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# MarineNews

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# Horizon Maritime Continues Expansion



Designed and built by Main Iron Works of Houma, La., the new vessel is named for the father of Horizon's manager, Steve Proehl. (Photo: Horizon Maritime)



Horizon Maritime has a new retractable wheelhouse towboat, the Norman P. Proehl, that pushes barges along the canals that connect the Great Lakes to the Illinois and Mississippi system south of Chicago. (Photo: Horizon Maritime)

Horizon Maritime has a new retractable wheelhouse towboat, the Norman P. Proehl, that pushes barges along the canals that connect the Great Lakes to the Illinois and Mississippi system south of Chicago. The most challenging section of this waterway is between Lemont, Ill., at mile 304 above Grafton, and mile 333 on Lake Michigan in South Chicago. It is this stretch of the waterway that is a man-made canal, known as the Cal-Sag Channel, which leads to the Calumet River. Another branch takes barges along the Chicago Sanitary Ship Canal that leads to the Chicago River and then into the area around North Chicago where tourists ride

cruise boats between the city's skyscrapers. Dug largely by convict labor in the nineteenth century, the canal was widened and deepened in the 1960s and 70s. The old sandstone blocks that formed the vertical wall of the original canal still show in places while much of shore, where the widening has been done, is rough rip wrap style. But the greatest navigational hazard for towboats along this canal is not the narrow channel, nor the water draft. It is the air draft. With more than 40 bridges along the 30-mile course, the boats require a wheelhouse that is mounted on a large hydraulic ram so that they can be lowered to pass under the bridges but



The Norman P. Proehl is powered by a pair of Cummins KTA50 main engines each rated for 1600 hp at 1800 rpm turning a pair of 80 x 64-in. propellers. (Photo: Horizon Maritime)

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raised to visibility over the tow. Designed and built by Main Iron Works of Houma, La., the new vessel is named for the father of Horizon's manager, Steve Proehl. The 100 x 30 x 10-ft. hull is powered by a pair of Cummins KTA50 main engines each rated for 1,600 hp at 1,800 rpm turning a pair of 80 x 64-in. propellers. With accommodation for a crew of six, the towboat has tankage for 31,500 gallons of fuel, 26,000 gallons of water and 800 gallons of lube oil. Patterson 65-ton deck winches will secure the boat to three 300 x 54 x 13-ft. black oil/asphalt barges.

## Seaspan Outfits Tug Fleet with SAAB AIS

Vancouver-based Seaspan International is equipping its fleet of tugs with Automatic Identification Systems (AIS) supplied by Saab TransponderTech. Seaspan is installing Saab R4 AIS transponders on 45 vessels, including ocean-going tugs, coastal tugs and harbor and

river tugs. The installations are being done by Seaspan's in-house technical staff and will be completed by the end of 2005. The equipment is being supplied by Saab's Canadian dealer, Austin Navigation.

Ken Pike, marine superintendent, Seaspan International, said, "Although our non-SOLAS tug fleet is not required to carry AIS transponders, we made the decision to equip the fleet with AIS in an effort to provide enhanced fleet management and as an additional aid for situational awareness by our tug watchstanders."

**Circle 18 on Reader Service Card**

## Moose Boats Delivers Rescue & Patrol Vessel

Moose Boats has delivered a M2-33-ft. to the Los Angeles County Sheriff's Department. This vessel was specifically designed and built to handle daily challenges of law enforcement boats. In addition to continual patrol use, this vessel is also equipped for search and rescue

missions and has fire fighting capabilities. The boat will be assigned to the Los Angeles County Sheriff's Department's Marina del Rey Station. The mission of this vessel is to provide Los Angeles County Sheriff's Department a quick response vessel for marine emergencies. Marina del Rey Harbor, Calif., is the home port to approximately 5,500 boats. The Sheriff's Department's Harbor Patrol Detail is responsible for law enforcement both on the water and on the docks. This specialized detail is also very involved in community education and crime prevention projects. Their typical calls for service range from enforcement stops for boating law or safety violations to open water rescue and medical emergencies. In the past, the Los Angeles County Sheriff's Department Marina del Rey Harbor Patrol detail has responded as first responders to incidents such as airplane crashes, numerous boat fires and explosions, cars in the water and capsized vessels. The Moose Boat provides an open and stable platform, able to be used as a dive platform for

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This all-aluminum jet-powered catamaran is outfitted with twin Cummins 380 hp turbo diesels and is propelled by Hamilton 292 water jets. This vessel can attain a top speed of over six knots, operate at a service speed of 28 knots, come to a full speed stop in less than two boat lengths and turn on a dime. Its 23 in. draft will allow all of this to be done in less than 3 ft. of water. The Moose Rescue/Patrol boat is a 33.5 ft. all-aluminum jet powered catamaran with twin Cummins 380 hp turbo diesels propelled by Hamilton HJ292 water jets.

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## Pilot Exceeds Design Speed by 33 Percent

A twin UltraJet 451 propulsion system propels a new 74-ft. aluminium pilot boat built by Horizon Shipbuilding of Bayou La Batre, Ala., and designed by Blanke Marine Services of Woodbury, N.J. The vessel is scheduled for service in the port of Umm Qasr, Iraq.

The combination of twin Caterpillar 3406E diesel engines with ZF350 transmissions and the UltraJet 451 waterjets exceeded contract speed by six knots, achieving more than 24 knots during multiple sea trials.

The UJ451 reversing deflectors are independently controlled using Ultra's two-lever electrohydraulic (EH) control system. The hull which was designed to ABS rules and certified by ABS New Orleans, can be easily adapted as a fire-boat, patrol vessel or small coastal crew boat. New design features include an exterior deck plated in five bar checkered plate, providing a non-skid surface that is

not abrasive. The vessel also has an extra heavy side shear plate with six inch "D" fendering on the sides, doubled on the bow. A rescue ladder on the stern nestles between the jet drives.

**Circle 11 on Reader Service Card**

## Xtreme Debuts Larger Fire-Rescue/Patrol Boats

Xtreme Companies, Inc. introduced its new 29 and 34 ft. center console Fire-Rescue and Patrol boats. The newer models

will complement Xtreme's existing 12 and 15 ft. lines. The larger boats will be built using the patented D-DC hulls with out-board engines offered by Challenger Off-shore. Xtreme CEO Kevin Ryan stated, "In response to recommendations from

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## Correction

Iveco Motors of North America is referred to Iveco of North America in the November issue of *MarineNews* on pg. 8. It should be clarified that in North America we are Iveco Motors of North America, who manufacture diesel engines for the off-highway market.

existing customers such as the New York Port Authority and the Marine Unit of the Philadelphia Police Department, we have added the 29 and 34 ft. center console Fire-Rescue and Patrol boats to our line. Until now, when first responder agencies and departments have inquired about larger vessels, we could not fulfill the requests. By utilizing the exceptional sea keeping performance of the D-DC hull technology, we now have the capability to offer larger vessels, with better fuel efficiency, greater range and top end performance than our competitors offering similar sized boats." He added, "We believe that with the depth now of our product line, we should be able to spur additional growth within this expanding market segment."

**Circle 12 on Reader Service Card**

## Contract for New Z-Drive Harbor Tug

A contract for the Hector P., a new 4,200 hp Z-Drive harbor tug to be built by Orange Shipbuilding for South Puerto Rico Towing Corporation was signed last month. Bristol Harbor Marine Design assisted in the harbor tug contract negotiations along with the acting buyer's agent, Eric Rivera from Harbor Bunkering Corporation of San Juan, Puerto Rico. "The Hector P. is going to raise the bar for tugboats in Puerto Rico," said Rivera. "This heavy, powerful boat is just what we need on our southern coast." BHMD will also be serving as owner's representative throughout the duration of the project and will

be responsible for project inspections and approvals. Design of the new vessel is being completed at Robert Allan, Ltd. of Vancouver, B.C. The design draws inspiration from the RAMparts 3000 class tug - one of many standard series of proven tugboat designs offered by Robert Allan, Inc. And finally Westernbank of Puerto Rico, which has provided support to the marine industry for years, will be the financing institution for this endeavor. The vessel's design is intended as a dedicated assist tug, but it will include capabilities for tanker escort services, fire fighting, and aft towing. The 99 x 36 x 17-ft. tugboat will be classed ABS A1 Towing Vessel (Fire Fighting Capabilities) and AMS, as well as comply with MARPOL regulations as required. The 4,200 hp is provided by two remanufactured EMD 12-645-E7 engines along with two Schottel SPR 1212 FP 360-degree Z-Drives. A 55-ton minimum bollard pull will be provided and two hydraulic powered winches - a 75,000 lb stern towing winch and an 8,000 lb hawser winch - are included in the deck machinery.

The new Z-Drive tug is similar to other tugs previously built at Orange Shipbuilding, which has been in continuous operation since 1974. The vessel is scheduled for delivery in the fourth quarter of 2006. "We are eager to get started with this, the shipyard's first major project since this region was devastated by Hurricane Rita," said Greg Beers, P.E., a Principal Naval Architect with Bristol Harbor Marine Design, the owner's representative.

**Circle 19 on Reader Service Card**

## Aker Kvaerner Wins \$35M 'Blind Faith' Contract

Chevron with partner Kerr-McGee has awarded Aker Kvaerner a contract for marine operations for installation of the Blind Faith platform in the Gulf of Mexico. The contract value is estimated to approximately \$35 million.

The new contract will be executed by the Aker Kvaerner company Aker Marine Contractors, and includes installation of a mooring system, topside transport, transportation and installation of the Blind Faith semisubmersible platform as well as hook up of the risers of the Aker Kvaerner company. In October, Aker Kvaerner secured a contract for provision of the hull and mooring system for Blind Faith, in which Aker Marine Contractors plays a key role. In the new contract, Aker Marine Contractors will perform all engineering and construction activities related to transportation and installation of the Blind Faith platform. The platform will be located in the Mississippi Canyon block 650, situated approximately 162 miles southeast of New Orleans. The water depth at the field is 2,000 m. Aker Marine Contractors announced in August a five year charter agreement with Taubåtkompaniet for the specialized offshore construction vessel "BOA Sub C" (formerly announced as "BOA Deep C II"). This vessel will be used for the offshore installation activities for Blind Faith. "BOA Sub C" is expected to enter the market towards the end of 2006, and is a larger version of the sister vessel "BOA Deep C" which is currently operating in the Gulf of Mexico.

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4B,4BT,4BTA,3.9	\$445
6B,6BT,6BTA,5.9	\$557
6C,6CT,6CTA,8.3	\$1,345
L10	\$1,175
N14	\$1,275
N14 Dual-Ni	\$1,375
N743	\$1,065
855 Prem	\$725
855 Prem +	\$775
855 Dual-Ni	\$845
VT378	\$659
VT504	\$925
VT555	\$1,075
VT903	\$1,525
KT/KTA19	\$2,420*
KT/KTA38	\$5,220*
KT/KTA60	\$7,450*
VTA1710	\$3,975 TO \$4,975*

2-53	\$265
3-53	\$375
4-53	\$524
6V53	\$775*
6V53X	\$1,094**
8V53	\$1,040*
8V53X	\$1,455**
2-71	\$310
3-71	\$412*
3-71X	\$512**
4-71	\$498*
4-71X	\$646**
6-71	\$795*
6-71X	\$885**
6V71	\$795*

#### Detroit Diesel

6V71X	\$942**
6V92N/T	\$1,177
8.2NA	\$877
8.2T	\$887
8V71	\$1,069*
8V71X	\$1,375**
8V92N/T	\$1,486
12V71	\$1,493*
12V71X	\$1,875**
12V92N/T	\$2,365
12V149	\$10,345
16V71	\$1,965*
16V71X	\$2,742**
16V92N/T	\$3,122
16V149	\$12,985

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on "CPL" Number

\* Trunk Style 1 Piece Piston

\*\*X Head 2 Piece Piston



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## WCI Focuses on 2006

As the inland waterways industry looks back at the year nearly passed and to the year ahead, Waterways Council, Inc. (WCI) offers the following highlights in 2005 and areas of focus for 2006: Waterways Council was gratified by the Appropriation Conference Committee leadership and Conferees for an exceptionally strong FY '06 Energy and Water Appropriations bill that set funding of the U.S. Army Corps of Engineers Civil Works Program at \$5.4 billion. This is the highest appropriation ever for the Corps of Engineers. A notable change is the elimination of the practice of across-the-board withholding of monies for Savings and Slippage, as well as restrictions on the reprogramming of monies from one project to the other. The elimination and curtailment of these practices is important because projects will now be funded at appropriated levels. This funding level is a significant increase above the Administration's requested \$4.5 billion, the House of Representatives request of \$4.7 billion, and the Senate's requested \$5.3 billion. The bill also will fund Inland Waterways Trust Fund financed projects at \$379 million, to include construction and major rehabilitation projects.

Specifically, the following projects were funded, at efficient levels or near full capability of the Corps: Olmsted Lock and Dam (IL/KY), \$90 million; McAlpine Lock and Dam (IN/KY), \$70 million; Inner Harbor Navigation Canal (LA), \$11.3 million; Marmet Lock and Dam (WV), \$73.5 million; Monongahela River Locks and Dams 2, 3 and 4 (PA), \$51 million; Kentucky Lock Addition (KY); \$23 million; and Chickamauga Lock and Dam (TN), \$10 million. Major rehabilitation projects include Emsworth Dam on the Ohio, Locks and Dams 3, 11, 19, and 24 on the Upper Mississippi River. WCI will urge higher levels of funding for Operations and Maintenance (O&M) to address the critical needs of the inland system in 2006.

- WCI applauded the overwhelming passage (406 to 14) by the House of Representatives of a Water Resources Development Act (WRDA), which, among other provisions, authorized \$1.8 billion for the modernization of Great Depression-era locks along the Upper Mississippi and Illinois rivers, and Bayou Sorrel on the Gulf Intracoastal Waterway West. The recommendation of the New Orleans District Engineer calls for a new 75- x 1,200-ft. lock at a cost of \$88.5 million at Bayou Sorrel. When complete, WCI will work toward Senate action on a WRDA bill in 2006.

- The Board of Directors of WCI elected officers and Executive Committee members for 2005-2006: Mark Knoy, President, AEP MEMCO LLC, Chairman; R. Barry Palmer, WCI, President and CEO; Dan Mecklenborg, Senior Vice President, HR & Chief Legal Officer, Ingram Barge Company, General Counsel; Lisa Fleming, Sr. Vice President Law and Administration, American Commercial Lines LLC, Secretary/Treasurer; Peter Lilly, Chief Operating Officer-Coal, CONSOL Energy Inc., and Rick Calhoun, President, Cargo Carriers, Vice-Chairmen. Peter Stephaich, Chairman, Campbell Transportation Co; H. Merritt Lane III, President and Chief Executive Officer, Canal Barge Company; and Berdon Lawrence,

Chairman, Kirby Corporation, and WCI Past Chairman, were named as additional Executive Committee Members. WCI looks forward to working with these officers and Executive Committee members, as well as newly elected directors, in the year ahead.

- The National Waterways Foundation elected new trustees in October 2005: Rev. Dr. Jean Smith, Seamen's Church Institute; Teri Goodmann, Mississippi River Museum and Aquarium Charles Jones, Amherst/Madison Coal & Supply Company; Terry Becker, Riverway Co.; Robert (Bobby) Guthans, retired; and Robert Nichol, Moffatt & Nichol Engineers. The Foundation was launched in 1978 to foster waterways related research promoting the public value of America's inland navigation system, and will become ever-more active in 2006.

- The Honorable John J. Duncan, Jr. (R-TN) and The Honorable Jerry Costello (D-IL) received the Fourth Annual Waterways Council Leadership Service Award in March 2005. Reps. Duncan and Costello were honored jointly for their steadfast commitment to the improvement of the Nation's ports and commercial inland waterways system. The Fifth Annual Leadership Service Award will be presented in March 2006.

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# Putting A Drowned Vessel Back to Work

When the push boat Arkansas collided with a ship on the lower Mississippi, the towboat sank to the bottom of the river. Despite severe damage, the insurance company's survey determined that the salvaged vessel was not a total loss and sent the survey out for bid. Subsequently, the refurbishment of the vessel was awarded to C & C Marine's boat yard on Peters Road along the Harvey Canal in

Louisiana. "We got the boat and had to gut it right down to bare steel," said C & C yard manager Glen Page, "that included opening up all the tanks and voids and pressure washing every corner of the boat."

Damage was extensive with both the wheelhouse and second deck collapsed. The hull and bulwarks suffered substantial damage as well. "After we repaired

the steel work we sandblasted the boat inside and out and repainted it," explained Page. "Then we changed out the 600 hp Cummins KTA19M engines and the Cummins-powered gen sets for the same models supplied by the owners Carline Marine."

C&C Marine then proceeded to finish out the boat with the electrical components and carpentry necessary to put the

vessel back into operation. In essence, C & C made a new boat from the 55- x 24-foot hull. Page estimated Carline saved approximately \$500,000 by choosing to repair the Arkansas as opposed to building a new boat.

The refurbished Arkansas completed sea trials in November and was delivered to her owners ready for service.

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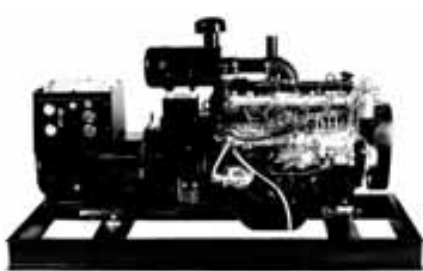
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## PacFish Acquires Equipment

Pacific Fishermen's PacFish Shipyard personnel attended the MARCO Shipyard auction on the Lake Washington Ship Canal, near the Hiram Chittenden Government Locks, coming away big winners, with a goldmine in shipyard marine equipment for pennies on the dollar. Primary on the list of 'must haves' from the closed down shipyard was the Wheelabrator sandblast cabinet with 6-ft. rotary table, equipped with dust collector and re-useable shotblast for zero discharge to the environment.

Big Bertha, MARCO's 150-ton Denison hydraulic steel press, was one item that generated bidding action from a shipyard in Anacortes. Shipyard General Manager Doug Dixon was determined to keep Big Bertha on the ship canal to maintain the heavy ship repair capability in Seattle's maritime business community. Counseled by PacFish Shareholder Stan Simonsen, the bidding continued, with a quickly raised hand and a stern glance to the competition, until they all dropped out. MARCO's heavy roller for angle and pipe bending was another piece of shipyard antiquity gleaned by PacFish that will remain in the still-strong cluster of Seattle maritime businesses. Other equipment won at auction included large vessel sandblast equipment, 150 hp Quincy screw compressor and six portable shelters for protecting vessels under repair from Seattle's rainy climate. Local Naval Architects will also still have use of the shipyard's steel incline weights and pendulum, which will be made available for all to use for vessel stability tests, both at the PacFish shipyard and dockside, throughout the Seattle maritime community.

Past regular customers of MARCO, who now call on PacFish for their dry-docking, such as Kris Paulson's Bering Sea and Kris Knutsen's Aleutian Spray, provided their large open crab boat decks to haul the machinery northwest across the ship canal to the PacFish shipyard. Longtime port engineer John Brender and crab fishermen John 'the Swede' and Tim 'TY' Young, pitched in to move the loads, coordinated by ex-MARCO employees Al Brands and Tom Harbin, who is now a repair manager at the PacFish shipyard. In addition to purchasing all of MARCO's hard to find oakum, square galvanized ship's nails and all their zinc anodes, PacFish has hired 16 former MARCO employees to provide continued quality fish boat, tug and yacht conversions and repairs in Seattle.

Pacific Fishermen's shipyard was founded in 1946 by 400 Norwegian heritage fishermen as a co-operative style

shipyard on the site of the 1890's Ballard Marine Railway, where Seattle founding father Joshua Green had his sternwheeler Bailey Gatzert built, and famous for wooden halibut schooners and Navy minesweepers later named Calypso by

Jacques Cousteau and Wild Goose by John Wayne.

The yard was subsequently incorporated in 1946 and has been providing shipyard services, including the new construction of wooden 36 ft. launches for USCG

Survey (NOAA) research vessel Surveyor and 54 ft. to 58 ft. Ed Monk designed wooden seiners, including Northern Light II (Cinnamon Girl), Cape Falcon, Mary D and Jerilyn.

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## VistaScape for Port of Wilmington

The Port of Wilmington, Del. deployed VistaScape's SiteIQ software to automate

surveillance, enforce port security policy, and increase the effectiveness of its security staff in responding to and preventing violations.

SiteIQ is part of an overall security upgrade for the Port funded through \$1.7 million in grants from the Transportation Security Administration and the Office of

Domestic Preparedness.

A full-service deepwater port and marine terminal, the Port handles more than 400 vessels per year with an annual import/export cargo tonnage of 5 million tons.

It comprises more than 350 acres, including the largest dock-side cold storage facility in North America.

SiteIQ collects sensor data from surveillance cameras and access control stations around the Port and provides a single three-dimensional map display for viewing current security conditions. Authorities are notified of potential problems via live video of the event to the command center, audible alarms, and alerts to officers on patrol.

## Coastwise Completes Landing Craft Design



Coastwise Corp. completed a landing craft design for Katmai National Park and Preserve in Alaska. The vessel is a shallow water RoRo passenger and vehicle ferry. The Juneau-based naval architecture and marine engineering firm designed this 65 ft. aluminum landing craft to operate on the Naknek River and Lake carrying passengers and heavy equipment to remote Brooks Camp, "Valley of Ten Thousand Smokes." This new 65 ft. vessel has a beam of 21 ft., travels at eight knots, operates with a crew of two and can carry 10 passengers. It was designed to carry full size road graders, loaders, and tanker trucks. The vessel's aluminum ramp is designed to load these heavy vehicles from un-improved beaches. Designated as a day-boat the RoRo landing craft will operate June to mid-September and be hauled out of the lake, prior to freeze up. Fully loaded the vessel draws just over three feet of water.

### 65 ft Landing Craft Particulars

Designer	Coastwise Corporation
Certification	USCG Subchapter T
Hull Material	Aluminum
Tonnage	77.2 GT
Length Main Deck	61.2 ft.
Beam	21.3 ft.
Depth	7.1 ft.
Draft	2.3 ft.
Service Speed	8 knots
Marine Propulsion	(2) Cummins QSL9
Power	285hp @ 1,800 rpm

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# Geo Shipyard: Still Recovering From Rita



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This photo of Geo Shipyard was taken by the U.S. Coast Guard two days after flood waters hit. Two seismic vessels (with canopies) are shown at the left of the photo. Most other vessels in the picture are boats that sought refuge at Geo from the Gulf of Mexico during the hurricane.

**By Larry Pearson**

Although Katrina got a lot of publicity for being a killer storm, Hurricane Rita that followed a month later, was more devastating to Louisiana shipyards inland and west of Katrina's track.

Geo Shipyard, New Iberia, La., was in the path of the storm surge from Rita with water from the Gulf of Mexico that inundated the yard on Friday, October 23. The shipyard took over six feet of water. "We lost welding equipment, milling machines, lathes and a lot of power tools," said David Lecompte, who along with his brother Randy, run the yard.

"All three of our offices took on huge amounts of water and two of them were a total loss," Lecompte said. Geo rebuilt its production office. The company moved another trailer on site for office space.

Most of the company's employees returned a few days later to begin the task of cleanup that took about a month. With cleanup complete the workers were able to turn their attention to their main skill, building boats. Nothing replaces the memory of a disaster better than a new boat building contract.

Geo now has under construction at 70 x 24-ft. Subchapter T ferry for the State of Georgia Natural Resources for Sapelo Island.

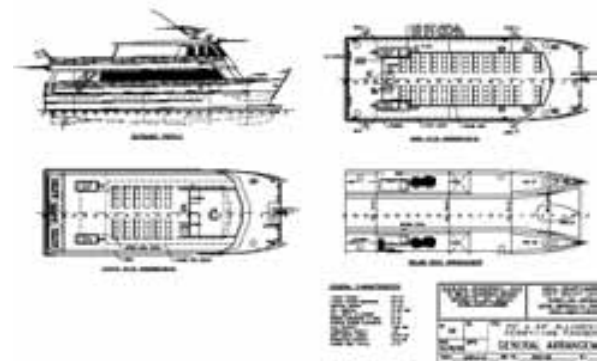
The all aluminum vessel has an enclosed main deck and an open top deck with four abreast bench seating on

both decks for 149 passengers. The new vessel is of catamaran design with a Caterpillar C18 engine rates at 700 hp in each hull. The starboard hull also has a 33 kW genset. Both hulls have a 700-gallon fuel tank just forward of the engine it serves.

The vessel is set for August 2006 delivery. Geo also has a small RIB under construction as well.

**Circle 14 on Reader Service Card**

**General arrangement diagram of the new 149-passenger ferry being built by Geo.**





## GE Diesel Replaces Steam Turbine on Freighter



A new GE 7FDM medium-speed diesel engine recently replaced an existing steam turbine propulsion system to power Voyageur Marine Transport's Voyageur Independent straight-deck bulk freighter. The 16-cylinder engine provides 4,100 hp for this vessel, which is owned by Voyageur Marine Transport Limited, Ridgeville, Ontario, Canada. Voyageur Marine Transport's 642-ft. freighter underwent an extensive re-fit in the Port of Hamilton, Ontario, Canada. The Voyageur Independent, with the GE diesel engine, started successful operations on November 19, 2005, carrying mainly agricultural bulk products throughout the Great Lakes-St. Lawrence Seaway system. In fact, the vessel frequently crosses Lake Erie — nearby GE Transportation's manufacturing facility in Erie — as it brings grain from Thunder Bay, Ontario, Canada to the province of Quebec.

**Circle 21 on Reader Service Card**

## New Vessel Control Unit from HamiltonJet

HamiltonJet introduced the MouseBoat controller for its new blue ARROW electronic control system. The MouseBoat is an intuitive low speed control device for single or twin waterjet-powered boats, which together with blue ARROW is designed to make maneuvering in even the tightest situations simple and safe.

The MouseBoat is a miniature boat hand piece that moves and acts much like a computer mouse. Whereas a standard mouse moves a cursor up, down and sideways across a computer monitor, movement of the MouseBoat results in the same movement of the vessel, be it ahead, astern, or sideways. The MouseBoat also adds a third axis, allowing rotation of the device to control vessel heading whether traveling ahead or astern, or in the "zero



speed" mode.

It is designed to allow operators with little or no experience of waterjet propulsion to easily harness the full maneuvering capabilities twin waterjet units provide. For this reason the MouseBoat is ideal in situations where there is a high operator turnover, when time given to instruction and training is limited, or where operators are required to be multi-functional on a range of vessels, such as in military and quasi-military applications.

The device makes low speed and docking control intuitive, so the operator is able to react instinctively to changing situations without having to think about what combination of wheel, reverse lever and throttle is required to perform a particular maneuver.

The blue ARROW system translates commands from the MouseBoat into steering control and differential movement of the waterjet's Astern Deflectors to provide sideways tracking. Along with steering and ahead/astern control, the MouseBoat also manages low speed engine throttle. This is either done by moving or rotating the device further in the desired direction to increase boat speed or rate of turn, or by using buttons on the top of the MouseBoat to increase or decrease engine rpm independently both in the devices centralized position and the degree of span. Spring-center action returns the MouseBoat to the central "zero speed"/straight-ahead mode when released.

**Circle 22 on Reader Service Card**

## The EPS Silent Thruster

The EPS Silent Thruster from Van der Velden Marine Systems has no gap between the propeller blades and the tunnel, removing the main source of noise pollution. This unique construction, without gear or propeller shaft, also



means that the EPS Silent Thruster is compact. A flexible rubber mounting further eliminates noise and vibration.

The EPS Silent Thruster is also designed to offer weight savings. Its lightweight blades were developed using the very latest computer technology. The blades are designed to be simple to fit and exchange. Moreover, it offers an equally powerful thrust to both port and starboard as well as impressive steering power and maneuvering accuracy.

In addition to the fixed thrusters, Van der Velden Marine Systems is working on retractable systems as well as using the concept of the EPS as a means of propulsion. Tests are currently being carried out for the latter purpose in order to optimise the shape of the propeller blades.

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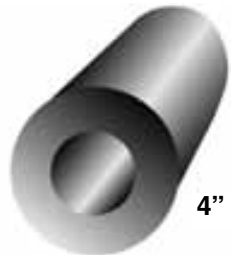
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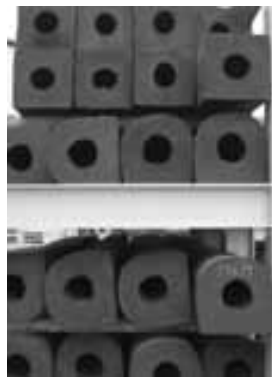


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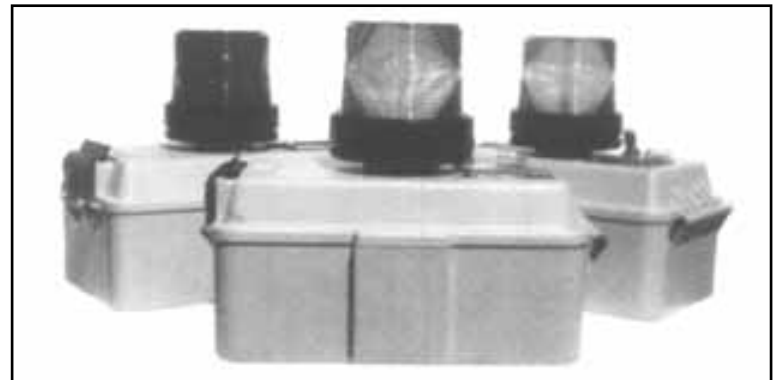
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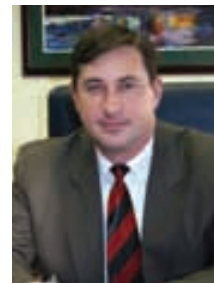
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## Crowley Promotions

Crowley Maritime Corporation's board of directors approved the appointment of Dan Warner to Senior Vice President and Treasurer effective January 1. In his new position, Warner is responsible for the direction and management of the treasury activities of the total organization. He ensures that financial transactions, policies and procedures meet corporate objectives and regulatory body requirements. He also manages the corporate banking and investment functions and is responsible for negotiating all company-wide short and long-term debt financing.



Warner



Mead

Warner will remain domiciled in Jacksonville, and will report to Bill Pennella, Crowley's Vice Chairman and Executive Vice President. Reporting to Warner are Senior Treasury Analysts Momodou Sallah and Jennifer Pope. Warner began his career with Crowley in November 2001 as a Senior Analyst for the corporate planning group where he worked until his promotion to Director of Finance for the Logistics unit followed by a move to the Puerto Rico/Caribbean liner shipping unit. The board of directors approved his appointment to his prior position of Vice President and Treasurer in May of 2005.

In addition, Crowley announced that its board of directors has approved the promotion of Art Mead to Senior Vice President and General Counsel effective January 1. He will report to Bill Pennella, Crowley's Vice Chairman and Executive Vice President.

Mead will have corporate wide responsibility for all legal matters. As general counsel, Mead ensures that the business practices, policies and dealings of the corporation and its affiliates meet regulatory requirements protecting Crowley from adverse legal action. Additionally, Mead will direct legal actions for, and manage the defense of claims against Crowley and also interpret and prepare legal documents. Mead will join Crowley's Management Team and provide counsel to management on legal matters. Reporting to Mead are Vice President and General Counsel Alan Twaits, Corporate Secretary Bruce Love and Senior Corporate Counselors Fred Moss and Peter Popov.

## Hyde Marine Adds New Tech Director

Hyde Marine, Inc. announced the appointment of Matt Granitto as technical director. Granitto will be responsible for engineering and production as well as product management of Hyde's fast growing marine environmental business unit. "With fifteen years of multi-disciplined engineering experience and strong problem solving capabilities based on a solid technical foundation, Matt is a natural leader with highly effective team building and motivational skills." Hyde CEO, Tom Mackey, said. "He possesses a talent for developing corporate objectives and transitioning them into action and achievement that will provide Hyde with effective technical leadership and ensure the highest levels of quality and service for our customers."

Matt earned his Bachelor of Science degree in Electrical Engineering at Cleveland State University and an MBA from the Case Western Reserve University, Weatherhead School of Management. He was most recently Director of Engineering at Aquionics, Inc., a major manufacturer of UV disinfection equipment and a supplier to Hyde Marine.

Granitto also serves as Technical Director of Hyde Marine's joint venture company, Lamor LLC, a member of the worldwide Lamor Group. Lamor is a leading supplier of oil spill response and environmental equipment.

## DiRenzo Appointed To Coast Guard Academy

Joseph DiRenzo IV, son of Joseph DiRenzo, III and Commander Karen DiRenzo, NC, USN of Suffolk, Va., was presented with his appointment papers to the United States Coast Guard Academy by Coast Guard Vice Admiral Vivean Crea, Coast Guard Atlantic Area Commander in a ceremony held Dec. 29 at the Coast Guard Atlantic Area Headquarters in Portsmouth, Va. DiRenzo and his fellow cadets in the class of 2010 will report to the U.S. Coast Guard Academy in New London CT on July 3, 2006 to begin Swab Summer, an indoctrination into academy, cadet and Coast Guard life. Following Swab Summer, DiRenzo will study mechanical engineering and work toward a Bachelors of Science degree. DiRenzo plans to compete for the Varsity Swim team while attending the Academy. Located on the banks of the Thames River the



Granitto

Coast Guard Academy commissions approximately 175 ensigns during graduation exercises in May. Following graduation, newly commissioned ensigns report for duty aboard cutters home ported nationwide. Graduates of the academy are obligated to serve five years. Thousands of applicants interested in becoming Coast Guard officers seek appointments to the academy each year. Many of those applications come from the service's enlisted ranks. Acceptance to the academy is based on a national merit based search, there are no Congressional appointments. The Coast Guard Academy remains one of the most selective colleges in the country. DiRenzo, is following in the footsteps of both his parents. His father, a 1982 graduate of the U.S. Naval Academy, retired in 2003 after 21 years of military service in the U.S. Navy and Coast Guard. His mother, is a Commander in the Unit-

ed States Navy Nurse Corps and currently serves as the Officer in Charge of three Navy Medical clinics. DiRenzo, who is an Eagle Scout and National Honor Society member at Nansemond-Suffolk Academy High School in Suffolk, Va, where he is Chairman of the Honor Council and Captain for three Varsity Sports, will graduate in June 2006.

## Coast Guard Delivers Cutter

California's Alameda County Sheriff's Office has added an 85 ft. cutter with twin .50-caliber machine guns to its growing fleet, which now numbers four vessels, according to an AP report. The U.S. Coast Guard turned over the boat to the Sheriff's Office under a program that diverts surplus military equipment to local law enforcement.

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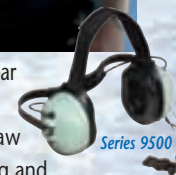


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# Tugboat Alley Revisited

By Don Sutherland

"One day maybe it will all be parks and residential towers with water views," concludes a newspaper article describing New York's "Tugboat Alley" at the Staten Island shore, "and plenty of people won't miss it. But now," it finishes, "at least for a moment, it remains a place where people work with their hands, and those hands touch brass and wood."

The article, with its sentimental depiction of its transient subject ran in August, in a Sunday edition of what is known as a newspaper of record. The term "newspaper of record" is not strictly defined, but we'd assume, it involves writing-down, for future generations, the way things were. In that future, might wonder arouse from this particular record. "How advanced the brasswork and woodwork must have been in the typical tugboat by the summer of 2005," our descendants might exclaim, "for they'd been develop-

ing brass and wood since the Vikings!"

Someday, another record might chronicle the Eminent Domain Wars and their outcome, the Manhattan-Battery Tug Basin. In combination with the Erie Superbasin — Pier 6 through 65th Street in Brooklyn — receiving the great barges of the NewErie Canal, the original Tugboat Alley would be described as the backbone of the Big Apple Tugboat Triangle that saved the city from economic ruin.

Anyone can speculate on the future, and one wild guess is as good as another. There's no way to be sure what newspapers will write-down, but we can assume that there will be surprises.

### Certainly Surviving

Surprises already arise with the record written-down in August. "At least 100 tugboats are based along the northern shore of Staten Island," it recounts,

"owned and run mostly by Moran and McAllister, but also by some other big names from New York maritime history ... Smaller concerns, like the Kosnac Floating Derrick Corporation, have only one tug."

"I didn't know we were in the article," said Veronica Marshall, General Manager of the Kosnac operation, "he didn't call us, someone must have told him about us."

The someone must not have mentioned that the June K. was barely two years of age, the company's first newbuild in three generations of business. Or that Capt. Fred Kosnac was in Norfolk that month, negotiating to buy a second twin-screw tug, the Vera K.

The June K. was one of three sparkling-newbuilds to arrive on Tugboat Alley in 2003. The John P. Brown is the largest and priciest in the Brown fleet, whose origins stem from the 1920s. Another tug of the year, the Normandy, arrived at a price of

\$3.8 million, according to Metropolitan Marine Transportation's Capt. Paul Mahoney.

Many observers would consider that much of an investment to be a sign of a new tomorrow.

"This working community," according to the record, "lives amid the wreckage of the heyday of the port. For every going concern there is a deserted old warehouse, or a rotting pier, or a set of rusty disused train tracks, or a sunken tugboat with its wheelhouse windows smashed. But if this stretch of shore is not thriving, it certainly is surviving."

The Philip T. Feeney, the tug in the Alley with the broken windows, lies one-hundred feet east of Capt. Mahoney's four-million-dollar tugboat. Rather than a permanent condition or enduring icon of the North Shore, the Philip was to be removed two years ago. But the old canaler thwarted the effort. She was stuck

Norwegian Sea joined the K-Sea fleet as part of the \$21-million Bay Gulf acquisition last year. She's since had an upper house and a JAK coupler added for a new life as a pinboat. (Photo: Don Sutherland.)



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in the mud, and the crane came off its mount trying to wrest her loose. She might have to be dug out, but under today's laws that could require a permit.

And permitting is sometimes strict, in a sensitive age. "We're investing millions in things like bulkhead improvements," said McAllister's Buckley McAllister, "moving forward as our applications are approved. To meet the environmental criteria, we sometimes have to go back a second or third time."

Besides infrastructure improvements and newbuilds, there are acquisitions and upgrades in a security-minded era. "We've installed, or are about to install, fire suppression systems on all our boats, in a program that's been underway for years" said Chris Roehrig of Roehrig Maritime, "we've got two more to go at about \$30,000 a copy. Our AIS systems have gone in at about \$10,000 apiece."

Capt. Roehrig reports that the company has acquired a tug a year for the past five years, the Heidi Roehrig arriving a few months ago for a little over two million.

While the exact capital improvements

of some New York businesses are easy to compute, they're more subject to interpretation with the residents of Tugboat Alley. If tugs acquired by McAllister since 2003 — like the Michaela or the Kaleen or the Bridget — spent a few months in town, then got reassigned to McAllister operations in Charleston or Baltimore or Hampton Roads, what does this say about tonnage or horsepower or capital investments on the North Shore? Up? Down?

Housing developments, bodegas, and pharmacies are easy to count as they sit in place over the years. But the purpose of boats is to come and go, which makes their measure a moving target.

But even without hard figures, one senses growth amid "the wreckage of the heyday of the port." K-Sea, for example, near the head of Tugboat Alley at Howland Hook, acquired seven tugs at the beginning of 2005, and ten barges, and a new business in Norfolk and, along with their still-ongoing newbuild program, expected to have a carrying capacity of 2.7-million barrels by the time the record was published. The Norfolk acquisition



Miller was closing on the Susan in August, and how she's the one model-bow tug on the East Shore -- making the record technically correct about tugs living east of the Kill Van Kull. (Photo: Don Sutherland)

alone was placed at \$21-million. So does the Alley survive, or thrive?

Since the new vessels would be divided between the Port of New York and others, it's again hard to pinpoint whether K-Sea's

growth permanently increases the population of Tugboat Alley. But that's how it is in the transportation business. Vessels move around, sometimes on regular routes. K-Sea's ranges from the Gulf of

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# TUGBOAT ALLEY



Apparently unbeknownst to the keepers of the record, the Kosnacs were in Norfolk negotiating on the Vera K. back in August. Here she debuts on the KVK on December 12. (Photo: Don Sutherland)



Recently-acquired Heidi Roehrig joined Tugboat Alley's population, part of a stream of growth and development to which some observers seem oblivious. (Photo: Don Sutherland)



Shawn Miller was the first towboat, as opposed to tugboat, on the East Shore. Here she tows a restored Dornier flying boat at the end of a round-the-world flight benefitting UNICEF. (Photo: Don Sutherland)

Mexico to Maine, with plenty of elsewhere besides — Pakistan, for example. Norfolk provides a strategic resource somewhere midway. K-Sea's nerve center remains in Mariner's Harbor, on the bank of Tugboat Alley, and by midsummer they amended their 2.7-million bbl estimate, upward to around 3.4-million. This was due to the acquisition of Sea Coast Towing at Seattle. This one turned-over for \$82 million. So now, from "the city's last working waterfront: the jagged, crowded, oily northern shoreline of Staten Island," Tugboat Alley's reach extends from coast to coast.

An extended arm's-length is K-Sea's to share, among the denizens of Tugboat Alley. Moran and McAllister are all over the seaboard and Gulf and points upriver, and routes similar to K-Sea's are set by Bouchard and Penn and Reinauer. They're all building new barges. The supply line they form keeps Upstate driving, and New England warm.

That supply line is practically uninteruptible, according to the proud recounting on the website of Ocean Tug & Barge Engineering Corp. The Milford, Mass. firm designed the four Atlantic II class ATBs, three of which are in the Reinauer fleet. "During the winter of 2000/2001, the Nicole Lee Reinauer and her near sister, the S/R EVERETT, almost single-handedly kept Rhode Island in heating oil and gasoline. The large number of winter storms and their severity, caused virtually all barges and most ships to be weather-bound even more than normal. Despite the winter storms, which often had winds exceeding 50 knots and seas in the 20 foot range offshore, the Nicole and RTC 135 were not weatherbound even once. Nor was the Everett ..."

The S/R Everett became K-Sea's Lincoln Sea in 2003, one of the jewels in the Tugboat Alley crown. The fleets are modern, newly built and rebuilt to high environmental standards, economical, and operated from Richmond Terrace.

"The entrance to Reinauer's operation is marked by a sign," the record recounts, "set into an almost life-size model of a tug," which in fact is an actual tugboat. Said Bert Reinauer, "Our yard has undergone a significant transformation in recent times. We've rehabbed a facility that was advancing in age. We've got new buildings, new landscaping, and it's now a completely modern site."

## Certainly Clarified

On the topic of toxic pollution and the reduction thereof, the record records that the "ebbing of waterfront industries has certainly helped clarify the currents."

Sven Van Batavia, standing in Miller's yard on the shore of Tompkinsville, S.I., offers another possibility. "OPA 90 is not one of those pieces of legislation that sits in a drawer," he said, "it has been enforced vigorously. And when middle management at various companies discovered that they, themselves, could lose their house or go to jail for an oilspill, it was a real wake-up call."

Who better to fight marine contamination than maritime companies? Moran opened a spill response subsidiary in 2003. Meanwhile, over at Tompkinsville, Miller Environmental Group shares quarters with Miller Launch, near a pier that is indeed collapsed — Pier 7, last used by the City for maintaining its ferryboats.

Miller maritime operations have grown in three years from small bouncing boats taxiing crew from ship to shore, to a high-yield general-service marine company with two large, commodious, powerful crew boats imported from the Gulf, the Rosemary Miller and the Sorenson Miller. Following their first towboat, the Shawn Miller, the company in August closed on its first model-bow tug, the 72-ft., 1,200 hp Susan Miller.

Besides the four boats acquired since 2003, Miller has had four 30 x 90 ft. deck barges built, and among other accouterments has acquired a 45-ton hydraulic crane.

The Rosemary and Sorenson can also be used for spill response, of course, and being 110-footers with open aft decks, can handle their share of the company's "10,000 ft. of oil containment boom," according to Mr. Van Batavia, and "skimmers, PPE equipment, high-pressure hot water washers for cleaning up oil, et cetera."

The newly-arrived Susan Miller makes Tompkinsville technically a tugboat town, though she's the only tug in town. All the other tugs of Tugboat Alley are miles away, on the North Shore. Tompkinsville is the first community of the East Shore, after the tip at St. George where the Ferry docks. The North Shore has the Kill at its waterfront, the East has the Narrows. The Susan is the sole tugboat homeported between the Penn yard at Port Richmond and the Verrazano Bridge.

Otherwise, the east shore is generally devoid of tugs, or much they could tie too. A small cluster of piers on the Rosebank shore accommodates the two small boats of Reynolds' lighterage service, Poling's stately tanker the John B. Caddell, and the fleet of the Sandy Hook Pilots. It's a fair number of boats, but they get lost in the expanse of the east shore. "Everything there is on a grand and generous scale,"

# TUGBOAT ALLEY

Tug Normandy, at almost \$4 million, is the priciest of the newbuilds to join Tugboat Alley since 2003, but like all the others pictured its existence would come as a surprise to future readers of the record. (Photo: Don Sutherland.)



wrote Thoreau of the East Shore waterfront when nearby in the 1840s, and nothing about that has changed.

Street maps continue to show the old Staten Island Piers, from Tompkinsville to Rosebank through Pier 18. So does the newly-inscribed floor of the freshly-rebuilt ferry terminal at St. George. The piers were removed in the mid-1980s, leaving a large, underused upland parcel. It's still known as the Homeport, built for the Battleship Iowa and its Surface Action Group. The parcel, previously remodeled by Mayor Koch into a waterfront park, remains gated and guarded after the Navy's departure.

The vast parcel contains one nautical resident, the Fire Fighter of the NYFD's Marine 9. It ties up to a structure that dwarfs it in scale — the sole pier of the ex-homeport, a massive construction, a single imposing finger jutting at an angle from the Stapleton shore.

It's one of the few recent piers in New York built for ships that sail the oceans. It continues to host vessels in the services of many nations. In a city whose waterfront struggles to host sixteen visiting ships, the big pier at Stapleton represents an important fixture.

The record describes the spacious East



K-Sea's Falcon and Lincoln Sea pose for comparison. The ex-S/R Everett represents state-of-the-art towing equipment, joining Tugboat Alley's population in 2003. Not a word of it in the record. (Photo: Don Sutherland)

Shore and the cramped North Shore collectively as "the jagged, crowded, oily northern shoreline of Staten Island, a stretch extending from just north of the Verrazano-Narrows Bridge, past the ferry terminal, along the Kill Van Kull to the Howland Hook Marine Terminal."

## Intelligent Design?

The East and North Shores do have things in common, including the gaggles of fat geese that paddle about. The tugs that tie-up at one shore can be seen earning their keep off the other, escorting ships and bunkering and moving things wherever they go. Not all of the tugs come from Tugboat Alley, for there's a lot of coast along New Jersey and Brooklyn, too, where New York tugs tie-up.

Distinctive tugs are regularly seen working the Stapleton Anchorage, including Conoco-Philips' Empire State, distinguished by its large reel on the stern. Between operations, the Jersey-based tug is as likely to bide its time at a Penn piling as anywhere, that being the point on Tugboat Alley closest to the anchorage. It's an intelligent layout, though not always by design.

But it demonstrably works. The Empire State was among the first on the scene at a

# TUGBOAT ALLEY

major event of 2003, the Port Mobil explosion on the Arthur Kill. For besides spill-containment, the Empire State has extensive fire-response equipment too. Most modern tugs do, sometimes more

advanced than official municipal fireboats, with such perks as full immersion systems.

Their ability to respond was shown anew two weeks before the record was

published in August, in a fire near Constable Hook at the mouth of the Kill. "It could have gone south very easily," said K-Sea's Capt. John Egan, whose tug Coral Sea pumped water on the fire while the

Odin removed a threatened tank barge from the vicinity. At least four more tugs responded, and it's no affront to say that the City's Gov. Alfred E. Smith, the nearest fireboat, arrived later — the tugs had been closer. Capt. Egan forbade his crew to enter the fire — "that's for the professionals. But what truly impressed me was that everyone had their equipment, and deployed it quickly and effectively. Don't know if that would have been true ten years ago."

There are new regulations about fire-fighting equipment, and the abilities of crews to use it, which makes the population of Tugboat Alley more than just boatmen. They're a de facto volunteer fire department, a posse of unsworn deputies whose ability to respond to unexpected emergencies has been demonstrated more than once since the turn of the century. The question about them the record might ponder is, how come, at the end of their two weeks, so many get on airplanes to go home?


## The Daily Plan

"Every day, it seems," states the record from last August, "a new plan is unveiled, whether in Williamsburg, or Red Hook, or the East Side of Manhattan. Each features the harbor as a backdrop, a placid lake on which docked sailboats bob. And each plan, glorious and ambitious as it is, smooths away some of the jaggedness, the accidental design, that used to characterize a dirty and noisy and dangerous working port."

Tugboat Alley is a product of design, sometimes proactive, sometimes reactive, as the dynamics of shipping altered the port. With containerization came containerports, which need to sprawl. The Port Authority set up its big ones at a northeastern railhead of the continental United States, on the banks of Newark Bay. What a good way to lay-out an international, intermodal transportation infrastructure.

Placing an armada of tugs at the confluence of Newark Bay and the Kill Van Kull reads like planning, though it had a prerequisite: shipbuilders like Bethlehem Steel would have to close down. That certainly made a lot of North Shore space available.

According to the same newspaper of record in an edition of November 2004, the Port Authority a year ago was straining with an eruption of growth from increased trade with Asia, in the age of Panamax and Post-Panamax ships. Isn't that intelligent too, to transport the cargoes all the way from Asia in one vessel, and skip the Pacific-coast offload to transcontinental rail? That's 3,500 new longshoremen jobs alone in the Port of



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# TUGBOAT ALLEY



So stuck in the mud was the Philip T. Feeney that this crane, trying to lift it, broke off its base. (Photo: Don Sutherland.)

New York in past five years, according to the November record.

It's not completely clear how more and larger ships coming up the Kill would affect the residents of Tugboat Alley, but it's hard to imagine their dozing through it. What is clear is that the increase in trade, both coming and going, will be between Newark Bay and the heartland. That's where the tracks and the highways and the containers meet. Very much unsettled, however, is the question of the populations east — New England, Long Island, and the entire City of New York. The roadways to them from Newark Bay already are stalled, and can't take much more.

The cross-harbor rail tunnel proposal killed this summer by Mayor Bloomberg may come back, but if it does and finally goes ahead, it would be ten years or more

before moving freight from New Jersey to Long Island. The congestion of the bridges and tunnels, the automotive fumes, the general wear and tear, are

widely described as a crisis right now, today. Add the price of fuel after Katrina, or anything like it, and a question seems to follow: what else besides ferry com-

muters could benefit from transport by water around the island city and beyond? Would more tugs and barges help?

The record describes a tugboat skipper

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# TUGBOAT ALLEY

"up in the Brian A. McAllister wheel-house, standing next to the wooden and brass levers that control the tug and the shiny brass compass that tells where it's

going." So that's how far they'd come by 2005 with brass and wood — no Vikings had flanking rudders. But most of the tugs along Tugboat Alley steer with some sort

of joystick. Future readers of the record must assume that the notebook computer in the Brian's wheelhouse had its navigational screen folded down so the reporter



As the Turecamo Boys demonstrates, the quarters can get close along Tugboat Alley, especially where the dredging's going on. The tugs are packed in tight proximity. (Photo: Don Sutherland.)

didn't see it, the AIS switched-off, the GPS switched-off, the radar switched-off, the radios switched-off, leaving only the time-honored shiny brass compass to report that the boat was still dockside.

August was a busy month. It was when the Port Authority made another announcement of expansion, with a ten percent growth in Asian cargo in the first six months of the year. Overall imports through the port up 11.7 percent, and total exports up 6.5 percent. This was on top of the growth described in the previous November record,

With so much that's new, on the rise, in expansion, fit and able, so very economical, and so earnestly important in and around Tugboat Alley, our grandchildren's grandchildren may wonder why the record of August 21 left so much out? But of course, records are kept by records-keepers, who may see different things. Who may ask to see different things, or most of all, who may wish to.



The Sorenson Miller isn't really a tugboat, but Tompkinsvill isn't really part of Tugboat Alley. But she represents more growth in the area -- here Cunard's press boat so that everyone could get the same shot of the QM2's maiden arrival. (Photograph: Don Sutherland)

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## Luxury Dinner Boats Fuel

# Passenger Vessel Growth

By Larry Pearson

The growth of the passenger vessel industry seems closely linked to Americans love affair with eating out in style. "Most of our passenger vessels go to cities that have large populations of people who enjoy not only eating out, but a unique experience as well," said Dan Nelson, VP of sales for Skipperliner, a major builder of these vessels located in Lacrosse, Wisc.

Vessels built in 2005 include several Subchapter K vessels, two of which form the main body of this report. Subchapter K vessels are allowed to carry more passengers than the 149-passenger Suchapter

T vessels: sometimes a lot more. To carry the extra passengers, the Coast Guard requires the vessels to carry considerably more structural fire protection and more lifesaving gear.

### California Spirit

A prime example of a large "K" vessel is the California Spirit, capable of carrying 600 passengers or 450 seated at tables in two large dining rooms for meal service. The 160- x 37-ft. vessel was built for San Diego Harbor Excursions, San Diego, Calif. "The lines and outward appearance is that of a private mega

yacht," said Andy Lebet, partner in the naval architecture firm of DeJong & Lebet, Jacksonville, Fla.

The California Spirit was built by Keith Marine, Palatka. The shipbuilder has built megayachts as well as a series of Sir Winston "K" vessels.

### Captain Winston Knauss

The California Spirit features a deluxe interior package to carry out the mega yacht look. "We used the maximum amount of wood trims and veneers along with a leather-like wall covering and a

coffered ceiling to create a very warm-rich toned look," Lebet added. The wood finish and other combustibles meant the architects had to submit a detailed fire load calculation to the Coast Guard to get this vessel approved.

In addition to an opulent interior, the boat is "clear span" with no interior stanchions over its 37-ft. beam, again adding to the luxurious and open look of the interior spaces.

The vessel makes considerable use of hull spaces. A 900 square ft. galley connects to a 500 sq. ft. storeroom that includes an 8 x 10-ft. cooler and the same size walk-in freezer as well as space for

Ovation will give Infinity Yacht Charters a larger capacity vessel for charters of 150 plus people. (Photo: Skipperliner)





**The California Spirit at dockside at the Keith Marine Shipyard. The vessel's mega yacht styling fits in perfectly with the upscale lifestyle of the San Diego waterfront area. (Photo: Keith Marine)**

dry stores. The galley is fully equipped for food preparation and dishwashing requirements for 500 diners.

The galley in the hull is connected to the main deck and second deck dining rooms by a 4 x 3-ft. elevator.

A Flexiteek material covers the aft decks and the swim platform.

Power for the California Spirit is via a pair of Detroit Diesel 60 engines rated at 475 hp each. Twin Disc provided the reverse/reduction gears that power 3.5-in. Aquamet shafts driving five blade-Ellis propellers.

Two Northern Lights gensets rated at 150 kW each provide electrical power. A split bus enables one generator to power the 150 kW Wesmar bow thruster while the other handles ship's power. Both generators have sound shields to insure the lowest possible noise level, especially during food service.

The vessel has a large main floor dining room as well as a second deck dining room and a Bride's Changing Room forward of the dining room and aft of the pilothouse. The Bride's Changing Rooms has become a standard amenity on many luxury dining yachts recognizing the importance of wedding charters as a major source of business. The third deck is an open sundeck with water, electrical and drain hookups for portable bars.

Steering of the vessel is vial Kobelt equipment. The California Spirit has the normal pilothouse helm control but also two wing stations and an aft control station.

A chilled loop system provides air conditioning to passenger spaces plus the galley and storeroom in the hull. The system is by Carrier Transicold and includes air handlers with electric heat strips.

The vessel has a draft of 6.5 ft. and gross tonnage of

99. Crew is 100. Capacities of the vessel include 4,100 gallons of fuel, 8,200 gallons of potable water, 4,000 gallons of sewage and 4,000 gallons of gray water.

The California Spirit is one of eight passenger vessels operated by San Diego Harbor Cruises. The company specializes in charters, but also operates regularly scheduled cruises and special event trips. Also offered are water taxi and ferry services and whale watching trips.

## Ovation

No shipbuilder builds more passenger vessels than Skipperliner of Lacrosse, Wisc.

The company builds a 98-ft. Island Girl Subchapter T vessel every year for their own passenger vessel operation in Lacrosse. After operating the vessel a year, it is sold and another vessel is built. To date 17 Island Girl vessels have been built and are in service around the country.

Skipperliner also typically builds a Subchapter "K" vessel each year and in 2005, and Ovation was delivered to Infinity Yacht Charters of Detroit.

The 138-ft. yacht-styled vessel features a tri-deck design with two enclosed cabins for dining and an open, yet partially covered third deck. The first deck features a full length clear span dining area with no stanchions and the second deck has a large entertainment space forward with a full-service bar, cocktail area, a private bride's executive suite and dining aft. Capacity of Ovation is 300 guests.

The initial design of the vessel was developed by Skipperliner with engineering and design by Timothy Graul Marine Design of Sturgeon Bay, Wisc.

Overall length of Ovation is 138-ft. with a 28-ft. beam. Infinity Yacht Charters also owns the Infinity, a 90-ft. Skipperliner purchased in 1998.

The new vessel will be based at two locations; the docks at the General Motors Corporation headquarters and Jefferson Beach Marina in St. Clair Shores.

General manager of Infinity Yacht Charters LLC is Steven Rybicki. "I knew that we were passing up on charter business with a single 150 passenger vessel, so the Ovation gives us the extra capacity for larger parties," Rybicki said.

"The new vessel is a perfect compliment to the new \$11 million Detroit Wayne County Port Authority now being built at the GM Center," Rybicki said.

In the Great Lakes area, passenger vessel business is seasonal, but Rybicki hopes to operate until at least New Year's Eve. As to whether the vessel can operate around the time of the Super Bowl in Detroit February 5, Rybicki said he would evaluate that situation as the date approaches. All food for the Ovation is supplied by the parent company Continental Dining and Refreshment Services in Bellville, Mich.

Ovation is powered by twin Caterpillar 3406 CTA engines developing 480 hp each. Two Cummins 150 kW gensets provide electrical power and there is a 125 hp Wesmar hydraulic bow thruster to provide excellent maneuverability during docking, undocking and other maneuvers. HVAC is provided by a 672,000 BTU system by Cruiseair.



# Special K Boats

By Larry Pearson

Not all Subchapter K vessels are 150 ft. long with three decks, enclosed cabins and fancy food service. The ones built by shipyards such as Island Boats are more basic people carriers.

For example, Island Boats recently delivered the Island Expedition and the Island Discovery to Harbor Express of Boston, Mass. The two catamaran vessels will provide ferry service to the Boston Harbor Islands, a part of the Massachusetts State Park System, from downtown Boston. With a passenger capacity of 200 plus four crew, the vessels are Subchapter K boats operating less than one mile from shore. Using high-density ferry seating, the vessels are 65-ft. long and 20 ft. wide with passenger seating on the main deck that is covered and partially enclosed and an open top deck. Aluminum bench seating is featured on both decks. Designed by Morrelli & Melvin of Los Angeles Calif., the vessels have a top speed of 25.2 knots. "This is a great project for us," said Miles Thomas, president of Island Boats. "We have delivered a vessel that is an excellent performer with modest horsepower that posted a 10 percent better performance than contract requirements," Thomas added.

Power is from a pair of Detroit Diesel Series 60 engines, rated at 600 hp each driving twin propeller via Twin Disc reduction/reversing gears. An Isuzu genset provides 20 kW of electrical power.

A rubber bow bumper allows quick passenger loading and unloading.

The main deck enclosed passenger space is air-conditioned and is outfitted with wool carpet, low fire load seating and wall panels, a bar with coolers and drink dispenser and head.

Windows are clamp-in frames by Beclawat who also provided the large sliding doors at the front and rear of the passenger space. The pilothouse is placed far forward on the top deck for maximum visibility during passenger loading and unloading operations.

The next vessel to be delivered by Island Boats is an 82-ft. aluminum catamaran for use transporting guests between Southport on the North Carolina mainland to Bald Head Island of the coast. The two-deck Ranger can hold 236 persons with baggage and 284 passengers without luggage. Top speed is 21 knots.

A pair of Cummins KT-19A engines rated at 640 hp each drive propellers through ZF reduction gears. Two



The Island Expedition with an almost full load of passengers in Boston Harbor.

Isuzu 40 kW gensets provide electrical power.

The 28-ft. wide Ranger was designed by Schuller and Allen of Houston, Texas and built from marine grade aluminum to USCG Subchapter K standards which include structural fire protection in the machinery spaces and low fire load interior materials and finishes

"The Ranger is a solid, heavy catamaran but due to its efficient hull makes good speed with modest power," said Thomas. "The vessel has a high auxiliary load of 18,000 pounds on its rear deck to supply the resort island



The 82-ft. Ranger was completed in the Fall 2005, and will be delivered to Bald Head Island early next year. According to Island Boats President Miles Thomas, "This has been a victory for us as our customer has evaluated our proposal for price and quality against local yards on the East Coast."

with supplies and to transport passenger luggage," Thomas added. In addition to a propulsion engine and a genset, 700 gallons of fuel are carried in each catamaran hull. Two four-ton Ac units keep the passengers cool and seating is by Turnball.

Bald Head Island Ltd., has four other passenger vessels including an Island Boats-built sister ship Patriot.



Top deck of the Island Expedition with bench seating aft of the pilothouse.

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## Chesapeake Shipbuilding Prospers

By Larry Pearson

When it comes to building overnight passenger vessels, no shipyard has been as successful as Chesapeake Shipbuilding. Located on the Wicomico River in Salisbury, Md. the yard has built three such vessels in the last five years for American Cruise Lines (ACL), Haddam, Conn., In total, the yard has built eight overnight vessels.

ACL specializes in eight-day cruises out of east coast ports with the cruise beginning and ending from the same port. The company also performs repositioning cruises of up to 14 days when moving from one area of the east coast to another.

Chesapeake's latest delivery is a 214-ft. by 42.5-ft. passenger vessel called American Spirit. The vessel made its debut in May of 2005 with a series of eight day cruises out of Baltimore with stops along both shores of Maryland's Chesapeake Bay and as far south as Williamsburg, Va. From there, the vessel repositioned to New England for Cruises in the summer and fall.

Meanwhile ACL's other two vessels, American Eagle and American Glory were conducting cruises out of other ports. ACL has nine itineraries for the three vessels ranging from Maine Coast and Harbors in the North to Okeechobee & Southern waterways in the south.

The American Spirit is the largest vessel in ACL's fleet with 51 staterooms. The other two cruise ships each have 31 staterooms.

The American Spirit has staterooms on three enclosed decks with the top deck open for observation. There are private balconies on some of the second deck cabins aft and all of the cabins on the third deck have balconies.

An amidships elevator serves all four decks. There are four lounges on the boat and dining is aft on the main deck. Staterooms average 240 sq. ft. each, the largest in the industry and all cabins have satellite TV by Seatel.

In the hull is a pair of MTU Series 200 engines developing 1,070 hp each of propulsion power. Gears are by ZF and they power a pair of 48- x 48-in. props enabling the American Spirit to travel at 14 knots. Steering is electro/hydraulic by Kobelt.

To aid maneuverability in many of the small ports visited by the American Spirit, a 200 hp Thrustmaster hydraulic bow thruster is a part of the propulsion package.

Electrical generation for ships power



The flagship of the American Cruise Lines fleet, American Spirit. The vessel has met with considerable customer enthusiasm during its first few months of operation.

and the hotel load are handled by a pair of Series 60 S Detroit Diesels rated at 250 kW each and a 160 kW Onan unit.

The vessel can make its 3,500 gallons of potable water per day with a watermaker that supplements the 15,000-gallon fresh water tank in the hull. The hull also has tankage for 2,300 gallons of fuel oil. An Omnipure sewage treatment plant handles waste from the 50 staterooms and the crew quarters.

"Since the first cruise in May, the vessel has been very well received by our passengers, and it has been a huge success," said marketing director Timothy Beebe.

The American Spirit has been such a success that Chesapeake Shipbuilding has begun a sister ship for ACL. The keel was laid on August 8, 2005 and delivery is expected in early 2007. "The new vessel will have Caterpillar C-32 engines as main propulsion and smaller engines as gensets," said Tony Severn, manager of the yard. Ship layout will feature multiple lounges, an observation deck and one large dining salon that will allow all passengers to dine in a single seating. "The staterooms will be the largest in the industry and will feature Internet access, large picture windows, satellite TV, individual

climate control and many with private verandas," Beebe said.

The vessel will also feature an exercise room, library and a smaller launch vessel that can visit more out of the way ports.

Chesapeake also built a pair of 31-ft. aluminum passenger launches for the two new vessels. The 40-passenger outboard-powered boats have side load and bow ramps and will be used for passengers to tour hard to reach, shallow water attractions as a part of their cruise.

The building of the American Spirit and its sister ship is a milestone of sorts for the American shipbuilding industry. Only one other company, American West Steamboat on the west coast has successfully built and marketed overnight cruise vessels in the last few years. Both the Queen of the West and Empress of the North are successful operations on the northwest Rivers and on cruises to Alaska. The bankruptcy of American Classic Cruises and their two large cruise ships and two smaller overnight vessels immediately comes to mind when thinking about building overnight vessels in this country. Based on the early acceptance of the American Spirit, coastal cruises on the east coast seem viable as well. To handle construction of larger vessels, Chesapeake Shipbuilding has expanded its east wet dock to 275 ft. by 66 ft. to compliment the existing west dock that is 210-ft. by 56-ft.

Chesapeake Shipbuilding employees between 30 and 60 shipbuilders and is a full service shipyard building ferries, restaurant/gaming boats and other workboats.



The Main Deck Lounge of the American Spirit is a convenient congregation area after a day of cruising.





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## Harbor Offshore

The Port Security Barrier is developed by Navy Facilities Engineering and Service Center and employed into service. It provides a visual deterrance in addition to physical protection against boat attacks, and is composed of units ranging from 30 to 50 ft. segmented construction consisting of HDPE or steel pontoons, trusses, high capacity

**Circle 105**



## Van der Velden

The new EPS thruster from Van der Velden Marine Systems is designed to be a quiet, electrically operated system that offers side-ways power. According to the manufacturers, the compact EPS takes up half the space a conventional bow or stern thruster and provide savings in weight.

**Circle 106**



## Daytronic

Daytronic has been in the business of solving unique, challenging measurement and control problems. A recognized leader in sensor-based signal conditioning, Daytronic is positioned to serve the needs of a fast-changing digital world using the proven capabilities of analog measurement technology.

**Circle 107**



## 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 108**



## Mekanord

Mekanord specializes in equipment for Controllable Pitch Propulsion, which is advantageous in tugs, workboats, ferries and other vessels with varying work conditions. Their program includes C.P. gearbox, C.P. propeller and remote control system.

**Circle 109**



## Side Power

Side-Power Thruster Systems manufactures joystick, remote or touch-controlled side thrusters for personal boat use, giving the driver control and allowing for maneuvering in and out of tight spots. Standard features include overheat protection and self-locking high pressure contacts, and easily installs from the front side.

**Circle 110**



## KBR

KBR provides maritime services that can help you sail smoothly. Whether you are constructing plant and equipment, operating it repairing it or protecting it, KBR's life cycle focus ensures that you always have access to trusted support.

**Circle 111**



## Kongsberg

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

**Circle 112**



## Kaeser

Manufactured by Kaeser Compressors, SmartPipe is made from smooth, calibrated aluminum with a low friction coefficient, eliminating risk of rust and corrosion. Full bore fittings minimize pressure drop and leak-free connectors prevent compressed air loss. Available in multiple sizes.

**Circle 113**



## MAN B&W

The L16/24 engine has a 450-990 kW power range and operates at 1200 rpm, but uses the same fuel as the vessel's propulsion engines, reducing overall cost. All support functions have been collected in a single front-end box. Each complete cylinder assembly can be removed as a unit for maintenance or replacement, and mounts reduce vibration.

**Circle 114**



## Federal Signal

Federal Signal re-introduced the UniStat Status Indicator. Federal Signal's team of engineers and technicians developed an improved circuitry design and LED array for the UniStat. The UniStat can now be fitted with a sounder module for added flexibility in work areas where visual and audible signaling.

**Circle 115**



## Imtra

Imtra Corporation's low-wattage/high-brightness LED spotlight, manufactured specifically for marine applications, harnesses three Luxeon 1W PowerLEDs to produce illumination equivalent to that of a typical 20-watt halogen bulb, but with consumption of just 6 watts and an estimated life of 50,000 hours.

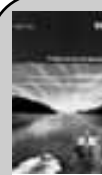
**Circle 116**



## Hemisphere GPS

Hemisphere GPS, a designer and manufacturer of GPS products, announced the introduction of a new heading sensor module for Original Equipment Manufacturers (OEMs) that features Hemisphere's Crescent GPS technology. The Crescent Vector OEM module, a printed circuit board, is a complete GPS compass and positioning system.

**Circle 117**



## Voith

For 75 years, Voith has been designing systems that are safe for man and environment. Voith offers tailor-made drive systems for a wide range of applications- for harbor assistance and escorting duties, ferries or naval applications up to special marine craft.

**Circle 118**



## ComNav

Designed to work with the ComNav ComPilot Advanced Autopilot System, the 203 has a backlit graphical display so system information is easy to read. The watertight case has sealed openings and is made from high-impact material that is resistant to most chemicals so the unit can withstand the harsh marine environment.

**Circle 119**



## Shell

Shell Alexia LS is cylinder oil with a lower Base Number (BN), ensuring lubrication of modern low speed engines when burning Low Sulphur Fuel Oil. Its low BN means that the correct surface properties of cylinder liners are maintained and excessive piston deposits are avoided. Shell Alexia LS has good detergency and dispersancy

**Circle 120**



## Marflex

Marflex is a designer and supplier of electric driven Deepwell pump systems for ships and offshore platforms. The new pump design is based upon the modern technologies, knowledge and experience of used cargo pumping systems. Marflex introduced a Deepwell pump with a unique oil-lubricated drive shaft.

**Circle 121**



## Carlisle & Finch

C&F uses the same precision optics as supplied to the U.S. Navy and Coast Guard, but incorporated within two Yacht Designs: Streamlined and Classic. A Precision-Optic reflector provides a deeper dish"parabola, which collects more light and the ability to focus the beam to a 1-degree, rather than 2-3 degrees.

**Circle 122**



## Furuno

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

**Circle 123**



## Wright Pump

Wright Pump has extended its sanitary product with the addition of a new family of centrifugal pumps, positioning The new TRA400 series of centrifugal pumps are available in five models in both volute and non-volute styles.

**Circle 124**



## Fiber Sensys

SPIDeR's cable consists of a backbone-insensitive to vibration-and up to 50 individual sensor cable strands. Each strand is attached either to a perimeter fence or buried in soft soil nearby. If an intruder disturbs one of these zones, the APU detects a change in the pattern of conducted light from the corresponding sensor cable strand, resulting in an alarm.

**Circle 125**

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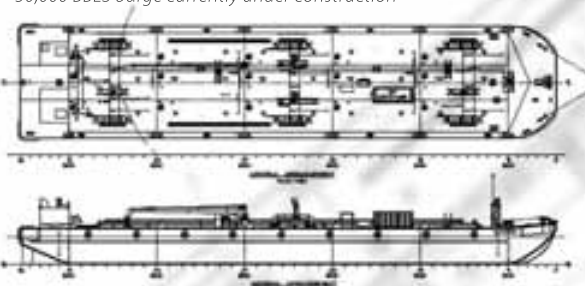
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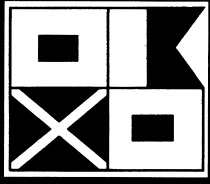
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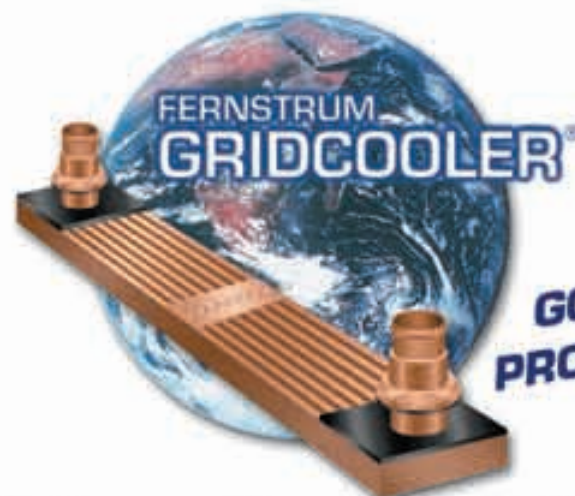


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