubmersibles Ocean Baroness and Ocean Rover.

"We are pleased to once again be embarking with them on a major rig upgrade."

"Diamond's rigs are sent regularly to our yards around the world, including Singapore, USA and Brazil, for maintenance, repair and upgrading. We also perform onsite servicing for them," said Tong Chong Heong, Managing Director & Chief Operating Officer of Keppel O&M, said. "Diamond and Keppel project teams work closely on all projects, from the initial planning to final execution stages. Such close partnership has helped to produce synergy and understanding, as well as some of Keppel's finest works."

Bay-Houston Towing Buys Tractor Tug

Bay-Houston Towing Co. has purchased the tractor tug C-TRACTOR 1 from Alpha Marine Services. The tug, which will be renamed the William M,

will be based in Corpus Christi, TX. The William M is a true tractor design, with the Ulstein drive units located forward.

This allows the twin EMD 16-645 engines to generate 110,000 pounds of bollard pull both ahead and astern. The William M is 102 ft. long, has a beam of 37 ft., and a working draft of 17 ft..

The tug was built in 1989 at North American Shipbuilding.

The William M has considerable fire fighting capability; it can pump 3500 gallons per minute through fore and aft fire fighting monitors. This ability complements the Port of Corpus Christi fireboat and helps to extend fire protection in the port to Ingleside, La Quinta, and Harbor Island..

Conrad Adds to Management Team

Conrad Industries, Inc. has appointed Terry T. Frickey as Vice President and Chief Operating Officer, effective immediately. Frickey will report to the Chief Executive Officer and have overall responsibility for the operations of the

Company's four shipyards. "We are excited to have Terry join our executive team," said Johnny Conrad, Conrad's President and Chief Executive Officer. "Terry has been involved in the shipyard business since 1971 in various management capacities including General Manager, Manager of Operations and President and Chief Executive Officer. Most recently, Terry was Vice-President and General Manager of the Bollinger Houston shipyard and Manager of Repair Operations for the LEEVAC Industries Repair Group.

From 1991 to 1994 he was President of Service Marine Industries, Inc. in Morgan City, La. He served as Chairman of the Shipbuilders Council of America in 2001." Cecil A. Hernandez, the current Executive Vice-President and Chief Operating Officer and interim Chief Financial Officer will become Executive Vice-President and Chief Financial Officer.

Additionally, Richard D. Allen has joined the company as Assistant Operations manager. "We are pleased to have Richard join our team," said Mr. Conrad "Richard brings over 39 years of shipyard experience in various capacities starting



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Obituary: A.J. Rizzo

By Larry Pearson

A.J. Rizzo died Saturday, February 26, 2005, at home in Metairie, La. at 66 years old. A.J. was a colleague of mine. He was a marine writer par excellence who valued the written word and used it to great advantage for his clients. I first met A.J. in 1986 when I came to New Orleans as editor of Workboat.

In 1984, A.J. established Anderson & Rizzo, an advertising and public relations firm that had Halter Marine Services as a major client. Before establishing his own firm, A.J. was director of communications for Halter. He was sort of a walking encyclopedia of all things marine. He was there when the oil industry was booming and survived the mid-1980's downturn. His "reach" extended nationwide and even worldwide, as his major client Halter Marine, built thousands of boats for companies all over the world.

He lived with heart problems for much of his last two decades. If you didn't know him well, you would not have known of his health issues. Always of good spirit, A.J. kept email inboxes full of funny stories, both marine and otherwise.

I could go on, but I kept this concise and to the point...A.J. would have liked it that way.

at welder/fitter, foreman, superintendent, Yard Manager, General Manager, V.P. of Operations and President. Most recently, Richard was President of Newpark Shipbuilding - Pelican Island which was part of First Wave Marine. He was with Blutworth Bond Shipyard and John Blutworth

Marine for over 22 years before John Blutworth Marine was purchased by First Wave in 1998."

"The addition of these two very experienced managers will complement our current management team, help the company execute our increasing backlog of more sophisticated projects, and enable the Company to take advantage of other market opportunities."

AWO Names New Regional Vice Presidents

The American Waterways Operators (AWO) has named two new vice presidents to its Southern and Pacific regions, Matthew Holzhalt and Jason A. Lewis, respectively. In these positions, they assume the primary advocacy role on regional industry issues in those regions with state legislatures and federal agencies.

Lewis' appointment became effective January 3, while Holzhalt assumed his position in September. Holzhalt was chosen from a field of over 125 candidates to replace Kenneth Wells, who left to take a position as President of the Offshore Marine Services Association.

He is very familiar with the industry, having paid his

way through college as a deckhand and tankerman aboard towboats. After receiving his undergraduate degree,

Holzhalt worked for six years in a shipyard as its safety and environmental manager while earning his MBA at Southeastern Louisiana University. His considerable maritime knowledge provides a valuable background for his work as the AWO Southern Region's lead industry advocate. The AWO Southern Region office is located in New Orleans.

Holzhalt lives in Covington, La. with his wife, Summerlin, and his two young children, Andrew and Lucy. Lewis replaces Gerald McMahon, who is retiring. Lewis joins AWO from his position as legislative analyst and government affairs lobbyist for the Washington Retail Association. In that position, Lewis gained extensive experience analyzing proposed legislation and regulations and developing and implementing strategic action plans.

He also performed grassroots lobbying and oversaw the association's political action committee. Lewis has experience with the legislative process, having worked as a staffer in the Washington State Senate. He holds a Bachelor of Arts degree in political science from Central Washington University. Lewis lives in Gig Harbor, Washington with his wife, Katrina, and their two children, Marissa and Michael. The AWO Pacific Region office is located in Seattle.

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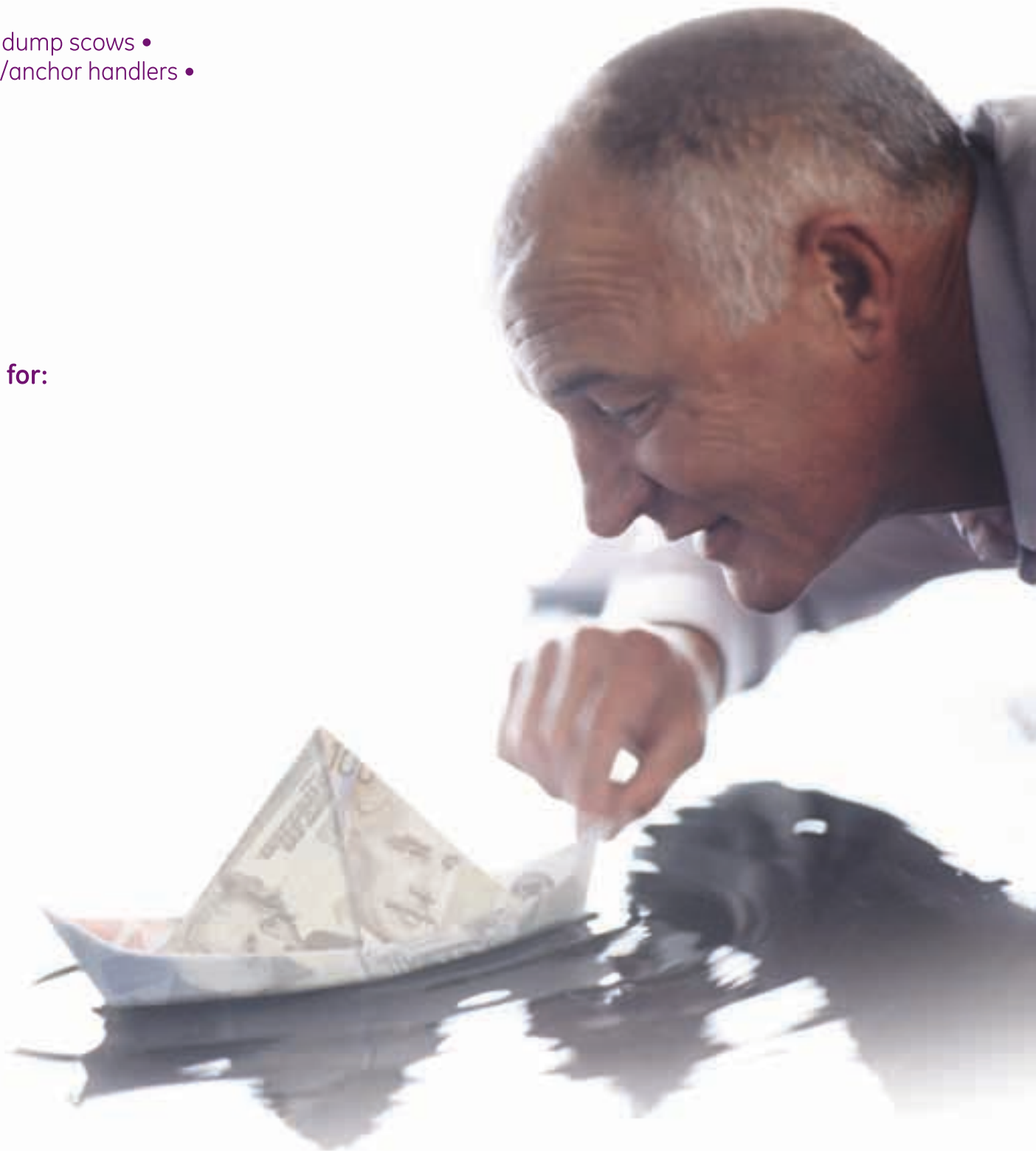
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Congress Voids Certain Ad Valorem Duties on Ship Repairs

By **Jeanne M. Grasso** and
Charles T. Blocksidge

Trade and Technical Corrections Act of 2004 (the Act), signed into law on December 3, 2004, contains a provision that reverses a final rule, issued by the

Bureau of Customs and Border Protection (CBP) in 2001 (Final Rule; 66 Fed. Reg. 16392 (March 26, 2001)), that subjected repairs made to U.S.-flag vessels while on

the high seas to declaration, entry, and duty requirements. Simply put, the Act expands the list of items that are exempt from the 50 percent ad valorem duty requirement contained in the Vessel Repair Statute (19 U.S.C. § 1466) and, as a result, could possibly save owners and operators of U.S.-flag vessels large sums of money.

The Vessel Repair Statute requires the payment of a 50 percent ad valorem duty on the cost of equipment, materials, and parts purchased for, or the expenses of repairs made to, a U.S.-flag vessel in a foreign country. The purpose of the Vessel Repair Statute is to protect U.S. shipyards from foreign competition by discouraging vessel owners/operators from taking their vessels abroad for the purpose of obtaining less expensive foreign repairs. Generally, the owner, operator, or master of a U.S. flag vessel must, upon the vessel's first arrival in a U.S. port, declare all equipment, parts, or materials purchased for, and all repairs made to, the vessel outside the United States and, within ten calendar days after arrival, file a formal entry of such equipment, materials, parts, and expenses of repairs. Following the submission of the entry, vessel owners/operators may submit an application for relief for certain items that, based on statutory interpretations and regulatory exemptions, they believe should be non-dutiable or, in the alternative, subject to a lower duty rate.

Changing Tide

The Vessel Repair Statute has undergone change multiple times since its inception in 1866, but several significant events throughout the 1990s, attributable to both statutory amendment and judicial interpretation, motivated CBP to revise the regulations that implement the Vessel Repair Statute's mandate. In 1999, CBP published a proposed rule implementing such changes and requested the public's input. Following an extended comment period, CBP published its Final Rule in 2001. In part, the Final Rule was a manifestation of Customs' interpretation of the decision in *Mount Washington Tanker Co. v. United States*, 505 F. Supp. 209, 214 (1980), *aff'd* 665 F.2d 340 (C.C.P.A. 1981), as well as an effort to streamline the process for seeking relief from vessel repair duties. Consequently, this Final Rule made parts, materials, and equipment utilized in repairs performed by crewmembers while a vessel was "on the high seas" dutiable under the Vessel Repair Statute (despite the fact that the Vessel Repair Statute used the language

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"in a foreign country," rather than "on the high seas"), while clarifying that the compensation paid to crewmembers for such repairs was not dutiable.

The Mount Washington Tanker Company case involved a U.S.-flag vessel that engaged in transporting oil between various Pacific ports. During the course of its operations, the vessel needed repairs to overhaul its main generator. The vessel owner hired Swedish citizens and flew them to the vessel to make onboard repairs. During most of the time these individuals were onboard, the ship was transiting the high seas. Following the completion of the repairs, the Swedish citizens disembarked and were flown home. Upon the return of the T/S Mount Washington to the port of Honolulu, CBP assessed duties on the repairs made to the main generator. In appealing this decision, the Plaintiffs contended that repairs made on the high seas did not meet the requirements in §1466(a) because they were performed on the high seas and thus outside of sovereign territory, i.e., not inside the territorial sea of a foreign country.

At the center of this controversy was the term "foreign country." The Plaintiffs argued that the term was ambiguous and that generally the "high seas" would not be considered a foreign country. The court disagreed and stated that the term "foreign country" had not been treated uniformly by all courts and therefore the term could be given a different meaning based on the legislative purpose of the underlying statute. In this case, the court reasoned that if the high seas were not considered a foreign country, then the legislative purpose of protecting U.S. shipyards would be frustrated. When reviewing challenged agency decisions, courts determine whether the agency's action was arbitrary, capricious, or an abuse of discretion. Here, the court held that CBP's decision to assess duties on these repairs did not violate this standard. Consequently, until December 2004, equipment, repair parts, and materials either installed or used by the vessel's crew on the high seas were subject to the ad valorem duty.

Righting a Wrong. Congress reversed CBP's Final Rule promulgated in 2001 by adding a new provision to Section 1466(h) of the Vessel Repair Statute that exempts from vessel repair duties equipment, repair parts, and materials that are installed on the high seas by the vessel's regular crewmembers. The new exemption specifically excludes from vessel repair duties the cost of equipment, repair parts, and materials that are installed on a U.S.-flag vessel engaged in the foreign or

coastwise trade if the installation is performed by members of the regular crew while the vessel is on the high seas. In addition, declaration and entry are not required with respect to such equipment,

repair parts, and materials. 19 U.S.C. § 1466(h)(4).

There remain issues, however, that may still provide some confusion when operating within this new law. These issues

include just what constitutes the "high seas" and how CBP will deal with the fact that the Final Rule is reversed retroactive to April 25, 2001. First, according to several CBP Rulings, the "high seas" are

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those waters outside the territorial waters of the United States, but not inside the waters of any foreign country, i.e., that country's territorial sea. Customs Ruling HQ 110260 (September 22, 1989). This would thus seem to preclude from the exemption repairs made by the vessel's regular crewmembers in a foreign port or in another country's territorial sea, which, in practicality, does not make sense - the exemption should not be dependent on where the vessel physically is, but rather on who performs the work. In addition, CBP officials have informally stated that a vessel may be considered to be on the "high seas" when it is underway. This latter interpretation would also lead to peculiar results and such a definition is not supported by the traditional definition of "underway." For example, under a traditional definition, a vessel is considered to be underway when it is not anchored, moored, made fast to a pier, or aground. This is merely a commentary on the state of the vessel and not in reference to its geographical location. Thus, a vessel could be underway while only yards from foreign soil and not underway while anchored or even aground outside the territorial sea of a foreign country. Given that the likely intent of the new legislation is that equipment, materials, and parts installed by the vessel's crew would qualify for the exemption, CBP should clarify this issue to ensure consistent entries are submitted.

While the new law is retroactive to April 25, 2001, the effective date of the Final Rule, CBP has stated informally that it is taking the position that the legislation does not give CBP the authority to review and refund duties assessed on entries that have already been liquidated. Thus, CBP intends to apply the new law retroactively only to those entries that have not yet been liquidated or are within the applicable protest period. As a result, U.S.-flag vessel owners and operators should review whether they have applications for

relief or protests pending with CBP that may qualify for retroactive treatment. For entries that have not been liquidated or that are still in the protest period, the vessel owners and operators should submit a letter to CBP stating their intention to supplement their entry and/or application for relief. The supplemented information should be in the form of a letter certifying that the items would not have been declared or entered had the recently implemented section 1466(h)(4) been in place when the application for relief was originally submitted. Finally, vessel owners and operators should take this new exemption into consideration when scheduling new installations and repairs because, to the extent repairs can be conducted by the vessel's crewmembers while on the high seas, these repairs and the associated equipment, materials, and parts should not be dutiable.

About the Authors

Jeanne M. Grasso, a Partner in the Maritime and White Collar Practice Groups at Blank Rome LLP, focuses on maritime and environmental law, including issues confronting facilities, vessels and cargo owners on an international, federal and state level. Her practice commonly includes conducting internal investigations, enforcement defense matters, and compliance counseling. Charles T. Blocksidge, an associate in Blank Rome LLP's Maritime and White Collar Practice Groups is a former naval officer and focuses on maritime and regulatory issues. They can be reached at Grasso@BlankRome.com and Blocksidge-C@BlankRome.com, respectively.



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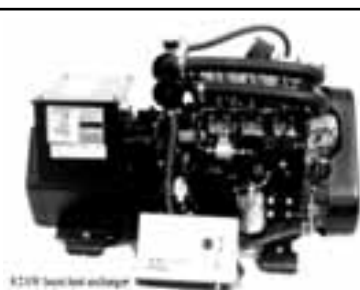
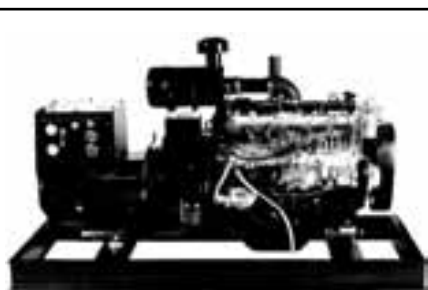
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Bush Budget Highlights Marine Transport

Released on February 7, President Bush's FY 2006 proposed budget requests the highest funding for the U.S. Army Corps of Engineers Civil Works program in many years.

It demonstrates the Bush Administration's increasing understanding of the myriad benefits of the nation's inland waterways system and the need to nurture, not neglect, this critically important transportation system. The budget request underscores the President's goal to keep the Nation economically strong and competitive.

This budget request of \$4.513 billion proposes FY '06 spending of \$184 million from the dedicated Inland Waterways Trust Fund (IWTF) for the modernization of priority, Congressionally-approved locks and dams on the inland system. This allocation meets Waterways Council, Inc.'s recommendation to spend at least \$150 million per year over the next seven to eight years from the Inland Waterways Trust Fund. During the 1990s the Trust

Fund surplus grew to about \$400 million. Annual revenues from taxes on towboats operating on America's inland navigation system are about \$100 million annually. The President's budget request is the highest funding recommendation for IWTF funded projects since cost-sharing legislation was enacted into law in 1986. As required under current law, these Trust Fund expenditures will be matched by general revenue treasury funds.

Waterways carriers, shippers, port authorities and companies which use the nation's waterways to transport essential bulk commodities such as coal, grain, petroleum and chemicals valued at more than \$31 billion annually rely upon a well-maintained and modern national system of ports and waterways.

"We are very pleased with the President's increasing recognition of the importance of the inland and coastal waterways and ports as a national transportation and economic engine," said R. Barry Palmer, President & CEO of Waterways Council,



George W. Bush



R. Barry Palmer

Inc. "We are in the early stages of evaluating budget request for the planning, construction, and operation and maintenance of inland navigation system's needs, but we are very encouraged by the recognition of the Administration's continuing understanding of the critical value of this

transportation system while reflecting the priorities of a Nation at war," he continued.

Upon release of the budget, Principal Deputy Assistant Secretary of the Army for Civil Works John Paul Woodley, Jr. said, "This is very much a performance

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Inland Insight

based budget... using seven performance guidelines to allocate funds among construction projects, to achieve greater value to the Nation from the Civil Works construction program.

The budget provides a high level of funding for the projects that offer the best returns."

"We concur with Secretary Woodley and applaud the Administration's strategy to accelerate high priority projects because they provide high-return benefits, including Olmsted Locks and Dam (Ohio River, IL/KY), McAlpine Lock, (Ohio River, IN/KY), Marmet (Kanawha River, West Virginia), Lower Monongahela River 2, 3 and 4 (PA), as well as major rehabilitation projects on the system,"

Palmer continued. These major rehabilitation projects include Locks and Dams 11, 19 and 24 for the Upper Mississippi River, and the Emsworth Dam downriver from Pittsburgh's Point on the Ohio River.

Waterways Council Inc. is, however, concerned about the proposed possible suspension of funding for projects not as far along in their construction cycle, such as Inner Harbor Navigation Lock Replacement (LA), Kentucky Lock (Tennessee River, KY), and Chickamauga Lock (Tennessee River, TN). "We are also concerned that the proposed budget does not envision moving more quickly to construct navigation improvements on the Upper Mississippi and Illinois Rivers," said Palmer.

Waterways Council Inc. is also encouraged by the Corps' FY 06 budget request in the Operations & Maintenance (O&M) account for a reserve fund to perform unexpected, yet urgent Corps' maintenance and repair at key waterways facilities. "There have been emergency shutdowns at 15 key inland navigation facilities on America's inland navigation system in the last three years. These shutdowns, due to a failure of components at lock and dam sites, have created significant avoidable economic loss to shippers and end users utilizing America's waterways," Palmer continued. The emergency shutdown of the Greenup Locks and Dams on the Ohio River in October 2003 cost industry users an additional \$73 mil-

lion due to the unscheduled closure.

A critical economic generator, the nation's waterways transport key building-block commodities such as coal, grain, petroleum, chemicals, and aggregates that fuel the nation's industrial and agricultural activity.

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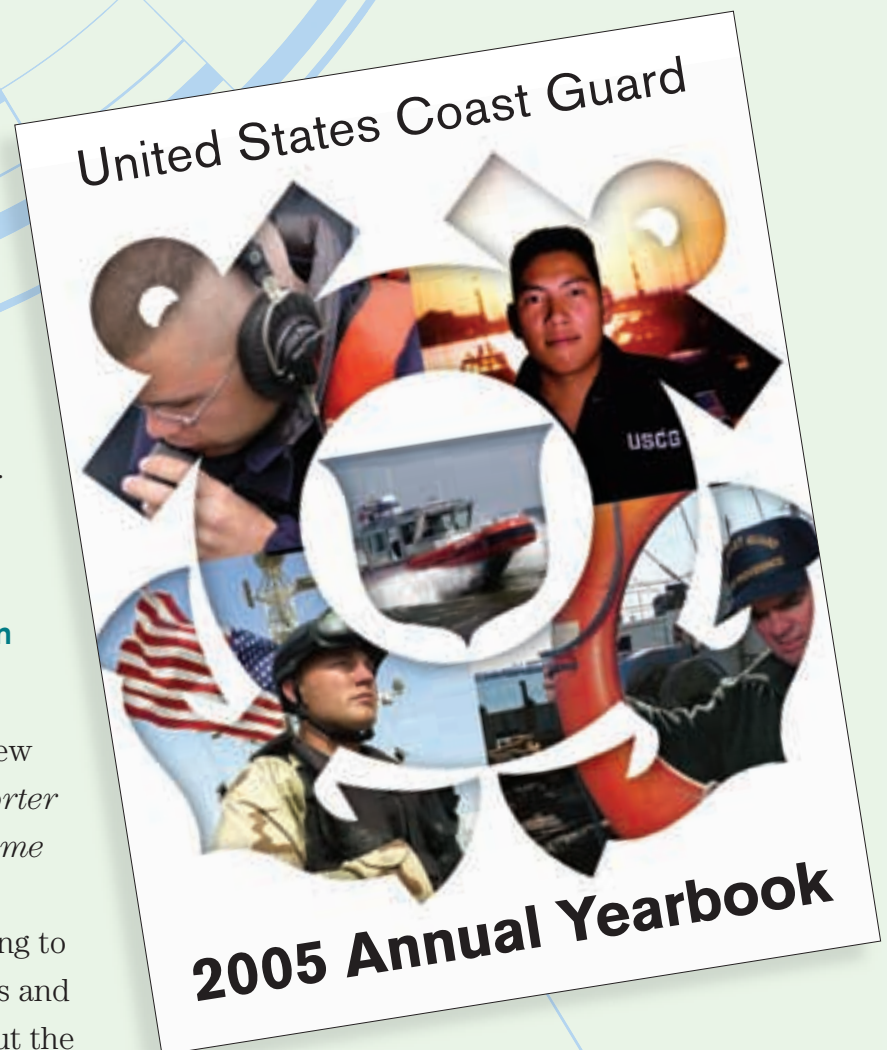
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AAPA: Ports Concerned about Security

Public seaports across the United States are weighing in this week on the Administration's requested Fiscal Year 2006 federal budget. Ports are deeply concerned about recommended elimination of the Department of Homeland Security's Port Security Grant Program by lumping it into a sweeping new program that combines the security infrastructure needs of seaports with those of trains, trucks, busses and other public transit. In addition, ports are concerned about the Administration's proposed budget, which would significantly under-fund the U.S. Army Corps of Engineers' Civil Works program and needed deep-draft dredging projects.

"Protecting America's marine facilities from acts of terrorism must be a top Administration priority and a shared responsibility between the ports, government and private industry," said Kurt Nagle, president and CEO of the American Association of Port Authorities (AAPA). "Another top Administration priority must be to adequately fund the U.S. Army Corps of Engineers to keep the nation's deep-draft navigation maintenance projects on schedule, ensure existing construction isn't delayed, and allow some of the dozens of already-approved new construction projects to finally get started."

Nagle noted that our economy, our safety and even our national defense depends largely on how well we can protect our seaports and ensure deep-draft shipping access to them. "Unfortunately, the proposed federal budget the Administration released yesterday literally removes port security as a separate line item and leaves gaping holes in funding for the dredging

needs of U.S. ports." In the proposed FY'06 federal budget, the Administration would eliminate the Port Security Grant Program, which Congress created after 9/11 to reimburse U.S. maritime facilities for pre-approved projects required by federal regulations to enhance national security. In its place would be the newly-created Targeted Infrastructure Protection program that would lump grant proposals from ports together with requests from a host of other transportation-related industries. "What the Administration's recommendation would do is to take a grant program that helps fund projects that defend our borders and has clearly-defined costs, and roll it into a nebula's new program that pits border security needs against domestic security programs," said Nagle. "Port security needs have been identified as so critical that they've justified federal legislation, specific regulatory requirements, and up until now, a dedicated grant program that addresses those needs."

Since 2002, the DHS's Port Security Grant Program has provided much-needed support to address immediate security needs and assessments. But federal money allocated in the first four rounds of the program—about \$565 million—accounted for only about one-sixth of what seaports identified as needs, while a fifth round of grants totaling \$150 million has yet to be made available to ports. At the same time, the U.S. Coast Guard has estimated that ports would have to spend \$5.4 billion over ten years on mandated security enhancements. That's on top of the more than \$3 billion they already spend annually on infrastructure improvements and operations, maintenance and

personnel expenses just to keep pace with burgeoning world trade.

While airports receive most of the federal attention and funding for security and terrorism prevention, seaports - which support 4 million jobs and annually handle \$2 trillion worth of cargo and more than 7 million cruise ship passengers - remain largely under-funded at the federal level. As a result, they often must sacrifice important transportation and economic development initiatives by diverting scarce state and local funds to pay for enhanced security.

"We're encouraged by the intent of the Dec. 21, 2004, Presidential Directive on marine security, which is to integrate and coordinate maritime related security efforts, such as the Container Security Initiative and Operation Safe Commerce," said Nagle. "We're also encouraged that the budget proposed increases funding for certain federal programs to enhance maritime security, such as U.S. Coast Guard programs, the Container Security Initiative, radiological detectors and the Customs Trade Partnership Against Terrorism program. However, we're disappointed that neither the directive nor the proposed budget addresses the need for adequate federal funding assistance to enable state, county and city-run public ports to implement timely facility security enhancements without their having to delay or forego other important projects critically needed to handle ever-increasing volumes of international commerce."

In addition to changes to the Port Security Grant Program, the Administration's budget request would cut funding for the Corps of Engineers' Civil Works program,

which includes money for construction, maintenance and study of deep-draft dredging projects in America's harbors and navigation channels. The Administration's Civil Works budget recommendation this year is \$4.513 billion, which is 4 percent less than FY'05 appropriated levels.

For FY'06, AAPA urges appropriations of \$735 million for deep-draft navigation operations and maintenance (O&M), at least \$500 million for deep-draft construction, and \$10 million for new project studies. That compares with the Administration's request of \$607 million for harbor and channel O&M, \$260 million for continuing construction and \$7 million for studies. Although the FY'06 revenue into Harbor Maintenance Trust Fund, which funds O&M projects, is projected to exceed \$1 billion, far less would be spent and the current \$2.6 billion fund surplus would continue to increase.

According to AAPA's president, underfunding the Corps of Engineers' Civil Works program will create major challenges for public ports, ocean carriers and their customers to meet the expectations of the businesses and communities they serve, both from a safety and an economic perspective. He says that each year that new dredging projects are delayed and existing projects go unfinished, it puts our nation at a competitive disadvantage to export its products overseas and causes the cost of waterborne imports to go up.

Thomas Donohue, president and CEO of the U.S. Chamber of Commerce and president of the National Chamber Foundation, points to the fact the U.S. is the world's largest importer and exporter, accounting for nearly 20 percent of the annual world ocean-borne trade. "The nation's transportation system is the lifeblood of our economy," he said. "Without additional investment in our infrastructure, our system of commerce is impaired, our mobility is restricted, our safety is threatened, our environment is endangered, and our way of life is compromised." Within the next 15 years, industry analysts predict the approximately 2 billion tons of cargo that U.S. ports and waterways now handle each year will double. At that rate, the volume of trade moving through America's port facilities will grow to as much as one-third of the Gross Domestic Product. In response, seaports across the country are expanding to meet the increased demand for their services, necessitating huge expenditures in infrastructure, equipment and personnel.

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Is it Real or is it ...

Calhoun MEBA's New Bridge Simulator

By Jennifer Rabulan

With the glow from the skyline clearly visible from the bridge, the LNG ship carefully maneuvered through the Baltimore harbor as an unfamiliar vessel approached. Unsure of the speedy vessel's intent, the captain referred to the ECDIS to confirm its identity. Upon identifying the oversized passenger vessel as an NCL cruise ship, the captain continued to navigate through the harbor.

This navigation scenario, one of over 56 different types of vessels in over 20 ports, can now provide a growing number of deck officers the latest simulator training at the Calhoun Marine Engineers' Beneficial Association (MEBA) Engineering School. The Calhoun MEBA Engineering School, touted as the first maritime training plan designed by Union and industry, has had a long history of achievements, adding the completion of its state-of-the-art simulator suite to the list. On February 4, after a year of construction, the Easton, Md.-based school unveiled a new bridge simulator suite.

Union representatives, community members, students, faculty and honorable dignitaries were on hand to honor of the school's latest technological achievement. Among the notable speakers, the commander of the Coast Guard's Fifth District, Rear Admiral Sally Brice O'Hara said it was a great time for the MEBA school by recognizing how key the human element is to the maritime industry: "This technology bridges the regulatory organization and the commercial industry."

As the industry's regulations and security measures continue to evolve, education and training remains the foundation and mainstay. With the MEBA school recognizing the changing industry, it emphasized the need for the technological upgrade. Up until last year, the school relied on outside training organizations to meet certain simulator-related licensing credentials. The multi-faceted simulation suite allows MEBA officers to obtain credentials in addition to the school's diverse curriculum.

The simulator suite, outfitted by Transas USA, introduced several firsts into the education arena. Transas' president, George Toma, reaffirmed that "this simulator suite is among the most sophisticated and educational suites installed."

After analyzing with the school's needs, the Transas team was tapped to install the simulator systems and associated integra-

tion for the new CMES navigational training suite, which is all based upon the latest Navi-Trainer Professional 4000 navigational simulator software from Transas. The program entailed the installation of two full mission and two part task, but fully interactive bridge simulators. A navigational training classroom, instructor and debriefing facilities are also included to complement the suite's overall integration.

According to Transas, the aims of the system are to meet present training needs and be flexible to meet future deep sea or inland requirements, and to be capable of being utilized for port engineering research and development projects.

Bridges 1 and 2 of the simulators feature full mission simulation with 300 and 240 degree visibility, respectively. While geared for more expansive deep sea missions, bridges 1 and 2 touted an array of components including, a conning station, ECDIS display, NavAids and Instrumentation display, Bearing/CCTV/2nd Conning station, visual channels, mathematical model and real ship controls. In addition to the diverse components, the system also featured Transas' Model Wizard



As the LNG carefully navigated through the Baltimore harbor, alongside of the nearby vessels, the glow from the skyline was clearly visible from the bridge.

intended to ensure automatic construction of 3D surface, submerged terrain and navigation aids.

All the bridges were designed for flexibility and applicable to all types of vessels. Touting several crystal clear Plasma

screens, bridges 3 and 4, though smaller, is also flexible enough to maintain various scenarios. These simulators are meant for

(Continued on page 19)



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Training & Education

Sea School:

Specializing in Mariner Career Path Programs

By Larry Pearson

Like almost every other technical training program, mariner training has become more complex and demanding. Since the introduction of the International Maritime Organization's Standards for Training, Certification and Watchkeeping (STCW) in the U.S. in 1997, Sea School has been among the principal providers of such training.

Sea School is headquartered in St. Petersburg, Fla. with locations in Ft. Lauderdale, Jacksonville and Panama City Fla., Charleston, S.C., Houston Texas, Long Island, N.Y., St. Thomas, U.S. Virgin Islands and Mobile, Ala., located in Bayou LaBatre, Ala.

The Bayou LaBatre campus is the company's largest located in a three story building in the heart of this town's shrimp processing and boat building industries. The campus is unique not only in the breath of the courses it offers, but has a dormitory on the third floor where up to 38 students can stay for multi-day courses and on-site food service is offered for all students as a part of the tuition cost. There are also on-site fire fields, life boats and other hands-on areas to make the course material all the more relevant and where students can demonstrate

their proficiency in life saving and other areas.

Because of its proximity to the Gulf of Mexico, Sea School-Mobile specializes in the offshore oil and gas exploration and production industry.

"Career path training is the central mission of Sea School," said Bud McKenzie, one of the instructors at the Bayou La Batre campus. "The focus is on training courses and programs that are U.S. Coast Guard approved and STCW-95 compliant," McKenzie added. "We have bundled a number of approved training courses and programs to provide this needed career-path training," McKenzie said.



The home of Sea School-Mobile located in Bayou La Batre, Ala.

Sea School's career path training programs begin with training and certification for the entry-level mariners with follow-on programs that lead to deck or engineer officer level programs.

The Bayou La Batre facility has seven full-time and two part-time instructors who teach about 50 courses ranging from a four-hour course in Assistance Towing to a 14-day Apprentice Mate (Steersman) course.

"Basic Fire Fighting, Personal Safety and CPR/First Aid are among our most popular courses since they are a part of the basic STCW course series," McKenzie said.

Students typically take a Deck Career Path or an Engineer Career Path in the entry level Mariner Career Path programs. This leads to Merchant Mariner's Documentation (MMD) with Qualified Ratings and STCW-95 certification. "We also specialize in Hazcom/Hazwoper programs as well as DOT and Hazardous Materials programs," McKenzie added. Courses in Tank Barge Fire Fighting and Tank Barge Dangerous Liquids PIC (Person in Charge) leads to Merchant Mariner's Documentation with Tankerman PIC Qualified Rating.

Limited Tonnage Deck License programs cover Operator of Uninspected Passenger Vessels and Mate/Master of vessels not more than 100 gross tons and Mate/Master of vessels not more than 200 GRT/500 GT (ITC).

"The Mate/Master of vessels not more than 100 Gross Tons or not more than 200 GRT/500 GT (ITC) can comply with STCW-95 by completing Sea School's three-day Basic Training courses for these small commercial vessels," McKenzie said. A complete series of Mate/Master OSV programs is available along with Engineer and Chief Engineer of OSV. There are five classrooms at the Bayou La Batre campus and two smaller ones that can also be used for testing. One classroom is set with multiple radar screens for Inland, Unlimited and Rivers courses. Refresher and recertification radar courses are also taught. In November 2004, 174 students were enrolled in various Sea School-Mobile courses. Sea School-Mobile has the advantage of on-site food services, on-location training fields and dormitory rooms.

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SUNY Maritime Sets 2005 Schedule

The SUNY Maritime College Department of Continuing Education has released its 2005 schedule for on-line Marine Surveying courses. The series of courses has been approved by the Society of Accredited Marine Surveyors (SAMS) as qualifying for continuing education credits.

04/05/2005 to 06/25/ 2005

(CEDL-6B) Marine Surveyor - Commercial Hull (CEU 3.5)

(CEDL-7B) Marine Surveyor - Yacht Damage (CEU 3.5)

07/05/2005 to 08/ 25/ 2005

(CEDL-5C) Marine Surveyor - Cargo (CEU 3.5)

(CEDL-6B) Marine Surveyor - Commercial Hull (CEU 3.5)

9/06/2005 to 12/15/ 2005

(CEDL-5C) Marine Surveyor - Cargo (CEU 3.5)

(CEDL-7B) Marine Surveyor - Yacht Damage (CEU 3.5)

This on-line program can be accessed from any computer with an internet connection allowing students to work at their own pace from almost anywhere in the world. Each module is estimated to take about nine weeks to complete./ The Continuing Education Department also offers Coast Guard approved training in STCW required subjects and license preparation courses up to 200 tons. Schedules and class information can be found at: <http://www.sunymaritime.edu/careers/continuingEducation/> or by calling the Continuing Education Office at 718-409-7341.

(Continued from page 17)

the training needs for inland requirements. With the smaller missions envisioned, bridges 3 and 4 feature components for tug controls, Z-drives and flanking. Several of the components, true to the simulator's versatility, are interchangeable. The versatility of the simulator accommodates upgrades to the entire system.

The comprehensive instructors' station sits at the helm of the simulator system. The instructors' stations, comprised of two units, can control any of the four bridges. To inject challenge, instructors can even add to the simulation by implanting multiple computer-controlled ships any given scenario.

In addition to the simulators, an expansive classroom and deliberation room

complements the suite. The classroom trainer, which features 10* workstations can also be configured to be bridges via computer monitors. In addition to the simulator suite, the school also dedicated its new 235-seat auditorium, which can also be integrated into the simulator suite.

American Maritime Congress President Gloria Cataneo Tosi maintained that MEBA's simulator suite is an investment in the future. Tosi said, "This school used to be the Southern Hotel in Baltimore which went on to produce highly motivated and skilled students." Almost 40 years later on its eastern Maryland campus, MEBA's simulator suite reflects the school's ongoing advancements and technological evolution.

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UMBILICAL WINCHES -- this one aboard Fugro McLelland's M/V Bucentaur



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RAL Leaves Its Indelible Mark

ASD 24/40 Class Tug S/N Java for Sulnotre of Brazil



In 2005, Robert Allan Ltd will celebrate its 75th year of continuous business as a firm of Consulting Naval Architects. From its base in Vancouver, the company serves the international marine community with a wide range of specialized workboat designs, as it has done since its inception, through three generations of family ownership. The company has

experienced considerable growth in the past decade, and currently has more than 30 vessels to its designs under construction around the world, including a myriad of high-performance tugboats of all types, fireboats, crewboats, patrol craft, ferries, and barges. The following are some highlights of current Robert Allan Ltd. projects that will be delivered in the early

months of 2005.

Europe

In January the highly advanced AVT 37/65-E Escort Tug for Østensjø Rederi AS of Norway will start trials out of Gonden Shipyard in Northern Spain. With an unusual hull form, a novel skeg design, and the world's first application of the new Voith Turbo-Fin device, this 121.4 ft. (37 m), 5,000 kW tug will set a new standard in escort towing performance. Also in Spain, Unión Naval Valencia have just launched the first two in a series of three RAmports 2400-A Class ASD tugs. Based on the same successful compact hull form as the tug Blackadder built in New Zealand in 2003, this new design features a full crew accommodation facility, and an increased fuel capacity for greater range. In Italy, Cantieri Navali Termoli are making good progress on two AVT 27/60 Class Voith tractor tugs for Rimorchiatori Riuniti of Genoa. The first of these very compact, powerful harbor tugs is due for completion in the first quarter of 2005. Further south, Fratelli Neri of Livorno will soon award a contract for the construction of a series of the new AZT 26/60 Class Z-drive tractor tugs

(Figure No. 4). These tugs will serve various ports along the Mediterranean coast of Italy.

Middle East

Turkey continues to be bustling with new tugs building to Robert Allan Ltd. designs, including the following: Sanmar Deniczilik of Istanbul is just completing the second of two RAmports 3200 Class ASD tugs, a sister to the 105 ft. (32 m), 67 ton BP Achille Onorato, delivered in July 2004 to Rimorchiatori Sardi of Sardinia. Sanmar are also building two more of the successful, economic, 82 ft. (25 m) twin-screw Dogancay Class tugs, and two more 72 ft. (22 m) twin-screw Nehir Class tugs, all Robert Allan Ltd. designs.

Uzmar Uzmanlar of Izmir are building two Robert Allan Ltd. designed ASD 30/65 Class tugs for service in the Caspian Sea, due for delivery mid-year, and these will be followed by a series of customized RAmports 3000 Class tugs for Uzmar's own stable. Med Marine are building a compact twin-screw tug of the TS 22/40 Class, and will shortly begin construction of the first of a series of Robert Allan Ltd.'s well-proven ASD 24/45 Class tug which has been built in numerous copies throughout North and South America. Med Marine are also putting the finishing touches on a RAmports 2500 Class tug with 3,520 kW for ARPAS. Another TS 22/40 Class tug is building for DEKAS Maritime Pilotage. One of the most anticipated projects in the New Year will be the multi-tug contract for the new ASD 36/70-E Class tugs designed for IRSHAD, the marine operations arm of the Abu Dhabi National Oil Company. These powerful terminal/escort tugs will serve ADNOC's port facilities throughout the Middle East, and will be the world's first dedicated ASD Escort tugs. The result of an ongoing R&D program performed by Robert Allan Ltd. in conjunction with the Institute of Marine Dynamics in Newfoundland, the hull form of these tugs incorporates features designed to enhance indirect towing forces and high-angle stability required in these demanding escort towing operations. These same features result in a hull with exceptional sea-keeping capabilities, thus offering much greater comfort and less fatigue to the crews. The RFP for this project is expected to be in shipyards very early in the New Year.

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South Asia

In Sri Lanka, another facet of Robert Allan Ltd.'s work is taking shape at Colombo Dockyards Ltd., with the construction of the first of the new RALLY series of aluminium crewboats. The RALLY 3000 and RALLY 3300 designs, 98.4 ft. (30 m) and 108.2 ft. (33 m) respectively, feature robust construction, with a multi-chine hull form proven through numerous prototypes to offer a good turn of speed and excellent sea-keeping.

Southeast Asia

In Singapore, the RAmports 2400 Class tug Kaori (Figure No. 8), was just recently delivered by President Marine to SORA of Noumea, a division of Compagnie Maritime Chambon of France. This class of original "compact" tug, 78 ft. (23.8 m) length with 2,610 kW, produces 42 tons BP, offering a powerful and economic package for harbour ship-handling operations. PSA Marine of Singapore continue to work with Robert Allan Ltd., marketing the highly successful Z-Tech ASD tug designs to the world market. Orders have now been placed for eight tugs of the 88.6 ft. (27 m) Z-Tech 6000 Class, like the first of Class Indee. Labroy Marine of Singapore are well underway with construction of the first of the 164 ft. (50 m), 8,000 bhp RAmports 5000 Class Offshore Support Tugs (Figure No. 10) for Seabulk Offshore Ltd. Completion is anticipated mid-year.

China

A 7,000 ton DWT, bulk cement handling barge for Lehigh Northwest Cement Company of Seattle is nearing completion at Jinling Shipyard, under the Project Management of Seaspans (Cyprus) Ltd. As recently announced, Robert Allan Ltd. have just been awarded the contract for new RAmports 3200 Class tugs for the Ningbo Port Group Ltd., marking the first time ever a Chinese Port Authority has gone outside of China for a new tug design. The well-proven 104.9 ft. (32 m) tug design will be customized for the port's requirements and a larger crew size than would be normal in Europe or North America.

North America

Irving Shipbuilders East Isle Shipyard Division on Prince Edward Island continue to turn out the Robert Allan Ltd. designed ASD 30/60 Class tugs for numerous international clients, with a recent order for the 18th tug of this series. Halifax Shipyard is building a second of the ASD 33/70 Class tugs for Danish Owner Nordane Shipping A/S. In Mississippi, Colle Towing are making good

progress with their self-construction of a RAmports 3000 Class tug. Foss Rainier Shipyard in Oregon are building another two of their Dolphin Class 4,670 bhp ASD tugs for Foss Maritime LLC, following the successful delivery of the first of Class Mikioi to Hawaiian Tug & Barge in 2004. This is one of several projects for which Robert Allan Ltd. have provided a complete 3-D structural model for NC parts cutting and erection, using ShipConstructor software. Upriver in Portland, Oregon, Diversified Marine Inc. are building another ASD 23/45 Class tug for Brusco Tug & Barge, Inc., a sister ship to the Wynema Spirit built in 2002, having just completed two RAmports 2500 Class tugs, the Tim Quigg, and John Quigg for Harley Marine Services, Inc. The latter

tugs are now successfully operating in Long Beach and San Francisco respectively. In addition to these construction projects, early in the New Year the following Robert Allan Ltd. design projects will be going out to shipyard bid in the US, or worldwide:

- 65.6 ft. (20 m) Fast Response Fireboat for the City of Philadelphia
- 85.3 ft. (26 m), Fire/Patrol vessel for the City of Portland, Maine
- RAmports 2500 Class Tug for Wilmington Tug, Inc.
- RApier 1100 Class Fast Patrol Boats for the New York City Police
- A 492 ft. (150 m), 20 knot Ulysses Class Trailer Ferry

Following the successful completion of three RAmports 3000 Class ASD tugs last

year, including the Rebras Jaú (Figure No. 13), REBRAS of Rio de Janeiro are planning the construction of a series of RAmports 2500 Class tugs. Construction is expected to commence in the second quarter of 2005. Astromarítima Navegação S.A., also of Rio de Janeiro, have also accepted two 3,420 kW versions of the RAmports 3000 Class tugs over recent months. Sulnorte of Brazil have just completed construction of the ASD 24/40 Class tug S/N Jaua for their own fleet. In Manaus, a long way up the Amazon River, two Robert Allan Ltd. designed ASD 26/50 Class tugs are also under construction.

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Circle 247 on Reader Service Card

The World's Busiest Tug?

By Larry Pearson

Unquestionably the most unique overnight vessel working on the U.S. Inland waterways is the River Explorer.

Not a paddlewheeler, nor a sleek cruise vessel, River Explorer is composed of two, three deck 300-ft. barges coupled end to end, being pushed by the Miss Nari, a 130-ft. tug boat. The River Explorer conducts four to 10 day excursions on the inland waterways to give guests an "up close and personal" experience on the river it is traveling.

The lead barge called the DeSoto and contains the public spaces on the vessel such as the dining room, galley, two-deck entertainment venue, a large pursers lobby, reading/card room and a bar.

The Sky Deck of the DeSoto barge has a running track, two hot tubs and lounge furniture.

The aft barge (LaSalle) contains 98 identical cabins (either one Queen bed or two twins) with bath/shower facilities. The cabins have 200 sq. ft. of space, a little larger than a standard cabin on Carnival Cruise Lines. All rooms also have river views and the second deck rooms have individual balconies. The Sky Deck of the LaSalle is a continuation of the top deck of the DeSoto with lounge chairs, but also has the pilothouse built on top of an exercise room and a bar.

The Miss Nari was built in 1952 and spent much of her time on the Mississippi River system pushing barges. The vessel was literally burnt out in 1976 when she caught fire when the two gasoline barges she was pushing rammed into a bridge support and exploded.

For years the tug was considered a hulk until purchased by Edward "Eddie" Conrad, owner of Compass Marine of New Orleans. Conrad rebuilt the tug, adding tons of steel to support the weight of the

new engines and drive system. It was named the Miss Nari, after Conrad's late wife Narcissa.

The River Explorer was built in 1998 by LEEVAC Shipyards of Jennings, La. on a design by Conrad, also founder and CEO of Riverbarge Excursion Lines, Inc. of New Orleans. LEEVAC also did the marine engineering for the vessel. New Orleans, La. Interior designer was Bauer Interiors, also of New Orleans.

This reporter vividly remembers the River Explorer being built at LEEVAC. From the beginning, it was obvious this was a labor of love for Conrad whose personal stamp of approval is on every aspect of the vessel. Even today, almost eight years after the first cruise, Conrad is on many of the cruises, joining them without notice at any port of call he chooses. On the second deck there is a stateroom reserved at all times for Conrad since the staff never knows when he may drop by.

The propulsion system is uniquely adapted for its sole purpose of pushing of two passenger barges. The Miss Nari relies on two 1,500 hp EMD 12-cylinder 645 diesel engines coupled to Niigati Z-Drives with Kort nozzles to propel the barges at roughly 6-7 mph usually working against a 5-7 mph current going up river. "The Z-drives makes it a lot easier to navigate a 730-ft. long vessel, especially with its great sail area," explained Kenny Williams, one of two Captains on the River Explorer.

During the spring months the Mississippi River runs high and the current is quite strong and that has a pronounced impact on fuel consumption. "We will burn about 15,000 gallons of fuel on a trip from New

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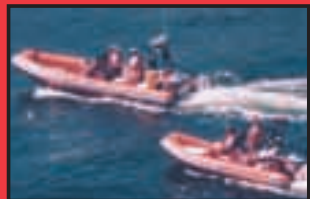
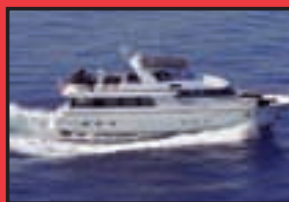
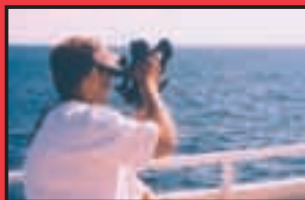
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A view of the Miss Nari taken from the third deck of the aft barge. (Photo: Larry Pearson)





The River Explorer tied up in Natchez, Miss. Passengers are on a shore tour of this historic town. It is almost twice as long as any other overnight passenger vessel making port calls on the inland waterway system.

Orleans to Memphis, but only use 5,000 gallons on the return trip, so the impact of the current is significant," said Williams. In addition to burning far less fuel, the River Explorer will often travel at speeds of 15 mph on southbound trips, twice that of the northbound leg.

Typically, barge tows have little sail area with their cargo typically at or below the waterline. The River Explorer is a very special tow, three decks high. "To assist us in maneuvering in harbors and in narrow waterways such as the ICWW, we have added a self contained bow thruster, giving us a total of two such propulsion units on the vessel," Williams said.

Called Mr. Wally, the outboard tunnel bow thruster is powered by a 300 hp Detroit Diesel engine. "With two bow thrusters and 360 degree control of our propulsion units in the tug, the entire vessel can literally be "walked" sideways into a docking space," Williams reported. "That's very helpful in our home port of New Orleans where dock space is always at a premium," Williams added.

Navigation of the River Explorer is as unique as its hull forms. "The tug is actually what we would call the engine room on other vessels," Williams said. That is because the pilothouse level of the tug offers no forward visibility since it is blocked by the second deck of the barge.

The main pilothouse for River Explorer is on the LaSalle barge raised about eight feet above the third deck of that vessel. "We use an electrical/pneumatic system to control the engines from our "remote" pilothouse," Williams said. The helm has all of the modern electronic equipment needed for this type of service including an AIS. Controls for both bow thrusters are at the helm as well as the communications equipment needed for a Coast Guard SubChapter H rated passenger vessel.

Both passenger barges are rated as Sub-Chapter H vessels by the Coast Guard while the tug is uninspected at this time. Coast Guard inspection of towboats is on the way and the Miss Nari will probably be one of the first to receive an inspection since it is in passenger vessel service.

The Miss Nari can also navigate the River Explorer in an emergency. Typically that would be to guide the vessel to a riverbank and tie up until the emergency situation is resolved.

The towboat has its own diesel generators to supply power for the needs of the tug. It also has accommodations for the boat crew. As is the case with most overnight passenger vessels, there are far more "hotel" staff on board than mariners. "We have about 10 vessel crew members on board and about 30 or so staff people involved in the food, beverage and house-

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Tugboat Tech



Kenny Williams, one of the two Captains onboard the River Explorer. He is in the pilothouse of the vessel located above the third deck on the aft barge. The two prominent circular controls are the controllers for the Z-drives. (Photo: Larry Pearson)

keeping functions," Williams said. "We are like any other cruise vessel in that we serve three meals a day, make up and clean all 99 staterooms daily and offer turndown service at night," Williams added. In addition, there is a staff for the entertainment functions, a Purser's staff for passenger accounts and coordinators for the shore tours. A typical six-day cruise will include shore excursions every

morning. The hulls of the two barges are full of mechanical equipment designed to serve the specific needs of each barge. Both barges have a pair of 600 kW generators to supply the specific electrical needs of the barge above. On the forward barge, the main consumer of electricity is the galley.

The generators also supply electricity to the walk in

freezers and chill boxes also located in the hull and to the central heating and air conditioning units that supply tempered air to all public spaces on the barge.

On the hotel barge, a lot of the electrical load is for the staterooms heated and cooled by individual through-the-wall units and for the water heaters that supply hot water to each space. In addition there is a laundry in the hull.

There is also an emergency standby generator located on each barge.

The River Explorer relies on two different grades of water for the staterooms. The showers and sinks use potable water. Water from the showers and sinks is collected in gray water tanks, treated and pumped overboard. Water for the toilets is supplied directly from the Mississippi River after filtering and is collected and treated before being returned to the river.

Many of the cruises stop at famous plantations and unique small towns that dot the Mississippi River in Louisiana and Mississippi. Other cruises venture to Memphis, St. Louis, Nashville, and towns on the Ohio River system including Cincinnati, Ohio and Louisville and Paducah, Kentucky.

The River Explorer is a year around excursion operation spending the winters cruising the Mississippi River and the Gulf Coast Intercoastal Waterway and moving up the Mississippi River and onto the Ohio River system in spring, summer and some of the fall season.

The Miss Nari is the permanent power source for the River Explorer and is seldom detached from the two barges. It is tied up only while passengers are on shore tours. Needless to say, it logs more hours on the inland waterway system than any other tug in the nation and probably the World.

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Circle 255 on Reader Service Card

Harrison Brothers Contributes to

A Mission of Mercy



The Caribbean Mercy tied up to a dock at the Harrison Brothers South Yard.

Ever once in a while a truly unique marine story comes along: one where a shipyard is giving back not to the community in which it is located, but to the world. Such is the case right now at Harrison Brothers Shipyard in Mobile, Ala. The company has donated dock space and shipyard services to the Caribbean Mercy, one of three vessels of the Mercy Ships fleet that bring desperately needed medical care to the poorest of the poor in Central America and Africa.

The Caribbean Mercy is at Harrison Brothers for engine repair, restocking and other repairs. The 272-ft. vessel specializes in bringing the precious gift of sight to those who badly need it. "We thought this was an area where we could make a difference to a dedicated group of volunteers bringing help to very needy people," said Mark Tate, director of new business development for Harrison Brothers. "We are ship repair specialists and we happen to have dock space available and can supply shipyard support for this organization," Tate added.

"Our mission is to bring both hope and healing to the poor, regardless of race, gender or religion," said Udo Kronester, executive director of the Caribbean Mercy.

The Caribbean Mercy use volunteers to run the vessel. There are bunks for up to 87 persons and there are many families onboard who have stateroom accommodations.

There is a multi-national crew and staff and the operation uses land-based teams to supplement the staff. Many of the volunteers are short term signing on for two weeks up to a year and many have made a long-term commitment to the program.

The medical staff is typically not on the boat in a permanent capacity but meets the ship to an area to donate their skills for several weeks. For example the Caribbean Mercy was in the Puerto Castilla, Honduras area during the September-December, 2004-time period. During this time, the medical crew easily filled up a seven-week surgery schedule performing 176 surgeries, mostly cataract operations. They also dispensed 989 pairs of glasses. The dental team was also busy seeing an average of 20 patients a day performing a total of 3,017 procedures. An orthopedics team performed four-weeks of surgery in a regional hospital. Community Development and Outreach teams go into the countryside and teach villagers how to purify water and counsel on AIDS prevention. Since Mercy Ships is a Christian-based organization, a part of their mission is counseling local prisoners and offering inmates English classes and prayer sessions. Purifying water can be done by mixing seeds of the Maringa Tree, found locally, with unclean water. The seeds absorb the contaminants. The seeds are removed from the water and it is then packaged in clear plastic bottles where UV radi-

ation from the sun sanitizes it to a drinkable standard. "We can't be on site all of the time so a lot of our work is helping teach the local populations how to lead more healthier lives through improved sanitation practices and better personal hygiene, Kronester added. Other activities on a typical visit may include drilling fresh water wells and helping the local residents improve infrastructure such as schools. The Caribbean Mercy was built in 1952 in Aalborg, Denmark as a car ferry and is powered by a MAK 3,670 hp diesel engine. The Mercy Ships fleet also includes the Anastasis, a large 500-ft. long vessel that works mainly in Africa. A third ship Africa Mercy is being converted in England. "The enthusiasm of the Mercy Ships organization is quite infectious, Tate said "and is one of the reasons why we are glad to assist them." Almost the entire organization is volunteer and the company is recognized by the IRS as a tax-exempt 501 c (3) charity.

— Larry Pearson

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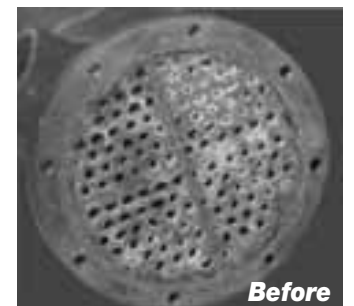
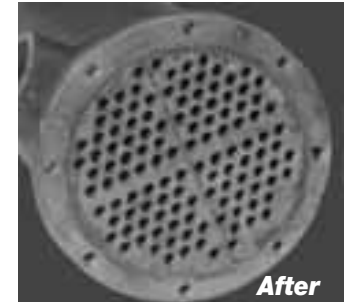
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NY's New 'Taxi Driver'



If it weren't for the water, you'd think you were in a taxi. Capt. Vento, who prefers being addressed as Anthony, points-out a feature rushing uptown on the avenue - er, East River. (Photo: Don Sutherland.)

By Don Sutherland

If you want to call yourself a taxi in New York, you've got things to live up to. Take tradition.

A New York taxi always beat everybody to the punch. It was the first away when the light changed, weaving through otherwise orderly rows of cars and trucks, just in time to beat the next light. The ride not only was fast, it looked fast. The driver, all the while, dispensed worldly wisdom on any theme, and if you asked, could name the best oyster bar in the entire city. He spoke New Yorkese - an "R," (if pronounced at all) could be a "W" or a "V" - but it was English. Etched in his mind was the map of the five boroughs, and all their one-way streets. He was friendly, considerate, and caring - waited until you were indoors when he dropped you off, before cruising away for the next fare.

Maybe this all happened only in the movies, and 1940s movies at that. But it left a myth, or at least an expectation. You could get where you were going, with no ifs, ands, or buts, and you could feel protected all the way.

That's a lot to live up to, in today's New York.

Tom Fox understood this perfectly, as the New York Water Taxi began taking form. His would not be the first harbor service to call itself a water taxi - plenty of other harbors have boats by the same name, and even New York has the Liberty Marina Water Taxi. But would be only one New York Water Taxi, and you'd be able to tell it from the rest.

"The fact that the boats are small and yellow is important," Mr. Fox told us in July 2003, soon after his first 16.4-m catamarans began skipping about their destinations, dashing along at 20 to 24 knots. "The branding is important, because all the other boats in New York harbor are basically white. If you were designing for stealth, it would do very well to use white boats because nobody can see them. Ours are easy to see - and people like the zippy look. We're bright yellow. We have a checkerboard. Our people are friendly."

To an ear tuned to New York, there might have been signals embedded in that description. Invisible white boats? Who has white boats? Well, there's Carnival Cruise Lines, there's the U.S. Coast Guard, there's New York Waterway. One of them runs high-speed ferries. Friendliness? Reports vary, across the uncounted boats painted white on New York Harbor.

By October 2004, there were six boats painted yellow, scooting about in the copyrighted livery of the New York Water Taxi. Mr. Fox expected to have "a dozen boats by 2005."

Out For A Spin

"The first three Water Taxis had their air-conditioning units up front," said Anthony over his shoulder, as we barreled up the East River last autumn, "so their bows ride lower and pick-up more spray. The second three are almost exactly identical, but the bow rides higher because the air conditioners were put in the back."

We were two minutes out of Pier 11, the main East River hub for New York's three main fast ferry services,

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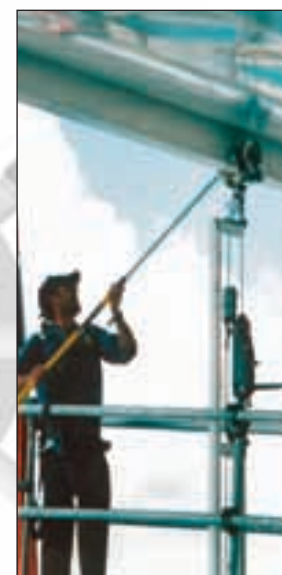
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Water Taxi



New York Water Taxi Ed Rogowski zips along at dusk. Designed by Nigel Gee Associates, powered by two Detroit Series 60s, the Derektor-built catamarans make 25 knots at top speed, 22 for service. (Photo: Don Sutherland.)

and already we knew about the man in the driver's seat: he was named Anthony (not "captain," he mentioned), in his early twenties, engaged, grew up around the maritime communities of Brooklyn and Long Island. "I always figured I'd be somewhere out here, doing something like this," he said. He had some advice about docking around Long Island.

There seemed to be a few things you'd recognize in the old-fashioned cabbie. But it's a new age, a different taxi, so what is the protocol at the end of the ride? Tip him? Salute him?

In Name, Mostly

In the words of the designers, Nigel Gee Associates, "Calling the 16m catamarans water taxis is something of a misnomer as each [is] fitted out with 54 passenger seats, a small refreshment kiosk and a toilet on the aft deck." In short, the New York Water Taxi is a ferry. A high-speed ferry around the lower one-third of Manhattan, to Queens, Brooklyn, and New Jersey.

It's the new kid on the block, in a mar-

ket pioneered and dominated by New York Waterway. Where Waterway started essentially from scratch, New York Water Taxi had them to play off.

The festive flair of the boats owes much to the arches forward at both sides, which extend the curve of the upper deck down to the main deck and seem to round-off the bow. They look aerodynamic from the front, streamlined, speedy, and most of all, unique. The glassed-in booth protruding on the main deck, the one-seat wheelhouse, completes the raked effect with the slope back from its nose. Altogether, the extended architecture revives something thought lost in public transportation, high spirit and charm.

High spirits are recommended, aboard any of New York's fast harbor ferries. The ride certainly involves motion. In many more directions, more suddenly, than people would find on the subway. Movements are sharp and abrupt, and the passenger is glad for those 54 seats. The waters around New York have an irregular surface and their share of flotsam, and staccato maneuvers are all quite normal for a fast

boat. On 11th Avenue, they'd be alarming.

With next month's arrival of the first of two larger New York Water Taxis - Incat designs, all-aluminum, built by Gladding-Hearn - Coast Guard certification lingo settles what to call the craft: "USCG Subchapter T, 149 passenger Ferry and/or 99 passenger Water Taxi."

Not Just Another Happy Face

Whether there's a market for a waterborne service more literally taxi-like - a private personal transportation vehicle rented by-the-mile with chauffeur, flagged-down from the shore - is yet to be demonstrated. For now, with whatever sense of carnival dashes along with them, New York Water Taxi's first half-dozen boats also bring traits of the serious public conveyance.

For passengers waiting at the dock, especially a busy one like Pier 11, the bright destination boards identify each boat from a distance. Even if Lou Camacho weren't on hand as dispatcher and dispenser of directions, Water Taxi's riders would easily know when to get up for

boarding.

For such yellow craft, the New York Water Taxis are doggedly green, a point to make note of in a city that has grown emissions-conscious. Tom Fox cites their Detroit Series 60 engines as atmosphere-friendly, while the design of the hulls should be gentle on the water.

The question of wakes, the damage they cause and the responsibilities they impose, has been contentious in New York, the pitch of the clamor over the years rising in apparent parallel with the increase in high-speed ferries.

New York Waterway took a lot of the heat, particularly after impressing several non-ferry vessels into emergency service following the 9/11 attacks. Management acknowledged the temporary boats' shortcomings compared to their purpose-built ferries, assured their discontinuance as soon as could be (now done), and demonstrated a new tracking system that would blow the whistle, in effect, on any Waterway skipper going too fast.

"You're responsible for your wake," one member of the anti-wake coalition repeat-

ed, "no matter why or what you'll do tomorrow." In November 2003, the company called-in critics for a closed demo of the new tracking system, the outcome of which is uncertain. The course at Waterway took a new heading, as the company announced it could no longer continue key routes between New Jersey and Manhattan.

The Bubble

Some ferry executives describe "five years' growth" in the two years following 9/11, but eventually the damaged cross-Hudson subways were back in service. Five years of growth found only three years of market, after the subway riders receded from the charming but indirect waterborne route to their connections. It's the old story about wartime expansion.

Full circle for Tom Fox. Starting out as an Urban Ranger, he finds himself 30 years later off Fort Wadsworth, on his own New York Water Taxi for its inaugural presentation of the National Parks tour last October. (Photo: Don Sutherland.)



Whether that growth was sustainable or not, it set other things in motion. Ferry operators in New York today bank on the forced discovery, by commuters who wouldn't have chosen the ride otherwise, of what a pleasant commute the ferry can be. Not everyone has inland connections - plenty of people can walk to work from the waterfront.

As we went to press, the Jersey Journal, under the headline "Ferry Saved!," announced a new contender, BillyBey Ferry Company LLC. The firm had reached tentative agreements with the Port Authority to acquire Waterway's Hoboken and Jersey City routes. New York Waterway would continue its Weehawken and Belford N.J. routes, along with its run up the river at Haverstraw.

New York Waterway also would provide personnel and continue to manage and operate the Hoboken and Jersey City runs for BillyBey. A fee charged by the Port Authority - "one of the factors that put NY Waterway's busy Hoboken routes in the red, officials said" according to the Journal - would approximately be halved for the same

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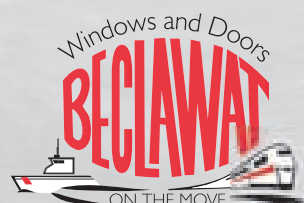
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Water Taxi

service under the new ownership. "People who have been briefed on his plan," said *The New York Times*, "said that passengers might not even notice the changeover

because Wachtel [described as owner of BillyBey and a partner in a Manhattan law firm] does not intend to change the logo."

An oldtime New York cabbie would tell

you that the shortest distance between two points is a straight line. And the Avenues of Manhattan may be among the last straight lines in the region. The convolut-

ed, twisty-turny careers of modern commuter ferry operators - charges, allegations, complaints, misfortunes and all - echo conditions a century ago that produced municipal takeovers. The concept came up again, before the appearance of BillyBey.



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Still Waters Run Deep

The shape of things to come was pretty clear, when New York Water Taxi began running in September 2002. High-wake or low, dozens of vessels crisscrossing the lower Hudson and upper Bay churn the waters, as dictated by laws of physics. If Waterway took the heat, it was partly because they had the most boats. They control more today, and others have jumped into the pool. New York Water Taxi has revised its estimate upward, to "fifteen boats by 2006," according to the company's new Director of Marine Operations, Tom Paldino.

Some are predicting that the strained lines of tugboat tows, damage to the shoreline and moored craft, are the inevitable byproducts of highspeed transportation. The remedies, some say, have less to do with assigning blame, or designing even more efficient vessels, than the construction of resources that mitigate the effects of turbulent water. Some of the potential solutions appear to be opposed by environmental regulations.

Into the midst of such turbulence, oceanographic and social, stepped Tom Fox with the Water Taxi. "How do I say our boats are low-wake?" he asked, early on. "How do I substantiate it? How is it defined?" He came upon the Rich Passage regulations from the Seattle area, where ferry wakes had incited community action. Certain standards were set. "Our boats exceed those standards," said Mr. Fox. "People see us as someone who cares."

Tom Fox says he was one of the first Urban Rangers. "That's when I fell in love with the harbor, and got the idea of connecting parks by water - it only took 30 years." About 20 of those were spent actually building the parks, "including the Brooklyn Bridge Park, and the Hudson River Park." He left the latter to pursue other interests - including the rudiments of the Water Taxi - the Park's administration turning mostly to "people who are neither waterfront people nor park builders."

The idea that people like looking at boats, modern and historic, was built into the original Hudson River Park design, Tom Fox told us. "We kept a midtown maritime district. I purposely did not sanitize the waterfront." Supporting that original view, Mr. Fox now serves on the

board of Friends of the Hudson River Park, which campaigns for a Hudson River Park that's "designed for the reception of boats. There should be a harbor master."

Quality of life is a big issue in New York. A lot more people inhabit Manhattan than its landmass was designed for. They need all the help they can get, just to put up with it all. Some, for example, just by dint of numbers, get pushed to the fringes. Where do they go from there?

Saved from Isolation

"I was concerned about the isolation of many New York neighborhoods," Mr. Fox told us, "where residents might have to walk three or more blocks to get to the subway." The "Hop on, Hop off" campaign of the Water Taxi came up as an antidote to the problem of accessing the coastal fringes. For twenty bucks during the warmer months, citizens can take afternoon rides to their hearts' content, for two consecutive afternoons. Although the company suggests walking tours at each landing, regular citizens with business around town can ride to points as their movements require. They're mothers with strollers who board at Hunt's Point, in Queens, and a few minutes later reach 34th-street, where you can buy anything.

The South Street Seaport, the Financial



Headed uptown, fella? No doubt about it, with that big LED destination board. By the time you read this, modified boats with bulbous bows - placed on both hulls by the original Derektor shipyard - will have begun service. (Photo: Don Sutherland.)

District, the World Trade Center area, and on up to Greenwich Village, all can be reached in record time by hopping-on and hopping-off. There's Goldman-Sachs in New Jersey, and the Brooklyn Army Terminal. There are tie-ins to be made: you got a population? We got a ferry. "At Schaefer's Landing, you've got 356 units of market-rate housing plus subsidized housing, and you have to walk a third or a half mile up a hill to the train. And then you have to come over. With the Water Taxi, it's six to ten minutes to Manhattan. The developer has guaranteed us x-amount of riders for his stop, and that's what we do. So we're cross-promoting."

Last autumn, New York Water Taxi expanded its scope with the introduction of a National Parks harbor tour, the most ambitious of three or four revenue packages to-date. New York Harbor is rimmed with parklands, from the Battery to the Statue of Liberty, to Fort Wadsworth, way out by the Verrazano Bridge. Passengers wrapped in headsets hear a recorded narration, in the voice of David Rockefeller Jr., describing the natural and historic sites along the way, while the skipper speeds-up or slows to keep the visuals in synch.

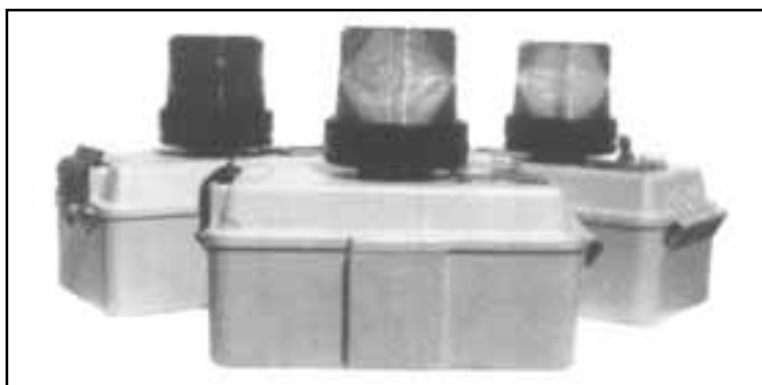
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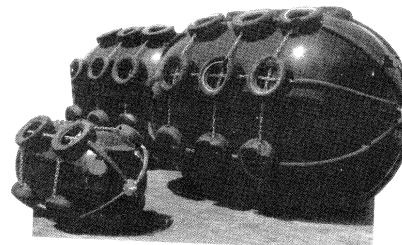
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Water Taxi

New York, New York Water Taxi was lucky to find docks for its fleet in Red Hook - one of those very neighborhoods isolated from the subway, but a short hop to Pier 11. It makes the company an employer in a neighborhood said to need employment. Tom Paldino estimates New York Water Taxi's employment rolls at

"about 50-60 people, almost 40% being area residents."

All three of the existing fast-ferry operators in New York - Waterway, Water Taxi, and Seastreak - have real-estate development in their corporate back-grounds. (BillyBey's Mr. Wachtel also is described in connection with a proposal to

transform Pier A into a ferry landing and mall). But even here, New York Water Taxi comes-up like the one grown in organic soil.

"I spent five years finding the perfect partner," said Tom Fox, "and it was Douglas Durst, a third-generation real-estate developer. His buildings are among the



One of each boat's two Detroit Diesel Series 60s, this one in the starboard hull. Under full service conditions, the low-emission engines are said to get by on about 20 gallons per hour. (Photo: Don Sutherland.)

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greenest in the city -" including 4 Times Square, the Broadway & 42nd Street anchor of "the new Times Square." The new Gladding-Hearn boats, due in service beginning April, are called the Seymour B. Durst class, according to Tom Paldino.

Mr. Paldino described modifications being made to the original fleet. Derekor, the original builder, is fitting the hulls with bulbous bows - as far as is known, the first cats thus equipped. As bulbous bows affect the bow wave of the QM2, so they may the Curt Berger. It's expected to be back in service by the time you read this, the rest of the original six going up for the modification as schedule allows. "It brings up the bow a little more," said Mr. Paldino, "helps the ride, sometimes helps the speed. We've got a lot of good people working on this to bring the boats to the next level."

But New York Water Taxi as a whole seems to be aiming for a next level, as Mr. Paldino refers to a forthcoming 250-passenger boat owned by himself and the TWFM Ferry company. The company, whose roots trace back to an operation begun by Mr. Paldino's father in 1945, currently operates seven boats of various descriptions in assorted markets, without much of a single corporate identity uniting them in the public eye.

"New York Water Taxi brought us aboard to run the operation because, with all the things they were doing right, we had the everyday salt experience. We formed an alliance - our plan is to grow together."

That's one way to call yourself a Taxi in New York.

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Robotic Fairing and Painting System Delivered

Visions East, Inc. delivered what it says is the world's first computer-controlled coatings application system for marine vessels; the first robotic coatings system for yacht manufacturing, a 54-m yacht system now operational in a Swedish shipyard. The system was conceived, developed and patented by Steve Morton, the founder and President of Visions East, Inc.



By incorporating the technologies of computer-aided design, computer-guided robotic machining and the advancements in marine coatings development, the new technology fully automates the marine vessel fairing and painting process as well as marine mold and plug making. The initial target market is the superyacht

industry, while the integration of a commercial/military system is in development. The key benefit of the Visions East technology is repeatable uniformity of the coatings process.

Circle 41 on Reader Service Card

Ready-Strip Wash: A Paint Remover Wash

Back to Nature Products introduces Ready-Strip Wash, previously known as After-Strip, which will now accompany the Ready-Strip family. Ready-Strip Wash is designed to safely and gently removes the residue and softened layers sometimes remaining after paint or varnish removal. Ready-Strip Wash helps lift stains from wood.

It contains no methylene chloride or harsh chemicals, is non-flammable, non-combustible, and biodegradable.

Circle 42 on Reader Service Card



E Paint Offers New Paint for Aluminum Vessels

E Paint Company recently released SN-1 HP, a high performance antifouling paint for aluminum vessels. SN-1 HP is a harder version of E Paint Company's flagship product SN-1, the only antifouling paint specified by the United States Coast Guard, U.S. Navy and U.S. Army Corps of Engineers.

SN-1 HP is available in white, gray, black, and a specially tinted product Ocean Gray, developed for the U.S. Navy small boats fleet.

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Jotun Debuts New Flexible Topcoat

Hardtop Flexi from Jotun is designed as an impact-resistant polyurethane formulation, which matches the highest levels of color and gloss retention expected of polyurethane topcoats.

"We have made a total communication turnaround for this product and the product performance is easy to demonstrate. All polyurethanes are in a way flexible, but this product taken is something totally different. The combination of excellent coating flexibility and excellent adhesion



From the Jotun Coatings' global launch of Hardtop Flexi in China we see Mr. Jin Ha Min from Jiang Nan Ship Yard taking the hammer test, supervised by Jotun's Anders Braekke.

will give flexibility and impact resistant coatings a totally new meaning. We have developed a "hammer test" to demonstrate the performance of the product. The test is actually extremely tough, but also totally relevant for the performance of the product," said Group Category Manager Anders Braekke.

Hardtop Flexi

Hardtop Flexi is designed to survive terrible treatment without cracking, as proved when used on hatch covers which were hit by a loaded transport container.

With a high solids content of 64 percent by volume, the new product boasts low VOC emission levels, and can be applied in single coat thickness of up to 150 microns to minimize downtime and application costs. Hardtop Flexi can be

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Products



applied direct to metal, over any two-pack primer, or as a topcoat where it is effective in hiding imperfections due to the lower gloss level.

The flexibility of Hardtop Flexi has been ascertained using the ASTM 522-93a conical-mandrel test. In this test, coated sheet-metal panels are bent over conical mandrels and the flexibility of the coating determined from the diameters of the mandrels at the points at which any cracking starts. All such tests have confirmed the exceptional flexibility of
Circle 45 on Reader Service Card

Sigma Adds to its Coatings Line

Sigma Coatings added another product to its assortment that already includes Sigma Phenguard and Sigmaguard CSF. After use in non-marine applications such as land based storage tanks, Sigma Coatings launched the solvent free epoxy phenolic tank coating Sigma Novaguard for marine applications. Sigma Novaguard is designed to offer increased chemical

resistance, while possessing the same flow and edge coverage properties of the Sigma solvent free product range.

The solvent free nature of Sigma Novaguard means that it is more environmentally friendly than solvent based products both in terms of VOC emission and health and safety, with the solvent free nature of Sigma Novaguard improving the working conditions for the applicator as well as reducing the explosion hazard.

Application can be carried out by brush or roller for small areas and cold single feed airless spray for large areas. Sigma Novaguard can be applied to a dry film thicknesses to 150 microns, enabling a two coat system of total 300 microns to be specified. Previously the minimum application film thickness for a single coat solvent free tank coating was in the order of 300 microns making the cost of coating complex structures, which required two coats to ensure good coverage, was in some cases prohibitive.

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New Coating Thickness Gage

The PosiTector 6000 gages by DeFelsko are designed to measure coating thickness on both ferrous and non-ferrous metals, quickly and accurately. Two-but-



ton operation and no calibration required for most applications are designed to allow the user to take basic measurements or perform advanced functions easily. Specialty features including average zero (for rough substrates), automatic substrate recognition, flip display and PA2 capabilities.

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Handheld Ultrasonic Corrosion Gauges

Panametrics-NDT, a business of R/D Tech Instruments Inc. offers the new MG2-XT and MG2-DL Ultrasonic Thickness gages, primarily designed for inspectors and maintenance engineers responsible for measuring the remaining thickness of internally corroded pipes, tanks, and ship hulls.

The gages offer two time-saving features: Thru-Coat and Echo-to-Echo, both of which eliminate the need to remove a paint or coating. The patented Thru-Coat technology uses a single backwall echo to measure and separately display the thickness of the coating and the remaining metal, each adjusted for their correct material sound velocity. The Echo-to-Echo feature uses multiple backwall echoes to measure true metal thickness.

Each unit is compatible with a complete line of interchangeable dual element transducers that vary in frequencies, diameters, and temperature capabilities. The splash proof, impact-resistant case with sealed keypad makes these gages durable tools in the harshest conditions.

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BC Ferries Vessel Out of Service

The Queen of Vancouver remains out of service until further notice due to a significant mechanical problem. BC Ferries' engineers expect the gearbox on the vessel will not be repaired until next week at the earliest.

As a result of the breakdown, BC Ferries will be canceling a number of sailings on Friday, March 4 and Sunday, March 6. In order to assist with anticipated traffic volumes on the Victoria run, the Queen of Esquimalt will be redeployed from the Tsawwassen - Duke Point route to conduct one round trip on Friday and Sunday departing Tsawwassen at 6:30 p.m. and departing Swartz Bay at 8:30 p.m.

The Queen of Saanich, which usually provides supplemental weekend service, is now sailing as a primary vessel on the Tsawwassen - Swartz Bay route. This ship and the Spirit of Vancouver Island are providing service every two hours on the odd hour between 7 a.m. and 9 p.m.

Resolve Responds to Disabled Ship

A 59,840 dwt container ship became disabled 25 miles off of Long Beach, Ca., due to a machinery failure that was initially reported to be an engine room fire. The vessel's Master immediately activated the ship's California Contingency Plan and notified the Qualified Individual, Corbett & Holt / Gallagher Marine Systems, Inc. Resolve Towing and Salvage, Inc., dispatched two offshore tugs from Foss Maritime to assist. Simultaneously, Resolve mobilized an assessment team consisting of a Salvage Master and Marine Fire Officer.

The tugs arrived on scene within four hours, connected to the vessel, and towed the 1997-built ship safely to Terminal Island, Port of Long Beach, where the situation was deemed stabilized by all parties.

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AWS to Hold Shipyard Welding Conference

The American Welding Society (AWS) announced a conference to discuss the latest research findings and practical applications of welding in shipyards and the maritime environment. It will take place June 21-22, 2005, in Williamsburg, VA. Experts from academia and industry will explore the state of the art in shipbuilding technology.

Shipbuilders, designers, suppliers, researchers, educators, and administrators involved in ship procurement and construction will discuss the challenges and

opportunities that confront the shipbuilding industry today.

This two-day conference will concentrate on the use of advanced processes

such as friction stir welding and laser-assisted welding, filler metals, and welding-related fatigue issues. In addition, a special session will deal with welding

challenges in marine and offshore industries. Conference registration is \$550 for AWS members, \$675 for nonmembers. Registration includes all conference ses-

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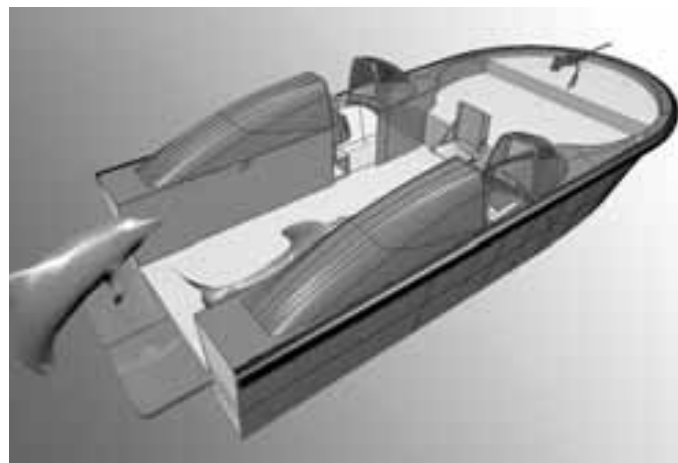
Griffin Announces New Look, New Services

Griffin Global Group, Ltd. has been a force in the specialized field of marine and offshore travel for decades. The company has undergone a major re-branding initiative designed to better reflect its focus for the future. "We wanted to retain the heritage of our almost 30 years in business, while signaling that we have streamlined and updated the company as a whole", said George Boyes, global CEO and shareholder. The company's new logo is accompanied by a new slogan - "Getting People in Place. On Time. Worldwide." The line reflects the company's expertise in handling the urgent, time-sensitive and often complex logistics of connecting ship's crew, rig workers and administrative personnel with commercial vessels, offshore platforms and cruise ships around the world.

New Look in Marine Patrol Craft

Following the success of Naval Sea Systems Command Littoral and Mine Warfare Office funded tests, Art Anderson Associates is moving ahead to design what may be the most mission-effective police and security vessel to date. Under our SBIR Phase I research project for U.S. Military insertion craft, its patented Stolkraft hull-form set new standards for rough water rides in five and six foot seas at full-speed. Law enforcement and security agencies, like the U.S. Navy, require high speed, stable platforms that can safely deliver their passengers physically ready to perform rescue, diving and enforcement operations, which is why Art Anderson Associates put the Stolkraft hull through such rigorous testing.

The mono-hull vessels currently used by the U.S. Navy are typically being loaded beyond each boat's capacity and as a result, the boats are underpowered and require more frequent maintenance. Sea motions and shock/slamming are proportionately increased at higher speeds creating platform instability. Studies have shown that hull slamming, and thus fatigue and the probability of injury, can be minimized by the use of alternative hull-forms and/or technology to reduce the transmission of shock loads through the vessel's structure. The Stolkraft is one such hull-form. The Stolkraft set new standards for rough water rides at full speed during testing in the Straits of Juan de Fuca in Washington State. Art Anderson Associates instrumented a 30-foot Stolkraft test vessel to measure the slamming effects on the passengers and was able to show a significantly greater roll stability and up to sixty-four percent less slamming than the U.S. Navy's current 10 meter RHIB, as well as a much lower wake than comparably sized vessels. A sister vessel of the test boat is located in the Bremerton Marina where the firm continues to test design characteristics and provide client demonstrations. The objective of this SBIR is to develop a 40 to 50 knot patrol craft, approximately 30 feet in length, with a large deck area that allows for over the transom rescue capability. Other features include a simple, beachable twin hull and a roomy interior to accommodate rescue operations.



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The listings above are an editorial service provided for the convenience of our readers.

Products



Beele Engineering

Beele Engineering has renovated its website which outlines the corporate activities of the company and also presents its full range of products. Practical applications of the products in typical environments, such as construction and shipbuilding, can be viewed in the news section. The website presents the complete range of Beele Engineering's products.

Circle 101



Brookfield

Brookfield Engineering has released their new 2005, 84 page full color catalog which features their complete line of laboratory and process viscometers and rheometers and also Brookfield's Texture Analyzers. Several new products are featured for 2005, including, the new DVIII Ultra, the LFRA Texture Analyzer, and the KU-2 Viscometer.

Circle 102



Caterpillar

Caterpillar's C280 has an established ratings that deliver reliable power. Continuous and maximum continuous ratings at 900 and 1000 rpm are available in 6,8,12, and 16 cylinder configurations, similar to the 3600 series. It provides variable injection timing and duration to optimize combustion at any given speed and load.

Circle 103



Digital Antenna

Digital Antenna pioneered the first dual band wireless cellular amplifier/repeater, the PowerMax DA4000SBR, and the first 3 watt dual band cellular amplifier, the PowerMax DA4000. The marine antennas feature computer designed advance ground plane and low-radiation angle.

Circle 104



Desmond Stephan

The performance of your Swirl-Off tool is dependent on the power it receives from your disc sander, grinder, polisher, or drill motor. As a general rule, the higher the RPM the faster the material will be removed. The tool will give its utmost performance when a disc sander with speeds from 1500 to 4000 rpm are used.

Circle No. 105



Imtra

Imtra carries all the necessary components to put together an integrated lighting system that reflects both personal style and technology. As lighting continues to evolve, Imtra stays ahead of technology curve by monitoring and evaluating products and ideas that

Circle 106



Jotun

Jotun's SeaQueen provides the benefits of selfsmoothing antifouling performance to the most critical area for fouling prevention - the vertical sides of the hull. SeaQueen on the flat bottom provides a highly efficient prevention of fouling of flat bottoms where light, upon which most fouling organisms thrive, is absent.

Circle 107



MTU

In 2005, MTU officially launched the 12- and 16-cylinder versions of the 2000 Common Rail engines. The place the engines will first be shown is the Miami International Boat Show. The engines open up an entirely new class of power. While the 12V comes with 1800 HP, thus mainly targets fast boats of up to 120 ft., the 16V goes up to 2400 HP.

Circle 108



Noxudol

Noxudol 999 is a sprayable water base fire protection compound manufactured to withstand high temperatures. Due to its composition it prevents and controls the transmission of fire to reach the base material. It contains anti-corrosives properties with protection against condensation.

Circle 109



Procurve

ProCurve Glass Technology offers the industry the fabrication of specialty curved glass. Marine Glass resists breakage from rough water or flying objects. Consisting of two pieces of strengthened bent glass permanently bonded together with a tough interlayer, it resists moisture and water vapor, chemical attack and ultraviolet radiation.

Circle 110



Apex

Apex Engineering Products Corporation introduces Iwaki Walchem seal-less magnetic drive pumps and Yamada's high performance air-powered double diaphragm pumps. These Rydlyme Marine pumping systems are specifically designed to offer chemical handling equipment available to aid in maintenance.

Circle 111



Nitrocision

NitroCision provides an environmentally safe, cost effective approach to selected cleaning and cutting needs. NitroCision using its patented NitroJet product, allows clients the ability to control both the temperature and pressure of liquid nitrogen wherever cleaning and cutting are required

Circle 112



ShipNet

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

Circle 113



Smiths Detection

Smiths Detection offers security solutions through trace detection equipment and Smiths Heimann x-ray systems. In both areas we are world-leaders. Their combination of technologies results in products & services no other company is capable of supplying, to protect our freedom.

Circle 114



Aker Marine

Formed in 1983 to serve the North American market, Aker Marine has grown steadily and now offers naval architecture and marine engineering worldwide from its Canadian and U.S. operations. Aker Marine has responded to the current and future requirements of the service industry by developing a series of standardized designs known as the K-series vessels.

Circle 115



Anchor Lamina

Versatile hydraulic drill system is portable like electric drills, but lasts longer (typically 10 to 20 years) with little maintenance. It drills or taps up, down and sideways, even underwater. Six interchangeable heads, with a variety of quick-change tools and simple, convenient controls. Meets NEMA, CE and other global standards. Also available for rent.

Circle 116



HRP

HRP thruster systems are in operation world-wide in both inland navigation and on board all kinds of sea going vessels. At HRP they have thrusters that can be driven by diesel engines, electric- or hydraulic drive systems. All HRP products are designed, engineered and produced at Krimpen aan de Lek, Holland facilities.

Circle 117



Silent Running

Silent Running SR 1000 is a high performance, viscoelastic coating used to dampen vibration and reduce unwanted noise. Vibration and noise energy is converted into low grade heat and dissipated throughout the applied surface.

Circle 118



Vingcard

VingCard Marine's North American and Caribbean Service Centre is situated in Dania, Florida. The Dania office stocks a complete range of TrioVing and VingCard traditional products. Contact our Sales Manager, Gerald McMillan, at: marinesales.usa@vingcard.com for further information.

Circle 119



MSE of Canada

MSE of Canada's FailSafe Insulation Fault Detectors are recognized by users as a preventative maintenance tool for the elimination of failures due to ground faults. Early warning of insulation deterioration enables the scheduling of maintenance at a convenient time. This will reduce downtime, free up manpower, increase ship readiness and reduce costs. Equipment up to 13.8 kV.

Circle 120



Wärtsilä

Wärtsilä is a supplier of marine engines and propulsion systems for all types of vessels and offshore applications. As The Ship Power Supplier Wärtsilä is committed to serving the marine market with reliable, cost effective and environmentally sound marine power systems.

Circle 121



Sperre

Sperre has been making marine compressors since Ole J. Sperre, founded the company in 1938. Since then, they have built the company further, which has led to 60 years of business development. Compressors are their core business. The acquisition of their foundry and welding company was a step in the development for their compressor operations.

Circle 122



Zidell

Zidell Marine Corp. builds barges in any kind, size or type needed. They are built for toughness, durability and intended for a long working life. There are more than 300 double and single hull barges with their name on them currently hauling diverse commodities.

Circle 123



Subsea

Subsea Industries' Ecospeed has just proven its longevity value after coming through and 18-month service period on the pilot cutter Loodsboot 1 which was dry-docked last month in Ostend, Belgium, for inspection. Unlike traditional coatings, the Ecospeed system survived a tough service period emerging as though it were new.

Circle 124



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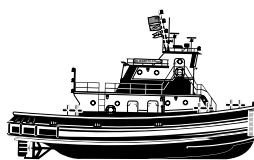
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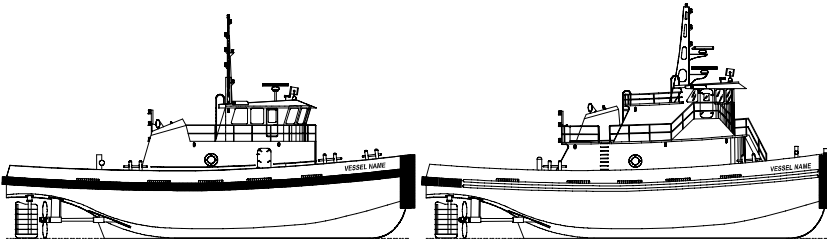
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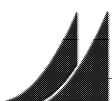
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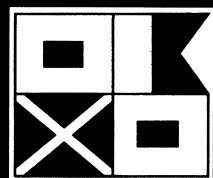
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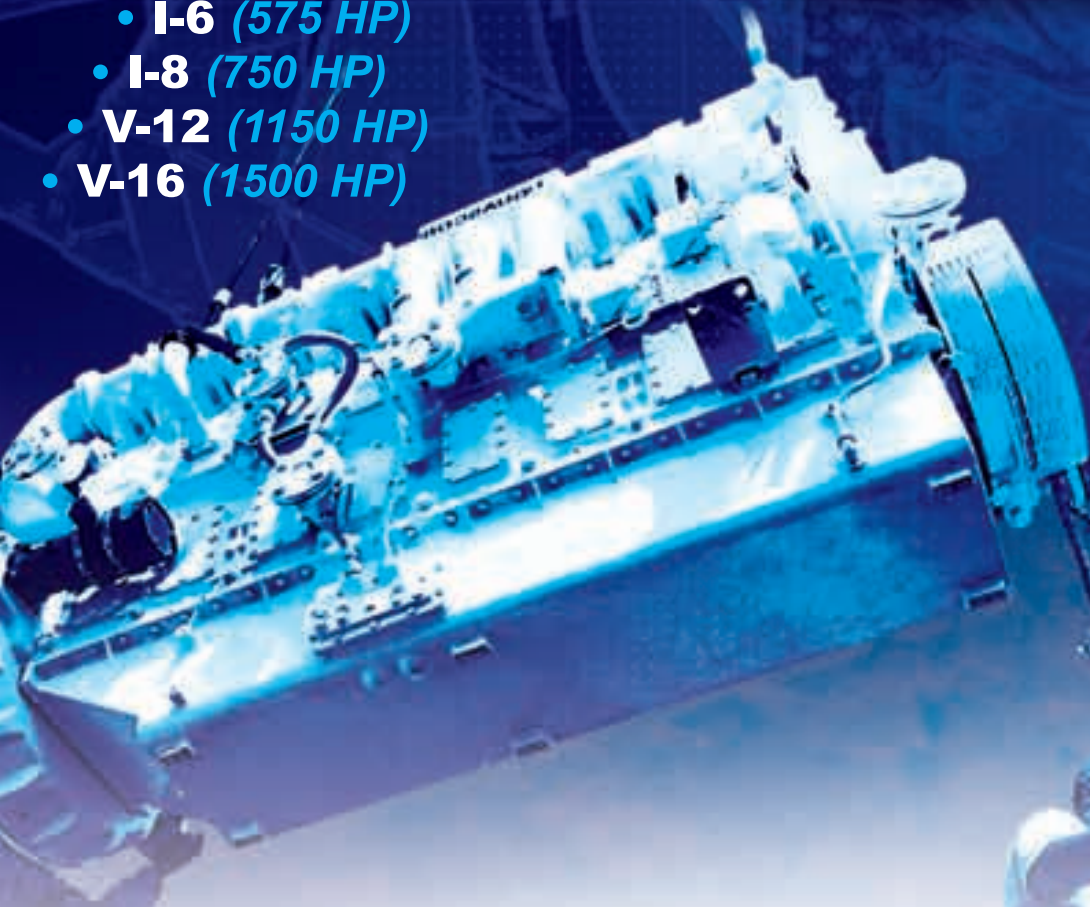


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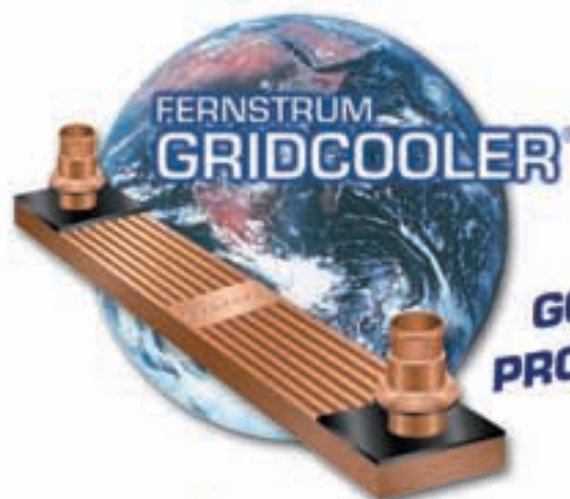


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