

# *MarineNews*



February 2006

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# MarineNews

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# Rigdon to Build PSVs at Bollinger

Bollinger Shipyards signed of a multi-vessel contract with Rigdon Marine to build 10 platform supply vessels (PSV) for Rigdon Marine, based on a new GPA 654 Class, designed by Guido Perla & Associates. The design incorporates increased carrying capacity and greater operating efficiency, compared to similar sized vessels, while at the same time allowing simplified construction methods to reduce construction cost. All ten are planned to be built at Bollinger's Lockport La. facility.

Donald "Boysie" Bollinger, chairman and CEO of Bollinger said, "We are excited about our upcoming program with Rigdon Marine. I have worked along side of Larry and several of his team members for many years. The timing of this state of the art PSV program is ideal for both of our organizations, and I am confident that this program is only the first of several to come."

The GPA 654 Class of PSV is a newly designed vessel that measures 190 x 46 x 18-ft. The vessels will be diesel-electric and classed ABS +A1+AMS+DP2, USCG Subchapter L and SOLAS.

Larry Rigdon, president and CEO of Rigdon Marine Corporation said, "Our organization is committed to the redevelopment of the State of Louisiana and having the next phase of our building program in Louisiana and at Bollinger is another reinforcement of that commitment."

To double the size of its existing fleet of 10 PSVs, Rigdon Marine recently completed a series of financial transactions which strategically positioned the company for growth. It signed a \$170 million Credit Facility with a group of European banks led by DVB Bank and secured \$30

million in equity investment.

The newly restructured Rigdon Marine Corporation has replaced its original financial capitalization for the recently completed GPA 640 series of 10 platform support vessels and has obtained additional financing for a new series of 10 vessels, which it has on a firm contract with a Bollinger.

## Chouest Continues Newbuild Quest

Edison Chouest Offshore (ECO) announced plans to construct several new anchor handling towing supply vessels (AHTS) at its North American Shipbuilding (NAS) facility in Larose, La. Additionally, the company is announcing plans to expand upon its series of 280-ft. platform supply vessels (PSV), as well as many new fast supply vessels. Bollinger Shipyards also announced the construction of two 245-ft. liftboats for Chouest.

ECO has already ordered ship's equipment for the first three AHTS vessels, and holds an option for another three vessels. The first two AHTS vessels are to be delivered during the first and third quarters 2007. This new proprietary hull design, 16,000 hp class, 280-ft., DP2, 200 MT bollard pull, new generation anchor handler offers increased capacities for both deck and below-deck cargoes, with a deadweight tonnage of 4,236 LT. The ship will be equipped with a 500 MT three-drum winch, providing total wire capacity for 27,034 ft. of 4.25-in. wire, with secondary winches with a total capacity of 33,160 ft. of five-inch diameter synthetic rope. Chain lockers will accommodate 18,700 ft. of 3 3/4-in. chain. Deck equipment includes dual tow pins, shark jaws and stern rollers.



Rigdon Marine's new GPA654 Class PSV to be built at Bollinger Shipyards, Lockport, La.

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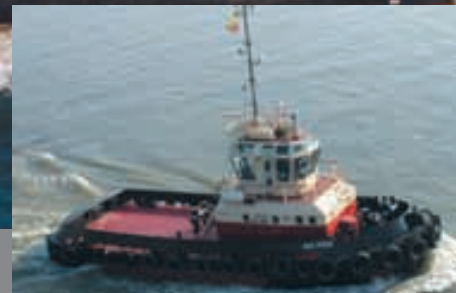
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## Tidewater Hostages Released

Tidewater Inc. confirmed that the four workers who were abducted by armed force and taken hostage from its offshore supply vessel Liberty Service offshore the Niger Delta on January 11, 2006, were released safe and well in the early morning hours of January 30, 2006. Three of the hostages were employees of Tidewater Crewing Limited, a Tidewater subsidiary. They were Captain Patrick Landry, 61 years of age, and a citizen of the United States; Harry Ebanks, 54 years of age, and a citizen of Honduras; and Milko Yordanor Nitchev, 56 years of age, and a citizen of Bulgaria. The fourth hostage was Nigel Watson-Clark, a citizen of the United Kingdom and an employee of Ecodrill. Both Tidewater and Ecodrill were working for Shell Nigeria at the time of the attack. All of the workers will undergo medical examinations before repatriation to their homes and families. Tidewater has worked closely with Shell Nigeria, Ecodrill, the U.S. and U.K. governments, and the Nigerian authorities to bring about the successful release of the hostages, and Tidewater is grateful for the help and support extended during these difficult times.





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## VT Halter Marine to Build Fourth Fisheries Survey Vessel

VT Halter Marine, Inc., a subsidiary of Vision Technologies Systems, Inc., will build another fisheries survey vessel (FSV) for the National Oceanic and Atmospheric Administration (NOAA.) NOAA exercised an option for about \$30 million to build the fourth planned vessel under an existing contract. Construction will begin in 2006 with delivery planned during the second half of 2008. VT Halter Marine designed the 208-ft. FSVs in accordance with strict guidelines for acoustic quieting set by the International Council for Exploration of the Seas. The first ship in the class-Oscar Dyson-was delivered to NOAA on January 5, 2005. It operates out of Kodiak, Alaska. The second ship-Henry B. Bigelow-was launched on July 8, 2005, and is expected to be delivered to NOAA in mid-2006. It will be home ported in New England. Construction began on the third ship in the class, FSV 3, in July 2005; this ship, yet to be named, is expected to be delivered in late 2007. It will initially be homeported in Pascagoula, Miss. These NOAA sister ships, with cutting-edge low acoustic signatures, will have the ability to perform hydro-acoustic surveys of fish. They will also be able to conduct bottom and mid-water trawls while running physical and biological oceanographic sampling during a single deployment--a combined capability unavailable in the private sector. When completed, the fourth ship will be home ported on the West Coast; a specific location has not yet been determined.



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The third new Chouest AHTS vessel to be delivered in the second quarter 2008 is a 348-ft. proprietary hull design, 16,000 hp class, DP2, 210 MT bollard pull, new generation anchor handler. The vessel will feature a deadweight tonnage of 5,111 LT and is equipped with a 600 MT four-drum winch, providing total wire capacity for 43,960 ft. of five-in. wire and secondary winches with a total capacity of 107,020 ft. of five-inch diameter synthetic rope.

Chain lockers will accommodate 38,704 ft. of 3 3/4-in. chain. Deck equipment includes dual tow pins, shark jaws and stern rollers.

To date ECO has delivered eight 280-ft. platform supply vessels, all currently working in the Gulf of Mexico. The company is now releasing plans to construct an additional ten vessels, all slated for delivery within the next 24 months. The ninth 280-ft. PSV, the Dante, was recently completed at NAS and is slated for delivery soon, to be closely followed by the Allie Chouest, currently being completed at ECO affiliate North American Fabricators in Houma, La., and scheduled for a March 2006 delivery.

The 280-ft. series has revolutionized the supply vessel industry in the Gulf of Mexico, featuring a deadweight of 4,800 tons, as well as dedicated below deck tankage for 15,415 barrels of liquid mud. The vessels provide a clear deck area of 10,251 sq. ft., with a capacity of 2,700 LT.

In recent months ECO has taken delivery of two new 160-ft. fast supply vessels, designed and built by Breaux Brothers in Loreauville, La.. ECO is also announcing the continuation of that newbuild relationship, with plans for an additional nine fast supply vessels over the next two years.

The two 245-ft. liftboats are based on a Bollinger design that has proven to be an industry leading design that is American Bureau of Shipping (ABS) classed and USCG certified subchapter L, meeting all SOLAS/MARPOL requirements. The vessels will be built at Bollinger's Lockport facility, with deliveries scheduled for the first and second quarters 2007.

## Twait's Joins Crowley

Crowley said that Alan Twait's has joined the company as vice president and general counsel. Twait's will be based in Jacksonville and report



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to Art Mead, senior vice president and general counsel.

Twait's will be responsible for a wide array of legal affairs and projects. Additionally, he will ensure that business practices, policies and dealings of the corporation meet regulatory requirements.

Prior to joining Crowley, Twait's served as general counsel for three companies,

Seabulk International, Carnival Corporation and Premier Cruise Lines.

He has almost 25 years of legal experience in the maritime industry and previously served for almost three years as assistant general counsel for Crowley.

## Hawaii Companies Win Navy Contract

C&S Services, Marisco, Pacific Shipyard Intl. and Propulsion Controls Engineering Hawaii, each won a potential maximum of \$15m for indefinite-deliv-

ery/indefinite-quantity contracts to provide repair, maintenance, and alteration to U.S. Government waterborne vessels and surface ships, visiting or homeported in the Hawaiian Islands, and procure long lead time material in support.

## Merchant Marine Credentials Extended in the Gulf Region

The Coast Guard is extending the expiration dates of credentials held by merchant mariners impacted by the effects of Hurricane Katrina until Feb. 28, 2006. The authority for this temporary relief measure was included in the Coast Guard Hurricane Relief Act of 2005 (Public Law 109-141).

This measure applies to certain mariners whose credentials expired on or after March 1, 2005, or will expire before Feb. 28, 2006. The requirements are as follows:

- Credentials are automatically extended for mariners whose home of record is listed as Alabama, Mississippi, or Louisiana on their merchant mariner credentials. To serve under the authority of their existing credentials, these mariners must carry a copy of the Federal Register notice with their existing credentials.

- Credentials issued by Regional Examination Center New Orleans are automatically extended. To serve under the authority of their existing credentials, these mariners must carry a copy of the Federal Register notice with their existing credentials.

- Other mariners who believe their ability to renew their credentials in a timely manner has been adversely impacted by Hurricane Katrina should contact any Regional Examination Center to establish their eligibility for an extension.

If credentials were lost or damaged due to Hurricane Katrina, mariners may apply to any Regional Examination Center to receive a duplicate credential that will bear the same expiration date and information as the lost or damaged one. Mariners whose home of record is Alabama, Mississippi, or Louisiana may receive a waiver of the fees for issuance of duplicate credentials. All mariners whose credentials are within one year of expiration are encouraged to submit renewal applications as early as possible.

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## NOAA Study Shows Value of PORTS Program

The Tampa Bay economy receives more than \$7 million a year in savings and direct income from the operation of the Physical Oceanographic Real-Time System (PORTS), according to a new NOAA sponsored study. The report details the first study of the navigational aid which is in operation at 13 major ports across the United States.

Tampa's PORTS system provides accurate real-time oceanographic information tailored to the specific needs of the 6,700 commercial vessels transiting Tampa Bay each year.

Tampa Bay maritime users have realized enhanced navigational safety while transiting the long channels of the harbor. This has resulted in more efficient loading logistics, enhanced vessel traffic management, and better protection of the environment and citizens of the Tampa Bay region. It is especially helpful for both planning and maintaining the flow of maritime commerce, during periods of disturbed weather conditions."

"This study validated what we have been hearing for some time," said Mike Szabados, director of the

NOAA's Ocean Service Center for Operational Oceanographic Products and Services.

The most significant change in maritime shipping operations in the bay in the 1990s occurred when Harbor pilots onboard vessels began using portable computers to access PORTS in real-time. During this time, groundings decreased by half. With tankers accounting for 2,200 transits per year, the 50% reduction in groundings translates into a conservative estimate of \$2.8 million in avoided costs annually. The PORTS© system was installed in Tampa in 1990.

The system provides real-time data available to load ships to drafts 12 inches or more above what had been considered the safe guideline. The additional capacity for the phosphate trade alone in Tampa Bay could equal an increased benefit of \$1.1 million each year.

Even though hazardous chemical spills in Tampa Bay are rare, at a conservative estimate the additional efficiency and accuracy of applying these data would avoid nearly \$1.8 million per year in losses.

PORTS data are used to enhance area weather and

coastal marine forecasts, particularly coastal flooding. Tampa Bay is considered one of the most storm surge threatened areas in the country because of its large coastal population and its geography. Applying PORTS data risk formulas for forecasts in the area gives it an estimated yearly value of \$2 million.

The report was authored by Hauke Kite-Powell, Ph.D., of the Woods Hole Oceanographic Institute Marine Policy Center, who designed the method of identifying as well as collecting and quantifying the data. The Tampa study was the first application of the methodology which NOAA plans to use in evaluation of PORTS systems in Houston and New York in 2006.

PORTS systems also operate in San Francisco Bay; Chesapeake Bay, which serves Delaware, Maryland and Virginia; Narragansett Bay, Rhode Island; Soo Locks, Michigan; Los Angeles/Long Beach, California; Delaware River and Bay; Tacoma, Washington; Port of Anchorage, Alaska; New Haven, Connecticut and the Lower Columbia River, bordering Oregon and Washington.

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D379	\$3,182*
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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

\* These Kits Do Not Include  
Main Bearings or  
Oil Pan Gaskets\*

\* Prices May Vary Depending  
on "CPL" Number

\* Trunk Style 1 Piece Piston

\*\*X Head 2 Piece Piston



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## Gladding-Hearn Delivers Rigid Inflatable Pilot Boat

Gladding-Hearn Shipbuilding, Duclos Corporation delivered a new launch to the Charleston, S.C., pilots, the first in a new line of rigid bottom, soft-sided pilot boats from the Somerset, Mass.-based shipyard.

The new jet-driven, all-aluminum launch measures 40 ft. overall. It has a 13-ft. beam, including the inflatable collar, and a shoal 2.4-ft. draft. Designed by C. Raymond Hunt Associates of Boston, the deep-V hull features a steep 24-degree dead-rise at the transom that increases to a very fine entry forward. Ample chines and multiple spray-rails provide an efficient running surface and deflect spray away from the tubes to provide a dryer



Vessel Data and Specifications Information	
Vessel Name	Fort Johnson
Owner	Charleston Navigation Company
Builder	Gladding-Hearn Shipbuilding
Architect	C. Raymond Hunt Associates
Length x Beam x Draft	40 ft.
Beam	13 ft.
Draft	2.5 ft.
Hull Type	Deep-V/ RIB
Main engines	Cummins QSL9-405M
Gears	Twin Disc MG 5075SC
Water jets	(2) Hamilton HJ292
Generator control panel	Hamilton
Electronics Supplier	MacDougalls
Installer	MacDougalls
Radar, GPS, Depth Sounder	Furuno
Compass	Ritchie SS-1002 w/light and dimmer
Loud hailer/siren	Furuno
AIS	SAAB
Fuel	.300 gal.

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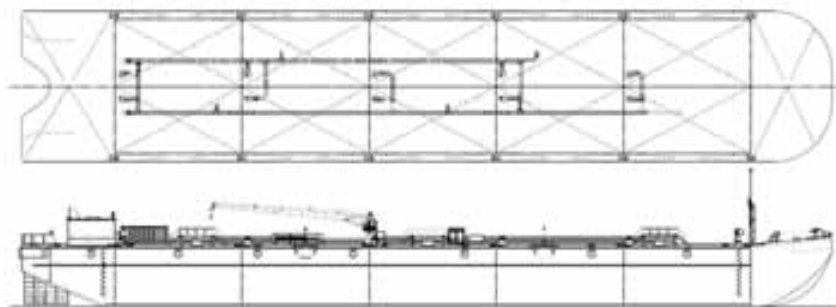
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## Bid Solicitation for New Double Hull Oil Barge

An invitation to bid on the construction of a new 60,000 BBLS Double Hull Oil Barge for Harbor Bunkering Corporation of San Juan, Puerto Rico is expected this quarter. Bristol Harbor Marine Design (BHMD) is currently designing the vessel for the San Juan based bunkering company, while the 30,000 BBLS Double Hull Oil Barge that BHMD designed for the company last year is being completed at Orange Shipbuilding, Orange, Texas. BHMD is also working on a tug design for the client, which will go out to bid later this year. The same development team is in place for both of the new vessels, with BHMD designing and overseeing the construction of the vessels, and Genoa Design International, Limited (Genoa) supplying the lofting and hull construction drawings. The vessel is to be classed ABS Maltese Cross A1 Oil Tank Barge, certificated for oceans service, and has ten cargo tanks and three manifolds for loading and discharging at a myriad of locations. The 350 x 65 x 26 ft. flush deck, double hull oil tank barge is fitted with 14 in. suction headers, and the cargo pumps include one turbine pump for lighter cargoes, Byron Jackson model number 12LS16GMC, and one IMO 4131C-800 JD screw type pump for more viscous cargoes. The vessel will normally carry both heavy fuel and diesel oil, necessitating a relatively complex piping and internal transfer arrangement.



ride and reduce collar maintenance.

A Wing Inflatable's polyurethane, multi-chambered collar, measuring 28-in. in diameter, is installed around the hull. An on-board, compressed-air system allows the pilot to inflate the tube sections from the console. Half-inch thick fenders are laminated to the tubes' outside surfaces to increase puncture resistance, and a heavy-duty pipe guard is installed across the transom, along with a grating platform above the waterjets. The vessel is designed to also accept a solid inomer foam collar, as well as Wing's hybrid air-foam-polyurethane collar.

Twin Cummins QSL-405M, six-cylinder diesel engines, each rated 405 bhp at 2,100 rpm, power the new RIB. The engines turn pairs of Hamilton HJ-292 waterjets, through Twin Disc 5075SC gearboxes, which, combined, give the launch a top speed of 34 knots, fully

loaded, and a 30-knot cruising speed. Fuel capacity is 300 gals.

Accommodations and outfitting include four heavy-duty suspension seats, heating and air conditioning, and complete navigation, electronics, and safety equipment packages.

### Munson Delivers to Portland

The City of Portland Fire Bureau took delivery of a 32 ft. Packcat catamaran landing craft designed and built by the William E. Munson Company of Burlington, Wash.

The vessel is designed as a multipurpose utility boat for search and rescue operations. Outfitting includes a bow door dive ladder, Roll Control dive bottle racks, portable fire pump, towing package, night work light package, davit, push



knees, 12V anchor winch, outboard motor guard, and 3 in. D rubber fendering system. Twin 225 hp Honda four stroke outboards provide a 45 mph response speed.

The standard 74 ft.-wide bow door, large self-bailing cargo deck and 5000 lb. cargo capacity and provide unlimited versatility. The PACKCAT's patented tunnel hull catamaran design incorporates twin 16 degree vee hulls providing increased stability, superb rough water performance and shallow draft.

**Circle 12 on Reader Service Card**

#### Specifications

Vessel Name	..... Rescue Boat 17
Hull Design	..... Munson 32 ft. Packcat
Designer	..... Jesse Munson
Hull Length	..... 32 ft.
Hull Beam	..... 10 ft.
Draft	..... 13 in.
Displacement	..... 10,000 lbs.
Drive System	..... Twin Honda 225 hp outboards
Steering	..... Teleflex Hydraulic
Fuel	..... 150 gallons
Top Speed	..... 45 mph

### Bollinger, ECO Sign for Liftboats

Bollinger Shipyard of Lockport, La., and Edison Chouest Offshore (ECO,) of Galliano, Louisiana entered into an agreement that will propel Chouest into the growing liftboat market.

The two 245-ft. class liftboats, Bollinger hull 515 and 516, are based on a proven Bollinger design that is American Bureau of Shipping, (ABS) classed and USCG certified subchapter L, meet-

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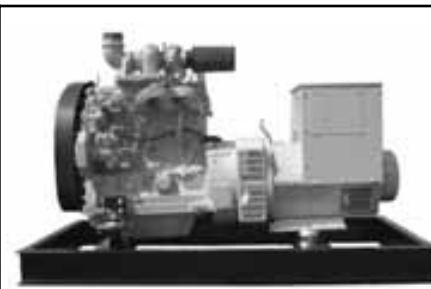
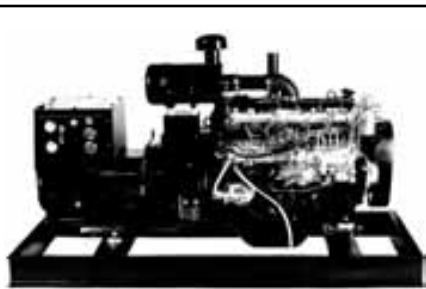
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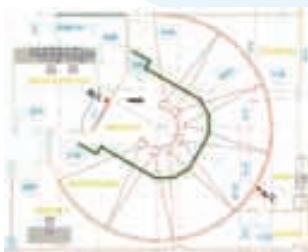
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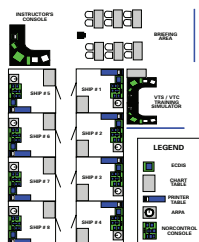
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ing SOLAS/MARPOL requirements. The vessels will be flagged U.S. and will primarily operate in the Gulf of Mexico region.

The three cranes will include a port bow mounted primary crane with a 110 ft. lattice boom rated for 175 tons; a starboard bow telescoping auxiliary crane rated for

50 tons, and a box boom crane mounted on the starboard stern rated for 25 tons. Equipped with 245-ft. legs, the self-propelled floating platform will have the abil-



Profile drawing of the Bollinger 245-ft. class lift-boats for Edison Chouest Offshore that will be built at Bollinger's Lockport facility.

ity to work in water depths to 180 ft. with a 15-ft. air gap while lifting a total of 950 KIPS of variable load.

## Skipperliner's New Motor Yacht

SkipperLiner Industries has completed its latest Motor Yacht product, the SkipperLiner 700 Motor Yacht. The luxury yacht is available in a customized residential or executive floor plan. This versatile interior concept was developed by SkipperLiner, and was designed to meet the demands of residential interior or the yacht enthusiast wanting a large open layout for entertaining.

At 70 ft. x 17ft. beam this yacht boasts 1,130 sq. ft. of interior space, including a ceiling height of 7 ft. throughout the main deck, and 410 sq. ft. of open-air upper deck space. The interior on this executive class yacht includes a commercial grade galley, solid surface counter tops and sinks, heated ceramic tile, stainless steel appliances, designer furnishings, custom hand made wood cabinets, a large custom built wine rack and hand finished cherry wood doors and trim.

A few of the custom electronic options available include digitally networked video and audio systems, and custom programmed music systems with several sources and individual zones. One option SkipperLiner offers a choice of HDTV product with a custom-built retraction system that fully retracts the TV into the floor. These custom electronic packages are designed for both the residential and executive class interiors.

The 70 ft. exterior features SkipperLiner's hull styling, 28 ft. enclosed upper deck cabin, and custom yacht paint finish. SkipperLiner's custom paint finish required over 1,000 man-hours to produce. This finish combined with the floor-to-ceiling mirrored bronze tint windows



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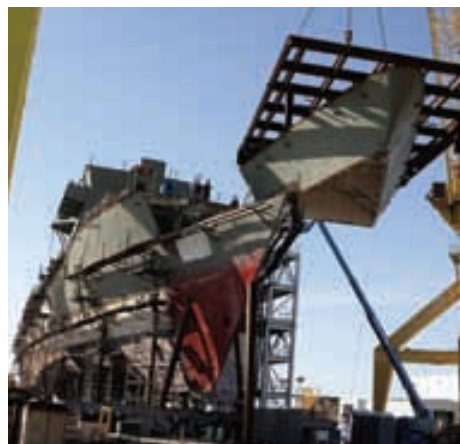
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on the main deck and an upper deck outfitted with a fully enclosed climate controlled aluminum command station make this yacht the most stunning yacht on lake or river. The 700 Motor Yacht is powered by a pair of Cummins QSB - 230 hp diesel engines with a V-Drive transmission. Docking and navigation is aided by a 30 hp dual prop IMTRA bow thruster. This yacht also has two generators: a main 40 kw Cummins and a 21.5 kw Cummins back-up generator. The hull bottom is configured with SkipperLiner's new Shallow Draft Package, a 42 in. clearance draft that is designed to allow the yacht to travel into hard to reach coves and bays.

**Circle 13 on Reader Service Card**

**Milestone in Cutter Construction**



Unit 1120, which will complete the bow section of the first National Security Cutter under construction at Northrop Grumman Ship Systems' Pascagoula facility, was lifted into place.

Shipbuilders erected the final grand block unit on the U.S. Coast Guard's first Deepwater National Security Cutter recently, signifying a crucial construction milestone in the shipyard and shipbuilding program's recovery effort following a series of storm events. The craft workers constructing Bertholf (WMSL 750), being built at Northrop Grumman Corporation's Pascagoula facility, used innovative production techniques to keep the ship on track despite the challenges posed by Tropical Storm Cindy and Hurricanes Dennis and Katrina. Northrop Grumman's Ship Systems sector is building the ship at their Pascagoula facility, under contract from Integrated Coast Guard Systems LLP, a joint venture of Northrop Grumman and Lockheed Martin. The shipbuilding team has established a number of industry firsts in the quality of the build. Innovative techniques, such as designing new jigs and fixtures to improve flatness and fit, kept the ship erection sequence on schedule. Three dimensional modeling aids were created to provide better planning and construction sequencing, which

helps avoid rework.

A forward-looking material approach provided more rapid support, allowing the construction team to build with no gaps in production.

**Circle 14 on Reader Service Card**

**Roehrig Maritime Adds Tug to Fleet**

Roehrig Maritime has purchased the Tug John H. Malik, formerly the Tidewater Marine M/V Gulf Ruler. The John H. Malik is 6100 hp, measuring 137 x 38 x

18 ft. It has an Intercon double drum Towing Winch with 2,000 ft. of 2 in. wire, and has 160,000 gallons of fuel capacity. The Tug is in the process of having her main engines overhauled, fendering upgraded, and will be fitted with a 55 ft. height of

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eye upper pilothouse.

It will be maintained to ABS Class standards.

The John H. Malik will work exclusively on a long term charter towing oil barges for a petroleum transportation company located in the Northeast.

## Trinity, Ingram in Barge Agreement

Trinity Marine Products has reached a long-term agreement to provide barges to Ingram Barge Company. The contract calls for the construction of dry cargo units for a number of years.


## Small Yard, Big Boat

The Bayou Country of Louisiana has a reputation as a place where great boats are built in small yards. When Richard Adams Sr. opened his Lockport Fabrication yard on the bank of Bayou Lafourche at Lock-

port in 1979 he became a part of that tradition. Now, at 72 years of age, he comes in every day to work with his son Richard "Dickie" Adams Jr. Over the years the two men have launched a lot of boats from their yard. Recently, when they launched the supply vessel Bertha D stern first, her 166-ft. length nearly reached to the opposite bank of the bayou. Designed by naval architect Frank Basil of Houma La., for owners Supreme Services also of Houma, the boat has a 36-ft. beam and a 14-ft. molded depth. The hull is fabricated from .75 and 1.5-in. steel plate. Contained in the hull is tankage for 2,500 barrels of liquid mud, 33,000 gallons of methanol, 60,000 gallons of fuel, 20,000 gallons of potable water and 800 gallons of lube oil. Seven ballast tanks have a capacity for a total of 38,000 gallons.


Propulsion for the Bertha D is provided by a pair of Cummins KTA38 M0 main engines each generating 850 hp at 1,800 rpm. The mains turn 70-in. four blade Michigan propellers through ZF4660 marine gears with 5.5:1 reduction. A pair of Cummins 6CTA-powered 99 kW gen sets provide electrical and pumping power. The drop down azimuthing bow thruster that supports the DP1 equipped boat is powered by hydraulics driven by a 350 hp Cummins QSM11 engine that also powers the fire monitor pump and the hydraulic anchor winch.

About 40 ft. from the stern of the large open cargo deck and just to the port side of the keel line, a plate can be removed to reveal a 30-inch diameter moon pool for use when working with divers and other subsurface events in rough weather. The Bertha D will be delivered in March of this year. It is the first to two supply vessels for the same owner with the second to deliver at the end of 2006.

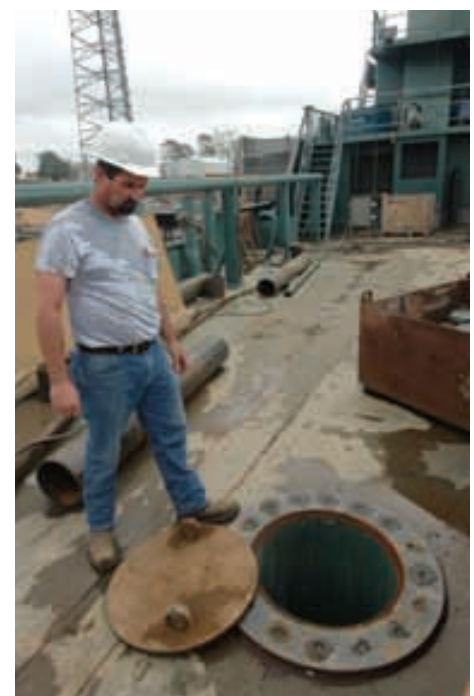


A collection of city names including: Adelaide, Aarhus, Aberdeen, Abu Dhabi, Adelaide, Akron, Algiers, Antalya, Astoria, Auckland, Augsburg, Azores, Bahia, Baltimore, Bangkok, Barcelona, Bari, Batam, Beirut, Belfast, Belgrade, Bergen, Berlin, Bilbao, Birmingham, Bordeaux, Boston, Bremen, Brisbane, Brno, Brussels, Bucharest, Buenos Aires, Cairo, Cardiff, Casablanca, Cebu, Chicago, Cincinnati, Coimbra, Copenhagen, Cork, Dallas, Davao, Denver, Detroit, Dublin, Dundee, Durgam, Edinburgh, Eindhoven, El Paso, Eugene, Exeter, Falmouth, Faro, Ferrara, Frankfurt, Freetown, Gaborone, Gdansk, Geneva, Glasgow, Gwangju, Hamburg, Harbin, Hartford, Houston, Hull, Hyderabad, Indianapolis, Istanbul, Jacksonville, Jersey City, Johannesburg, Juba, Kabul, Kalamazoo, Kampala, Karachi, Kansas City, Knoxville, Koblenz, Krasnodar, Kuala Lumpur, Kyiv, Laredo, Las Vegas, Lexington, Lima, London, Louisville, Lubbock, Lviv, Macao, Madras, Madrid, Manila, Miami, Milwaukee, Minneapolis, Moscow, Murcia, Nagasaki, Nanchang, Nanjing, Nantong, Naples, Nuremberg, Oaxaca, Osaka, Ottawa, Panama, Paris, Perth, Phoenix, Pittsburgh, Portland, Pune, Quito, Raleigh, Reno, Richmond, Rio de Janeiro, Rome, Sacramento, Saint Paul, Salvador, San Francisco, Santiago, Sao Paulo, Seattle, Seoul, Shanghai, Shenzhen, Singapore, Skopje, Sochi, Stockholm, Suzhou, Taipei, Tallinn, Tbilisi, Toronto, Tulsa, Urumqi, Vancouver, Vladivostok, Volgograd, Warsaw, Wellington, Wichita, Wuhan, Xiamen, Yancheng, Yantai, Zhengzhou.

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## Opportunity for Port Expansion from Closed Bases

By Joan M. Bondareff and Charles T. Blocksidge

A little-known provision of the Department of Defense Authorization Act for FY 1994 (Section 2927 of Pub. L. 103-160) established a program that can be hugely beneficial to the growth of ports in the United States. The Port Facility Conveyance Program (the "Program") allows ports to receive surplus property (both real and personal property) from closed military bases or any other excess DoD or federal property, at no cost to the port provided the ports retain the property for port usage in perpetuity. Now that the Defense Base Closure and Realignment Commission of 2005 has announced its final list of bases to be closed and/or realigned, the time is ripe for U.S. ports to take a look at the list and identify these opportunities. The Port Facility Conveyance Program is administered by the U.S. Maritime Administration (MarAd) on behalf of the Secretary of Transportation. Since its enactment in 1993, the Program has provided enormous benefits to numerous U.S. ports. These ports include the Port of Long Beach, CA, the Port of Everett, WA, and the Tri-City Regional Port District along the Mississippi River, in Granite City, Illinois. The Port of Long Beach acquired 540 acres from the Navy in 1997. The Port of Everett is in the process of receiving 22 acres from the Air Force upon which it will build a ferry terminal and commuter rail station. The Tri-City Regional Port District has received 579 acres from the Army, and is in the process of receiving 82 additional acres for what soon will become a total of 722 acres of excellent property located adjacent to the River.

The principal requirement for receiving the surplus military property and facilities is to use and maintain the property for port usage in perpetuity, i.e., forever. If the property is used for other purposes at any time in the future, title will revert back to the U.S. Government. However, the MarAd regulations allow compatible economic development to occur on the transferred property. (46 CFR Part 387.) The experience of the Tri-City Regional Port District is illustrative of what a Port can hope to achieve under the Program. The Director of the Port took advantage of the Program by working to acquire the Army's closed Charles Melvin Price Support Center in 2002. This site is located in Granite City, Illinois which is about five miles east of St. Louis. The Price Center contained over 50,000 square feet of office space in numerous administrative buildings, 1.6 million square feet of warehouse space, 150 military housing units, and large tracts of undeveloped land. While title to the property could be transferred administratively via MarAd, the Port also sought the support of the Illinois Congressional delegation. The delegation sponsored legislation, included in the Department of Defense Authorization Act for FY 2001, to transfer the property at no cost to the Port District. Once again, the property would be transferred without consideration provided the property is maintained in perpetuity by the Port for port usage. Should the property be sold by the Port, title would revert back to the U.S. Government.

The Tri-City Port District was successful in turning the closed and abandoned military base into a greatly expanded port and intermodal transportation facility, with direct access to the Mississippi River. Now called River's Edge, the new usage of the property as a mixed-use residential, commercial and industrial park is a model of success for using the Program. The mission of River's Edge is to create 1,000 new jobs, establish an

international and intermodal RoRo and high-speed capabilities, and a 200-acre industrial park. To date, the Port District has attracted approximately 40 new companies to the property, in addition to retaining seven federal tenants. To acquire property from the military and see the transfer through to final deed completion requires patience and close coordination with MarAd, the Department of Defense, and the Congress. In the case of the Price Center, a number of acres were contaminated. Before title could be transferred, the Army was required to clean up the property to meet federal and state environmental standards. In an effort to allow the Port District a jump-start on redevelopment efforts, all of the environmentally-suitable property was transferred first. The remaining property is being transferred in blocks as it is cleaned up to applicable standards.

The 2005 BRAC Commission has identified 33 major bases for closure and 29 others for realignment. These bases include Fort Monroe, VA; Naval Air Station (NAS) Pascagoula, MS; NAS Ingleside, TX; NAS Brunswick, ME; Army Reserve Personnel Center, St. Louis, MO; NAS Pensacola, FLA; NAS Oceana, Virginia Beach, VA; Naval Support Activity, (East Bank) New Orleans, LA; Otis Air National Guard Base, Falmouth, MA. A number of these bases are in coastal communities and could be ripe for the Program. Ports interested in receiving property from DoD must move quickly before DoD puts the property up for bid to the highest priced developer.

Ports and recipients of property from closed bases can

also receive federal funds from the DoD Office of Economic Adjustment. Funds are appropriated to the OEA in the DoD Appropriations Acts, and, again, can be earmarked for specific ports and communities. The ports receive the OEA funds in the form of federal grants. The funds can be used for preparation of the local redevelopment authority's reuse plan and its implementation. In the case of Tri-City, for example, OEA funds were used for warehouse roof replacement and family housing refurbishment.

Ports have an excellent opportunity to expand their facilities and property by acquiring needed property and equipment from closed military bases in their communities. Bases can be closed by BRAC or, if under the 300 person limit, administratively by the Secretary of Defense. Ports need to step up to the plate to identify their needs for this prime real estate before it is sold to the highest bidder.

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## ATB Newbuilds Going Strong

By Larry Pearson

The construction of Articulated Tug Barge (ATB) units is one of the strongest sectors in all of commercial marine construction. The market not only includes complete tug barge units, but the construction of double hulled barges that work with tugs modified with a coupler system between the two units. There is also some double hulling of existing single skin barges, as the deadlines imposed by OPA-90 loom ever closer.

Several shipyards are participating in this business, namely Bollinger, VT Halter, SENESCO and The Manitowoc Marine Group.

Bollinger has been very aggressive in pursuing this business. "We are now building 14 OPA-90 units ranging from 28,000 to 1210,00 barrels capacity," said Robert Socha, vice president of marketing for Bollinger. "Most of the work is done at our Gretna and Amelia facilities," Socha added.

"In spite of the damage to our facilities and the dispersing of our workforce, we continue to deliver OPA-90 vessels to our key customers," Socha remarked. That



The first of six barge hulls for ATBs being built by VT Halter Marine for Crowley Maritime Services is launched in late December at Halter's Pascagoula shipyard.

includes a 101,000-barrel barge to K-Sea the third week of January and four more double-hulled barges in the coming weeks.

Bouchard Coastwise Management, Hicksville, NY has been a steady cus-

tommer for Bollinger's ATBs with several units currently under construction including a 399 x 74-ft. clean oil barge with a 28-ft. depth with a capacity of 80,000 barrels. A black oil barge measuring 430-ft. long with a 79-ft. beam and 34-ft. depth

will hold 110,000 barrels of product. The sterns of both barges will be built with a notch and vertical ladder system as a part of its Intercon coupler system.

Other new projects at Bollinger include a 14,500 short ton bulk barge and a 60,000-barrel, double hull ocean going barge for Moran Towing Corp., New Canaan, Conn. The 60,000-barrel barge is being built to OPA-90 standards and will be 350-ft. long by 70-ft. wide and 25-ft. deep built to ABS compliance for the carriage of Grade A petroleum products. Contract for the larger barge was signed in November 2005 with delivery slated for September 2006. Bollinger Marine fabricators, Amelia, La. will construct both barges. VT Halter Marine, Pascagoula, Miss., has been busy with the construction of several ATBs for Vessel Management Services (VMS), a subsidiary of Crowley Maritime Services, Oakland, Calif.

Halter is building a total of six ATBs for VMS.

The first two units were ordered under a June 2004 contract and will be delivered in 2006 at a cost of \$85 million including owner furnished equipment.

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K-Sea's new 103,000 barrel double-hulled barge along side the dock at Bollinger Marine Fabricators, Amelia, La.

The third through the sixth vessels with a contract value of \$190 million including owner furnished equipment are now under construction with deliveries anticipated between the first half of 2007 and the second half of 2008. Each unit consists of a 9,620 hp tug and an 185,000 barrel barge. The tugs are 135 ft. by 42 ft. ABS classed +A1,+AMS, SOLAS, ACC, Full Ocean Towing Service USCG Inspected Subchapter C under 500 Gross Tons US. The barges are 587 x 74 x 40-ft. All units are built to OPA-90 standards and will have sophisticated heated cargo and chemical capabilities as well as ballast exchange and cargo inerting systems. The first barge was side-launched at Halter December 20, 2005. Senesco Marine, North Kingstown, RI has been continuously working on OPA-90 compliant units for several years. The company is currently building a large ATB for U. S. Shipping partners. The company built the tug at its Quonset Point Shipyard in Rhode Island and has leased a graving dock at Sparrows Point Shipyard, near Baltimore. The 1,200-ft. by 200-ft.

graving dock will be used to build the 521-ft. by 72-ft. barge portion of the ATB.

The Manitowoc Marine Group. Manitowoc, Wisc. is ideally setup for ATB projects. "By building the barge at our Bay Shipbuilding facility in Sturgeon Bay, Wisc. and the tug at Marinette Marine, we use our multiple shipyard strategy, which allows us to focus our best expertise on a multi-phase shipbuilding project and compliments our ability to deliver the tug and the barge units simultaneously," said Bob Herre, president and general manager of the company. The contract is for a 480-ft., 145,000 barrel double-hulled hot oil tank barge and a 6,000 hp tug for delivery in fourth quarter 2006 with an option for an identical unit for delivery in the third quarter 2007. The customer is Vane Brothers Company, Baltimore, Md. This contract represents the 11th double-hulled barge and the fourth ocean-going tug built by Manitowoc. The ATB will serve the mid-Atlantic petroleum markets and will be classified in compliance with ABS, USCG and OPA-90 standards.



Often the building of double-hulled barges, leads to repair/rework of the tugs designed to push the barges. In this photo, a raised pilothouse for a tug is constructed at Bollinger Marine Fabricators for an undisclosed customer.

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## Tug Pegasus Considers Deep Water

By Don Sutherland

Pick a year, any year, 1953 will do. Close your eyes and picture the harbor at the time of its so-called heyday. If it's New York harbor, it's quite a harbor. The shores are packed with piers and slips and folks at work, and the waters thick with lighters and carfloats getting goods around. Open your eyes. It's esplanades and rock gardens, and citizens on rollerblades. If today's harbor throughput were greater than 1953's, you wouldn't know it by looking.

The workplace has gone around the corner, toward Newark Bay, invisible from metropolitan verandas. You almost wouldn't know it was there.

The transformation was swift after the 1960s, but long enough for human affairs. Boats got together along with their people, as available space for dockage compacted. Pockets took-on character. There was the inlet just off Jersey City, for example, still called the Morris Canal, and maybe entitled to the name. You once could get out to Port Jervis on it, but by the mid-1990s you could walk its whole length from the North River in minutes. Bigger things were ahead, or so they were called, but against the winds of change the vestige of the old waterway offered a temporary harbor.

On an average day of 1996, let's say, it would be possible to stroll through the recently rehabbed, handsomely landscaped but substantially unused ferry terminal, with its vast unused railroad platforms just upland, and encounter a cluster



Hull plates and frames and bulkheads all had portions that were "worrisome," requiring the calming effects of work such as this a year ago. (Photo: Don Sutherland.)

of tugboats tied in a group on the canal, quite seemingly unused themselves. But handsome they were in a dog-eared way, and classic at that. An assortment of fates awaited (or still await) the old DPC Brooklyn, or the "foreign" G.W. Rodgers, the Ticonderoga, Harbor Star, Rainbow and the Kerry.

At least two of the foregoing have come up in recent discussions of liveboards. The Harbor Star once actually made eBay.

Another tug arrived in '96, a bigger one, said at the time to be home and hearth to some female tugboat skipper, her daughter and dog. "I loved that industrial ruin,"

recalled Capt. Pamela Hepburn of the Morris Canal a decade later, "the bird life was amazing. Pheasants crowing at dawn, diving ducks in the winter, pairs of kingfishers, hawks, rafts of canvas backs. There I was, raising my daughter, living on the boat with dreams of restoring her myself, ha." The tug for some time had gone by the name Pegasus, as in the flying horse shown in the logo of former owners, the oil company. The wheelhouse windows were encased in plywood, absolutely proper for the restoration, but inevitably suggesting a blindfold. Would a cigarette be next?

It's probably not simple to restore a tugboat. The complexity compounded with the new New Jersey, as it marched southward to meet the resculpted terminal. Even an industrial landlord, in Capt. Hepburn's recollection, "came and saw all the wrecks tied up to his property and almost had a heart attack." Before long, the potential coronary victims included everyone arriving for the marina, the sailing school, the watertaxi, and lots of fiberglass shaped into hulls. "There were huge changes at Morris Canal in 1999-2000. Where am I going to put a tugboat that I'm not sure I want to put into deep water?"

### Retirement Age for a Tugboat is...

Although the Pegasus was a relative newcomer to the upscaling canal, her skipper had a history there. "It's where I first went tugboating out of, where Dick Forster tied up. I was lucky enough to break-in with him on the Philip," providing opportunities to practice direct-reversing in and out of canal locks upstate.

"I started steering right off the bat with the Feeney, did pretty good and took to loving it in a way. I went to work for Exxon to see how the other half lives, but the small family outfit was much more to my liking. Finally said enough of this, I'm getting the Peg."

This was a \$25,000 acquisition of the ex-Socony No. 16, built as a steamer in 1907 for the New York oil trade. "That doesn't sound like a lot of money, but in the old days a lot of guys paid little or nothing for boats."



The background at North Cove includes buildings that stand where the North River flowed in 1953, the year the old boat was "modernized." (Photo: Don Sutherland)



Capt. Pamela Hepburn guides the 1907-built Pegasus shortly after relaunching, for a debut of sorts at North Cove. (Photo: Don Sutherland)



A brand-new wheel for the renewed hull, properly identified by hand. (Photo: Don Sutherland)



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Named after their logo, the boat might naturally appeal to its ex-owners when oil-towing requirements came up, and there was the Cross Harbor Railroad. "The Peg was not built as a railroad boat, with her 900HP compared to most railroaders at around 1600." But one of the reasons for choosing this boat had been weight, of which the large hull had plenty. "It's an intuitive thing, but I was used to old-fashioned boats where weight versus horsepower was significant. With a boat like this on a carfloat, you don't make as much speed, but when you stop, it stops. We towed for them for five years. Our volume then was twelve to eighteen hours per day, five days a week."

Beyond the normal vicissitudes facing the one-tug company would come one overarching, "The boat started failing. She was not practical to run any more," without remakes beyond economic sense. She was a single-screw tug which would now ban her from oil, pushing her ninth decade. But also, the sciences of records-keeping were well-developed across the lifetime of this boat. If someone wanted to create a reminder of what things used to

be like and they wanted to use this boat, where should they start the recreation?

Can't be 1907, not completely. A lot of her hull dates from that year, but there's no way to get the steam plant back. And diesel conversions change a lot of things around a tugboat besides just the motor. And dieselization came to the ex-Socony 16, then the John E. McAllister, in that heyday year of 1953. She was an upgrade to the modern tugboat at the time Ike became president.

So she is a lesson in versatility and adaptability, in various ways, across waves of time and purpose. Perhaps that could be an inspiration to find staring in your face during lunch on the esplanade. Some folks said let's see if we can keep the noble old vessel going.

#### Restoration in Paper, Rock and Steel

Plenty of people believe there are good reasons to preserve old vessels, though funds for the purpose are not boundless. "Gerald Weinstein was a supporter of great generosity from the beginning," says Capt. Hepburn, though there are public sources too, a pie into which a number of

interested New Yorkers had already looked. Several offered the newcomer a plate and a fork. Applications were filed and a few grants and loans approved. Involved were New York State Department of Parks, Recreation and Historic Preservation, the New York Landmarks Conservancy, the New York Community Trust, The Hyde and Watson Foundation, and Abraham and Lillian Rosenberg Foundation.

The Tug Pegasus Preservation Project having found its board, it got its 501 (c) 3 and listing on the National Register in short order. The funds came with specific instructions regarding their disbursements such as, in a large recent instance, the hull. "The hull was not sound, it was extremely worrisome." That was in the beginning, before arrangements were made for John Garner's lift at Tottenville to bring the vessel ashore. It meant making sure even the latest Travelift at Mr. Garner's could handle the weight. "After Morris Canal, we went to Richmond Terrace. During that time, we removed an estimated twenty tons of Belgian block from the engine room. Ken's Marine was very helpful."

That was sufficient for lifting ashore, although once in the yard "we cut a hole in the side of the boat to remove another estimated fifteen tons of block from the fo'c's'l. It's hard to keep a bilge clean if it's full of damned rocks!" But also, uncovering things means finding what was beneath. Not always a happy discovery. "We weren't able to audiogauge a lot of the stuff under the cement, and around the cement line some of the steel had eroded to almost nothing. Charlie Deroko was our repair consultant, and we took our steel repair from ABS standards."

The amount of steel needed was considerable. "About 900 square feet on the hull -- the whole sheer strake, and all strakes in the midsection of the boat, and a fair amount of the counter. Also, 500 square feet of bulkhead replacements. We had four bulkheads in various states of disrepair, one completely wasted, so we rebuilt the entire thing. Other bulkheads were 10 percent to 75 percent shot."

The hull had a riveted construction in 1907, but "our timeline starts in 1953, and welding was the method then in use." The machinery, in the meantime, was in pretty

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# HISTORY

good shape. "Out of twelve DC motors, we found only one with a brush holder that needed to be rebuilt. Cast. We found Fulmer, who could do it that way. Eight out of twelve batteries were donated by Mr. Delight Breidegam, founder and owner of East Penn Mfg. that produces Deka Batteries, to keep all the WWII surplus DC machinery happy. Sea Coast Electric Company, in Hawthorne, N.Y. donated some armour -- a spool of coated wire that is Military speced -- beautiful. An interior ladder is being put together at John Krevey's, whose Pier 63 will host much of the planned activity for the Pegasus in the spring of 2006."

Capt. Hepburn acknowledges a number of industry sources that contributed to the next big event in the life of the Pegasus -- to get back into the water.

The twelfth of September was a Mon-

day, the day after the conclusion of Waterford Tug Roundup. A lot of boats were in transit, while others stayed put to sleep-in. Only a small gathering arrived for the Pegasus relaunch near the southernmost point of Staten Island, the southernmost point of New York State. A European video crew was on-hand, and a few well-wishers and supporters. Glistening in new coats of paint, the hull of the Pegasus still showed a long and active life, for some dents are forever. And a blindfold, though cloth instead of plywood, still covered her face. And when the Travelift lowered her, inch by inch and gently, back into the water, it was with nowhere near the panache of a slide down the ways. Under the day's hot sun the brie was as runny as the champagne. But it was a launching, and with a fixed-up hull, the old tug was ready to start the rest of her life.

"Her new mission basically is education," says Capt. Hepburn, with both the bookish and the experiential in mind. "We're teaching kids about the harbor, and navigation -- I think that's a metaphor for life, one thing to do on the dock, another to get them out there where things are changing all the time." Also in the cards are cruises aboard, of which there could be free public trips beginning from Pier 63, and charters for up to 12. There are other good uses for an old tugboat, some practical, some decorative. Improvements remain to be made aboard, of course, such as railings around the boat deck. Also, "wheelhouse windows are a biggie," said Capt. Hepburn. We joined the Pegasus one day in December, for her brief hop from Pier 63 to North Cove, where she's due on exhibit through March. We were pleased to see that the cloth blindfold

could be rolled-up out of the way. Were it not for the wintry gusts as we headed down the North River, you would have thought she was finished. Capt. Hepburn eased the big hull into a slip on a shoreline built long after it was, or even converted to diesel -- Manhattan ended a block or two inland at the time. Directly across in the new New Jersey glistened a thousand setting suns in the windows of corporate towers, winter darkness spreading over the former Morris Canal. Even before the lines were set, passersby approached to inquire about the boat, and one lucky citizen talked his way aboard. Yes, she got her new diesels back around when grandpa was being born. Yes, she was part of the force that built everything around you. Yes, that force continues just over there, bigtime, just to the west, just on the horizon, and aren't you lucky it's there.

## Tug Training Program

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## Sea Grant Focuses on State Water Resources

By Larry Pearson

Environmental stewardship, long-term economic development, and responsible use of America's coastal, ocean and Great Lakes Resources are at the heart of Sea Grant's mission. Sea Grant is a nationwide network of 30 university-based programs that work with coastal communities with overall administration by the National Oceanic and Atmospheric Administration (NOAA).

The National Sea Grant College program encourages this network of the nation's top universities in conducting scientific research, education, training and extension projects designed to foster scientific-based decisions about the use and conservation of our aquatic resources.

The states of Maryland and Delaware have very active Sea Grant programs, each specifically designed to focus on unique aquatic resources in each state. The programs in each state are funded primarily by NOAA but with major support from non-federal sources as well.

### Delaware Sea Grant

The Delaware Sea Grant program is based at the University of Delaware College of Marine Sciences with campuses in Newark and Lewes.

"Our mission is to pursue high-priority research and outreach initiatives that will foster the wise use, conservation and management of Delaware's marine resources," said Nancy Targett, interim director of the UD Sea Grant Program. Among the many scientific projects underway at Delaware Sea Grant is the development of the Delaware Bay Observing System. UD marine scientist Mohsen Badiey is leading a scientific team that has outfitted Fourteen Foot Bank Lighthouse located in Delaware Bay as a novel base for collecting oceanographic and weather data. An anemometer and thermometer on the lighthouse continuously record wind speed, air temperature and direction. On the seabed floor a current meter measures the speed and direction of the currents and other sensors record water temperature salinity and depth. At the sea surface, a surf rider wave gauge is employed to gather data on wave conditions.

All the sensors are solar-powered and their data is cabled to computers on the lighthouse that automatically relay the data to the UD College of Marine Studies in Lewes. From there the information is transmitted to Badiey's lab on the Newark campus and uploaded to the Delaware Bay Observing System web site.

"This research has application to fisheries management, shipping, oil spill response, storm preparedness, Homeland Security and other uses," Badiey said.

"Recent headlines—from a proposal to establish a liquefied natural gas plant in Delaware waters to one of the largest oil spills in the Delaware River's history—underscore the need for timely and objective information to address environmental issues, respond to crises, protect the marine resources we depend on and safeguard human lives in their interaction with the sea," Targett said.

In the future, the scientists plan to expand the system beyond the bay and into the ocean with the installation of high frequency radar for collecting wave data. Delaware's information will be integrated into a regional observing system spanning the coast from Cape Cod to Cape Hatteras. The expansion of the Delaware Bay Observing System will be aided by the January 2006

delivery of the UD's new research vessel Hugh R. Sharp. The 146-ft. vessel will deploy buoys and other scientific instruments for the system. "The graduate program of the College of Marine studies is split between the Newark and Lewes campuses," said Dr. David Kirshman, associate dean of the college. "We have 15-20 students at each campus with about an equal number of candidates for masters and doctorate degrees."

The two campuses are linked with an interactive TV system allowing students on both campuses to attend classes on either facility. Sea Grant also awards individual students with promising scientific projects. The novelty of studying the ocean from space lured Brian Dzwonkowski, the 2005 recipient of the Delaware Sea Grant Student award to the UD College of Marine Studies to study new techniques for analyzing data that will help quantify the complex physical and biological processes in Delaware Bay.

For example, sea surface temperature data can reveal coastal "upwelling" zones in which warmer surface water

**Dr. Mohsen Badiey (with radio) approaches the Fourteen Foot Bank Lighthouse to instrument it for the Delaware Bay Observing System.**





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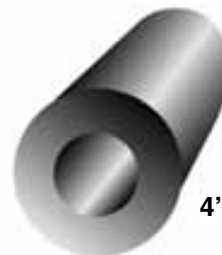
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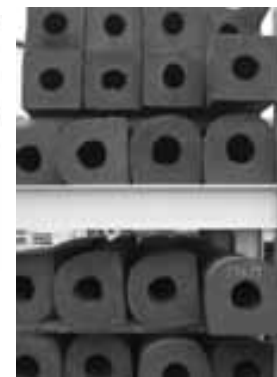


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is transported offshore by wind and waves and cooler water is raised to the surface.

## Maryland Sea Grant

The Maryland Sea Grant (MSG) program is not surprisingly orientated around the Chesapeake Bay, America's largest estuary and a dynamic mix of ecology, hydrology and socioeconomics.

Maryland Sea Grant has its administrative home at the University of Maryland with day-to-day administration by the University of Maryland Center for Environmental Science headquartered at College Park. The program also has a significant outreach component. Following the Land Grant model, the Maryland Sea Grant Extension Program has eight people strategically placed at labs and other facilities around the state. "The Maryland Sea Grant program accepts proposals for research from a number of agencies such as NOAA, ONR, NSF and others and funds those most critical to the state," said Dr. Jonathon Kramer, director of Maryland Sea Grant. "We carefully define our niche and the key roles that we play as we participate in the region-wide effort to manage and protect the Chesapeake," Kramer added.

"A new research agenda-Science to Support Realistic Restoration Goals-sharpened our focus and led to a 30 percent increase in proposals to the pro-

gram," according to Kramer.

Significant research is ongoing on managing and controlling disease among the oyster and blue crab fisheries. The decreases amount of oxygen in the waters of the Chesapeake Bay is of great concern to both the general public and the scientific community.

MSG is at the forefront in developing technologies to further mapping techniques of these two most important species.

Still other programs are studying larval stocking as a means to restore Shad fishery in the Chesapeake.

Education of the next generation is an important segment of the work of Maryland Sea Grant.

This is done through supporting graduate students through an ongoing Research Fellows Program, conducting a Research Experiences for Undergraduates Program each summer that offers hands-on education experiences that bring college students together with working marine scientists and the Knauss Fellowship program that provides graduate students the opportunity of spending a year in Washington, DC working with policy and marine experts. NOAA coordinates this program.

Other programs reach out to Maryland high school teachers providing them the tools and resources to impress upon their students the challenges and opportunities

of the Chesapeake.

It is the Maryland Sea Grant Extension program that makes the Maryland Sea Grant program unique.

"With a history that reaches back to its Land Grant roots in the nineteenth centu-

ry, the University of Maryland serves as a bridge between those in the scientific research community that generates the information and those who stand to benefit from it," said Dr. Doug Lipton, program leader based in College Park.

## Maritime Professional Training

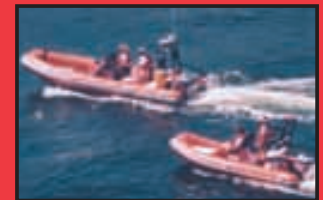
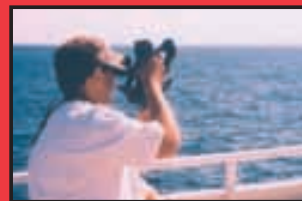
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# TRAINING & EDUCATION

## Northeast Maritime



Northeast Maritime Institute (NMI) is a private, co-educational maritime education and training, and regulatory analysis and development institution. It offers a range of U.S. Coast Guard and Commonwealth of Dominica Maritime Administration approved and STCW compliant courses along with a variety of courses for Professional Development and Upgrades. The Institute has further developed its facilities and equipment to include a state-of-the-art, full bridge simulator, part-task radar simulators and a full-size gravity davit lifeboat. The full bridge simulator provides an advanced training platform for training upper level Masters and Mates meeting STCW training requirements.

**Circle 66 on Reader Service Card**

## MITAGS to Provide Ship Modeling to Pilot Groups

The Maritime Institute of Technology and Graduate Studies (MITAGS) and the Pacific Maritime Institute (PMI), announced that MITAGS/PMI have been contracted to provide ship modeling for three major pilot groups. The Pilots' Association for the Bay and River Delaware has contracted MITAGS/PMI to develop a hydrodynamic model of the "Stena Vision Class" Very Large Crude Carriers (VLCC), including a simulated visual database for the entrance of the Delaware River to Sun Oil Dock near the Philadelphia Shipyards. The model and database are an integrated part of a comprehensive training program that has been created for all new Delaware Pilots for each class of vessel. The course will also cover advanced control systems, such as Azipod and Kamewa. MITAGS/PMI also completed a full-mission ship simulation study for the Bermuda Government's Department of Marine and Port Services and Celebrity Cruise Lines, LLC. The study included advanced modeling of the cruise vessel Century and Hamilton Harbor, Bermuda.

**Circle 39 on Reader Service Card**

## MPT Expands

MPT has completed a new expansion at their S.M.A.R.T. Center in Fort Lauderdale, Fla. The project included the installation and integration of four new navigation training stations, an update to their USCG and MCA approved Radar/ARPA lab, and an update to the Three Full Mission Bridge Simulators; including the e 325-degree DNV approved Class A Bridge. The installation included Transas series 3000 ECIDS units, Raytheon

DGPS, Sperry BridgeMaster E ARPA units, vessel controls, and Transas visual displays. The completed project now allows MPT to run up to seven bridges in an integrated scenario, or all 7 independently.

**Circle 51 on Reader Service Card**

## Training Brought In-House

In late November 2005 the first training center in the world established by Furuno - the Furuno INS Training Center (INSTC) in Copenhagen, Denmark - received the certificate of approval from Det Norske Veritas (DNV) for the ECDIS training course. The course complies with the rules laid out by IMO, the IMO Model Course 1.27. The approval was granted by close co-operation between DNV Sea Skill and Furuno, and is in line with DNV's focus on the improving the skills of the crew members.

The INSTC was established in March 2005. Its aim is to educate the crew members onboard vessels equipped with the Furuno navigation and communication equipment. During 2005, INSTC has successfully completed 22 training courses for the crew members who mainly operate the Furuno Integrated Navigation System Voyager. The training allows the crew members to try out the equipment in a full mission navigation simulator in order to exercise the daily use of the equipment as well as to operate the equipment in awkward situations. The INSTC offers a five-day ECDIS training course. Trainees obtain a certificate that fulfils the requirements in accordance with the IMO Model Course 1.27, reviewed by DNV. The course provides the trainee with the knowledge of ECDIS as a system, the ECDIS operation, electronic chart materials and practical nav by using ECDIS.

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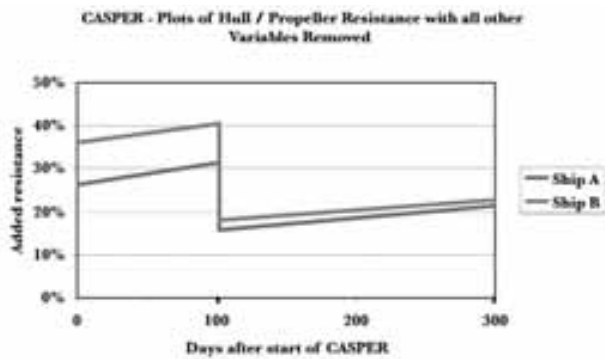
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## CASPER Service For Hull Coating Evaluation

During the past few years the marine coatings industry has engaged in responding to the concerns of marine biologists to rid the world's shipping fleet of Tributyltin Self-Polishing Co-Polymers (TBT SPCs) coatings. In doing so, the industry has produced two systems that meet those concerns, and have, in addition, retained or improved the means of controlling hull fouling. By 2008, it is expected that these systems will encompass 80 percent of the anti-fouling market.

The first of the coatings, tin free SPCs, works in a similar way to TBT SPCs. The surface coating, slowly dissolving as the vessel moves in the sea, releases biocides that mitigate the targeted marine organisms that invade the hull. With the tin having been replaced by copper, zinc or silyl, the biocides do not have the same effect on the wider marine life at sea. Second is a system that seeks to prevent the attachment of marine organisms to the hull. Foul release coatings use silicone to give it an element of flexibility; a flexibility that makes it difficult for organisms to attach to the hull, and where successful, causes them to drop off at the faster speeds of motion through the water. While useful, sometimes additional efforts are required to keep a hull clean and efficient. For the ship owner, hull efficiency can only be quantified through fully normalized performance data. Incremental days lost at sea due to fouling can be plotted, and then, by taking appropriate action to return the hull to good condition, whether that requires underwater brushing, dry-docking for more extensive maintenance or a modified coating formulation at next drydock. CASPER (Computerized Analysis of Ship PERFORMANCE) uses an advanced hydrodynamic method for determining the true speed of the vessel hull through the water. Developed in Scandinavia by Torben Munk, MSc., it was brought to the U.S. and is offered here through Propulsion Dynamics. Daniel Kane, VP Business Development, said that through these hydrodynamic methods, all variables are removed with exception of the added resistance of the hull and propeller. As a result of this, a clear picture emerges: performance losses represented as either a speed loss or increase in fuel consumption are depicted in an 'Actual Obtainable Speed and Fuel Consumption Curve', and the increase in ship resistance is plotted in real time. To plot the development of hull and propeller resistance, the owner will need to know the true speed of its ship and the fuel it consumes. Although most ship owners regularly undertake fundamental calculations, the data obtained onboard suffers from several unknowns and uncertainties. Corrections will have to be made for wind, waves, and the vessel's draft; corrections which require



Hull Efficiency Degradation Pattern of Two Tankers.

technical knowledge and trained personnel. More difficult still, is how to determine the speed through the water; the speed log is of insufficient accuracy for this purpose, and the U.S. Coast Guard's maritime Differential Global Positioning Service, while providing great accuracy, has to be corrected for the sea current, which is almost impossible to ascertain from the vessel.

Using statistical hydrodynamics, CASPER is designed to offer the solution. Observations from aboard the vessel are transmitted by the Internet to Propulsion Dynamics once a week. Most of the parameters are already part of the normal noon reporting, and there is no need for additional instruments, computer software, crewmembers, or specialist training, to gather the information.

"The results that CASPER has achieved for Propulsion Dynamics clients have been significant," said Kane. "On many of the vessels we have analyzed, we have found that even for well-maintained ships, the hull and propeller resistance has increased at a faster rate than

would be expected, due to marine growth, in some cases by more than 40 percent of the smooth hull resistance. In addition, our clients have also discovered ships of similar age with a difference in added resistance of more than two times, therefore having accurate figures for total ship resistance give the shipowner a tool to maximize propulsion efficiency."

Figure II indicates the added resistance of two vessels. Prior to dry-docking, Ship B shows a higher resistance in the water than Ship A, due to different hull treatments and maintenance programs during the previous five years. Leaving dry dock, the baseline resistance for Ship A was 15 percent, and for Ship B it was three percent higher. The owner of the two vessels put the difference in the baseline resistance down to different treatments being applied to the hulls.

Two hundred days after leaving dry dock, both vessels are showing signs of increased hull and propeller resistance; but in Ship A, it has increased at a slightly faster rate, furnishing the ship owner with cost-benefit information for the different treatments applied to the hulls.

The monthly report that Propulsion Dynamics produces for the ship owner evaluates the performance of the hull and / or propeller coating, benchmarks hull treatments between ships enrolled, and ensures that the thermal load of the main engine is not exceeded.

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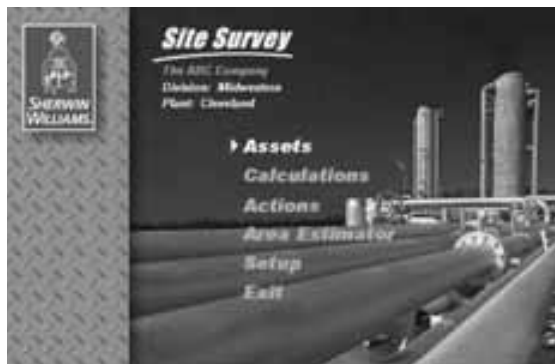


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## Software for Maintenance Painting Analyses

Sherwin-Williams Industrial and Marine Coatings is equipping its corrosion specification specialists with a comprehensive software program, Site Survey, designed to enable plant maintenance decision-makers to maximize their investment in plant assets and minimize plant maintenance costs. Sherwin-Williams developed the standalone software application. The program is used to improve maintenance painting planning by providing long-term budgetary analyses of on-site plant survey data. Site Survey runs on a Microsoft Office platform, allowing data to be e-mailed from Sherwin-Williams corrosion specification specialists directly to customers. Site Survey lets users enter data to catalog and evaluate plant assets, estimate current and future maintenance painting expenses, and generate cost comparisons for various budget scenarios. The reports created allow customers to understand the current corrosion status of their facilities and identify maintenance priorities, actions, costs, and savings over a ten-year period.



After the initial data is entered by a corrosion specification specialist and a comprehensive Site Survey analysis is provided, through a licensing agreement, the program is allowed to reside on the customer's local server so it is easily updated by customers and accessible for their use. The program also:

- Is equipped with an area estimator to more quickly and accurately estimate surface areas of typical building materials and geometric structures such as tanks, pipes, columns and corrugated decking
- Allows easy cataloging and management of photographs
- Allocates repair priorities taking into account the overall condition of a structure and its importance to plant operations
- Calculates the optimal year in an asset's life cycle to overcoat or replace it
- Allows multiple-location comparisons by plant, division, or region
- Auto-optimizes budgets and compares up to eight budgets at a time
- Generates graphs and charts for visually communicating comparison data
- Provides internal adjustments for inflation, asset depreciation and other factors.

Circle 21 on Reader Service Card

## DeFelsko Debuts New Coating Thickness Gage

The redesigned PosiTector 6000 Coating Thickness Gage from DeFelsko Corporation has new features. The PosiTector 6000 retains all of its simplicity and functionality for measuring coatings on all metals. The new features include large impact-resistant Lexan display, IP5X ingress protection and protective rubber holster. A wide range of probes are available for a variety of applications.

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## Noxudol- Sprayable Sound Damping Paste

Noxudol 3101 is a sound damping paste intended for metal and plastic in thickness between 0.02-.20 in. Noxudol is a waterborne viscous elastic sound damping paste based on polymers, developed for users who have high demands on fire safety. Due to its viscous elastic flexibility, it converts sound producing resonance into heat. Noxudol 3101 contains anti corrosives and gives protection against condensation.

Circle 24 on Reader Service Card

## NLB 605 Convertible Pump



The 605 Series water jet pump units from NLB Corp. offers up to 600 hp and 143 gpm (447 kw and 541 lpm). A simple conversion kit lets users operate at any of five pressures to suit their applications: 6,000, 8,000, 10,000, 15,000, or 20,000 psi (414 to 1,400 bar).

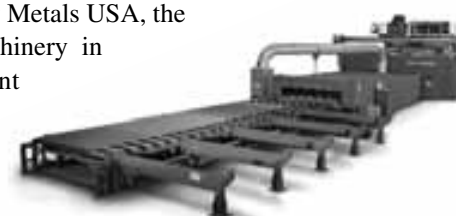
The NLB 605 Series units all feature an internal gear pac instead of a traditional external drive. Other important features include a heavy-duty poly-chain system with belt guard and water pressure-actuated throttle control to adjust output to operator demand.

Circle 25 on Reader Service Card

## Metals USA Gets New Blast and Paint Line

Metals USA is a provider of large sheets of steel for ship building with facilities in Mobile, Ala. and New Orleans, La. Each of these facilities uses a Wheelabrator Blast and Paint Line System.

When the Mobile, Ala. facility was purchased by Metals USA, the original machinery in the plant required the steel plates to be verti-



## DoD to Present at NACE

During the NACE Annual Conference, the DoD Corrosion Prevention and Control Integrated Product Team (CPC IPT) will address specific corrosion concerns and procedures during a two part session. The first session scheduled for March 13, 2006 will directly inform companies in the corrosion industry of the process used for proposing projects through the Department of Defense Corrosion Prevention and Control Integrated Product Team for funding. "The Department of Defense is eager to work with industry to enhance corrosion solutions used in military projects," said Dan Dunmire, Special Assistant for DoD Corrosion Policy and Oversight, "There is only one realistic way to proceed down this route, and it is to have standards that set consistent expectations of any project regardless of its industry or government origin."

Part two of the DoD Corrosion Exchange will focus on providing industry experts and companies with corrosion-related standards and specs that are mandatory to do business with the DoD.

For more information about the NACE International Annual Conference, visit [www.nace.org/c2006](http://www.nace.org/c2006).



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# COATINGS & CORROSION CONTROL

cally blasted and manually painted. Metals USA sought a less labor-intensive process to perform this function.

The Wheelabrator Blast and Paint Line was installed in Mobile, Ala. in late 2003.

Designed to blast 12-ft. wide raw steel plates and small structural shapes, the machine is primarily used to blast plates for shipbuilding. With the new machine, only one operator is required. Plates or

shapes are loaded onto the Blast and Paint Line's roll conveyor by magnet or vacuum cranes. Plates up to 50 ft. long can be blasted, and the machine runs at a speed of five- to 10-ft. per minute. Steel shot is

used for the blasting process. The machine features a direct flame preheater, allowing it to cure and dry the paint in one step. After leaving the machine, plates are cut into various shapes with plasma cutters to meet shipyard needs. Plates are unloaded from the machine by the same crane that originally loaded them.

Another unique feature of the Mobile, Ala. Blast and Paint Line is the painting process. The machine is equipped with two separate sets of dedicated paint heads. This allows both water-based primer and solvent-based pre-construction primer to be loaded into the machine at all times

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## OIS Wins Semi Reactivation Contract

In early 2005, Transocean Inc selected Mobile, Alabama based Offshore-Inland Marine & Oilfield Services Inc (OIS) to perform the re-activations of semis Falcon 100 and Amirante. Transocean has now designated OIS as the prime contractor for the re-activation of the Semi C. Kirk Rhein. The ongoing topside services provided by OIS include steel fabrication and renewals, piping and tubing replacement, electrical repairs, mechanical component replacement and deck crane repairs.

In addition to services provided to Transocean in Mobile, OIS has numerous teams offshore providing service for other Transocean rigs as well as for Noble Corporation, Diamond Offshore Drilling, GlobalSantaFe Corporation, and Cal Dive International. OIS offers a strategic service connection supporting existing marine and offshore assets.

## Donjon-Smit Offers No Cost Coverage for Salvage

Donjon-SMIT, an OPA-90 Alliance, will now offer free coverage for salvage, firefighting and lightering as required under the Oil Pollution Act of 1990. The majority of OPA-90 salvage, firefighting and lightering service providers charge a fee, ranging as high as \$650 per vessel per year of coverage, particularly for tank vessels. Donjon-SMIT offers free stand-by coverage for all vessels both tank and non-tank, which will result in significant savings for companies.

This new no cost approach by Donjon-SMIT is based on the operational capabilities of the company, usage of own equipment and access to additional resources necessary for effective and timely response to all kinds of casualties.





## Omegadyne

The PX2471 Series Pressure Transducers are designed and tested to meet the new Marine Pressure Standards MIL-T-24742(SH) and ASTM F2070 when invoked. Applications include naval shipboard use, both on surface and sub-surface vessels, as well as general marine uses on new construction and ship overhauls.

**Circle 101**



## Autohydro

Autohydro is a hydrostatics and stability program that performs intact and damage analyses and produces customized stability reports which are accepted by all major governing approval bodies. ASC is known for CAD/CAM software used in phases of naval architecture and ship production.

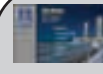
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## Defelsko

The redesigned PosiTector 6000 Coating Thickness Gage from Defelsko Corporation has new tougher features. Still simple, durable and accurate, the PosiTector 6000 retains all of its simplicity and functionality for measuring coatings on all metals. New features include large impact-resistant Lexan display, IP5X ingress protection and protective rubber holster.

**Circle 103**



## Sherwin-Williams

Sherwin-Williams Industrial and Marine Coatings is equipping its corrosion specification specialists with a software program, Site Survey, designed to enable plant maintenance decision-makers to maximize their investment in plant assets and minimize plant maintenance costs. It is used to improve maintenance painting planning.

**Circle 104**



## Altair

The Altair Single-Gas Detector from MSA Instrument Division features three sensor options: carbon monoxide, hydrogen sulfide and oxygen. Carbon monoxide and hydrogen sulfide versions can operate for over two years. Advanced design offers superior dust and water protection and high resistance to RFI.

**Circle 105**



## Metals USA

Metals USA is a provider of large sheets of steel for shipbuilding with facilities. The facilities use a Wheelabrator Blast and Paint Line System. Designed to blast 12-ft. wide raw steel plates and small structural shapes, the machine is primarily used to blast plates for shipbuilding. With the new machine, only one operator is required.

**Circle 106**



## NLB

The 605 Series water jet pump units from NLB Corp. offers up to 600 hp and 143 gpm. A simple conversion kit lets users operate at any of five pressures to suit their applications: The NLB 605 Series units all feature an internal gear pac instead of a traditional external drive.

**Circle 107**



## Noxudol

Noxudol 3101 is a sound damping paste intended for metal and plastic in thickness between 0.02-.20 in. It is a waterborne viscous elastic sound damping paste based on polymers, developed for users who have high demands on fire safety. Due to its viscous elastic flexibility, it converts sound producing resonance into heat. It contains anti corrosives and gives protection against condensation.

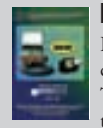
**Circle 108**



## Thermo Electron

Thermo Electron Corporation announced its new carbon dioxide, the AutoCO2. The AutoCO2 measures carbon dioxide concentrations in natural gas to maintain gas quality control at delivery points. It detects CO2 in natural gas using non-dispersive infrared technology (NDIR).

**Circle 109**



## Herrin Design

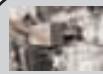
In 1982 Herrin Design contracted with Hazen Tide Gauge, International to complete the design of Hazen's Model HTG5000 Tide Gauge, a telecommunications-linked tide monitoring system that became the industry standard for dredgers and ocean surveyors.

**Circle 110**

## DesmondStephan

The Swirl-Off scarifier tool, from Desmond-Stephan Mfg., removes paint, rust, scale, barnacles, and other hard coatings from metal and concrete surfaces without heavy pressure. Using pneumatic tools, it removes marine growth underwater. Easier, faster, and safer than scraping, sandblasting, or chemicals.

**Circle 111**



## FilterEze

FilterEze Offers disposable Pre-Filter Socks and Blankets that extend the life of your air filter indefinitely. Pre-Filter Socks filter out salt, dust, belt debris, soot, fine particles without compromising air flow. It maintains a clean air filter without spending valuable time cleaning and re-oiling or purchasing cleaning kits or new filters.

**Circle 112**



## Specialty-Weld

This filter, which will fit into a standard Kirby Morgan welding assembly provides a welding or cutting accessory, as there is no need to continually lift the assembly up and down, as the diver can see through the filter. The diver can also see for easy and accurate re-striking, making for improvements in weld quality.

**Circle 113**



## Dynamold

Dynamold is a manufacturer of pre-catalyzed-filmed epoxy chocking material for engine and component installation. The pre-catalyzed DMS-4-828 filmed epoxy chock material's application is easier, and cleaner than conventional epoxy chocking methods.

**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.

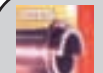
**Circle 115**



## 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**



## Railko

Railko offer complete bearing assemblies for both oil and water lubricated stern tube and bracket installations. These assemblies offer installation accuracy and are cost effective. Railko bearings are fitted to both merchant and naval vessels. Each bearing is designed to specific vessel requirement.

**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 water-tight 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.

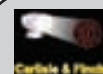
**Circle 120**



## Nautamatic Marine

Manufactured by Nautamatic Marine Systems., the Gladiator Autopilot is designed for boats with hydraulic steering. The Gladiator features Shadow Drive, giving the operator helm control without having to press a button, and has no rudder feedback transducers. The autopilot holds in reverse and the system comes 24/7 customer service.

**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**



## Marine Sonic

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

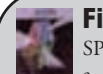
**Circle 123**



## Sener

Sener celebrates its 50th anniversary. Founded in 1956 by Enrique de Sendagorta, Sener was the first Spanish private engineering company that burst into the economic panorama. Sener has offices in Barcelona, Bilbao, Buenos Aires, the Canary Islands, Lisbon, Madrid and Valencia.

**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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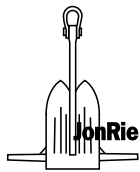
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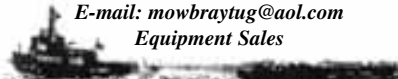
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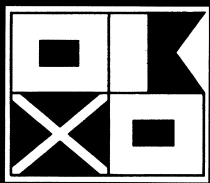
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