MarineNews

www.marinelink.com

June 2006

USCG Deepwater
Rear Adm. Blore Takes the Helm

Tugboats
Beyond the House

CEO Six Pack
Inland Leaders Prepare for Future

CRANE SMART SYSTEMS

STATE OF THE ART
Marine Crane Indicators

The Cranesmart System

Accurate - Reliable - Expandable

The Cranesmart System has no moving parts, hydraulic hoses or cable reels. It provides the information that crane operators need to lift safely and securely with unequalled accuracy and reliability.

- Designed to withstand harsh marine environments
- Simple to order - easy to install
- Avoid crane downtime & repairs
- Meets or exceeds guidelines set forth by: ANSI, API, U.S. Navy, SAE, DNV, U.S. Army Corps of Engineers, ASME, FCC, U.S. Coast Guard, OSHA, ABS, CALOSHA, UL, and CSA

Get the best crane protection in the industry.

Call the professionals today at: 1.888.562.3222

Cranesmart Systems: www.cranesmart.com

The Load & A-2-B Company, Inc.

Circle 213 on Reader Service Card

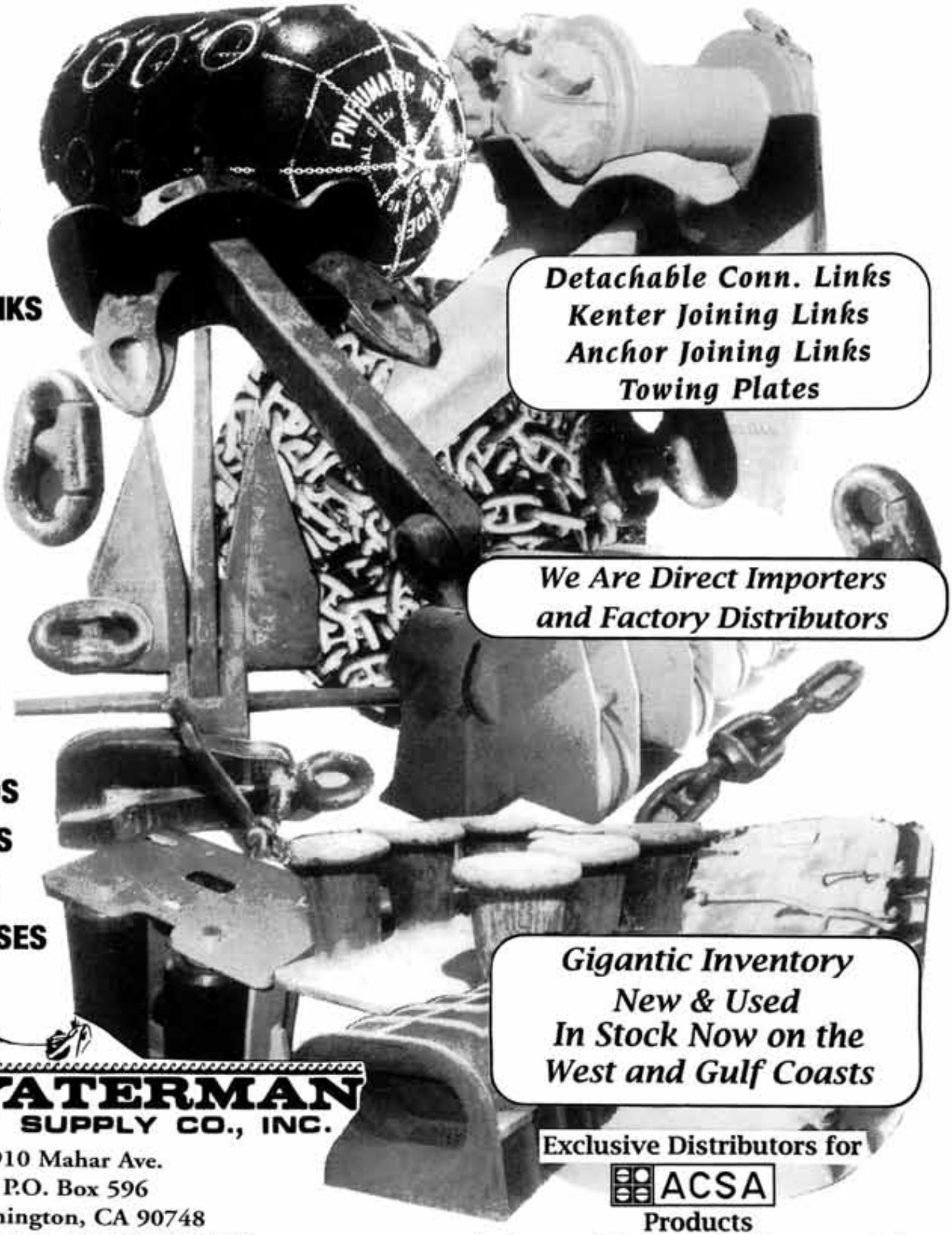
SERVING THE MARINE AND OIL INDUSTRY FOR OVER 50 YEARS

ANCHORS
CHAIN
CONN. LINKS

FENDERS
CHOCKS
BITTS

KEVELS
DOORS
HATCHES

FAIRLEADS
CAPSTANS
WINCHES
WINDLASSES



Detachable Conn. Links
Kenter Joining Links
Anchor Joining Links
Towing Plates

We Are Direct Importers and Factory Distributors

Gigantic Inventory
New & Used
In Stock Now on the West and Gulf Coasts

WATERMAN SUPPLY CO., INC.

910 Mahar Ave.
P.O. Box 596
Wilmington, CA 90748
800-322-3131 • (310) 522-9698
Fax: (310) 522-1043

Exclusive Distributors for
ACSA
Products
Anchors · Chain · Hardware · Fittings

Call Toll-Free (800) 322-3131

Circle 285 on Reader Service Card

MarineNews

June 2006 • No. 6 • Vol. 15

On the Cover: Emma M. Roehrig makes up to KTC 80 in the Narrows as the sun peeks over Bay Ridge. Emma is the first in the succession of Roehrig boats reaching out past the harbor. (Photo: Don Sutherland)

NEWS

FEATURES

MarineNews

Founded in 1914

ISSN#1087-3864 USPS#013-952
Florida: 215 NW 3rd St., Boynton Beach, FL 33435
tel: (561) 732-1659; fax: (561) 732-6984
New York: 118 E. 25th St., New York, NY 10010
tel: (212) 477-6700; fax: (212) 254-6271
www.marinelink.com

Publisher
John C. O'Malley • *jomalley@marinelink.com*

Associate Publisher
Greg Trauthwein • *trauthwein@marinelink.com*

Managing Editor
Jennifer Rabulan • *rabulan@marinelink.com*

Contributing Editors
Don Sutherland

Production Manager/Graphic Designer
John Guzman • guzman@marinelink.com

Asst. Production Manager
Irina Tabakina • tabakina@marinelink.com

Classified Ad Sales
Dale Barnett • barnett@marinelink.com

Sales Administration Manger
Tina Veselov • veselov@marinelink.com

Manager, Accounting Services
Esther Rothenberger • rothenberger@marinelink.com

Manager, Public Relations
Mark O'Malley • momalley@marinelink.com

Circulation
Kathleen Hickey • mncirc@marinelink.com

Manager, Information Technology
Vladimir Bibik • bibik@marinelink.com

Senior Vice President, Sales
Rob Howard • howard@marinelink.com - Tel: 561-732-4368; Fax: 561-732-6984

Senior Vice President, Sales
Brett W. Keil • bkeil@marinelink.com - Tel: 561-732-1185; Fax: 561-732-6984

Vice President of Sales
Lucia Annunziata • annunziata@marinelink.com

Managing Director, International Sales
Tony Stein • stein@marinelink.com
12 Braehead, Bo'ness, W. Lothian EH51 OBZ Scotland - Tel: +44-1506-822240;
Fax: +44-1506-828085

Vice President, International Operations
Charles E. Keil • ckeil@marinelink.com - Tel: 561-732-0312; Fax: 561-732-8063

TO SUBSCRIBE:

Subscriptions to ***MarineNews*** (12 issues per year) are available for $29.00 for one year; $45.00 for two years. Send your check to: ***MarineNews***, 118 E. 25th St., New York, NY 10010. For more information call Rhoda Morgan at (212) 477-6700; fax: (212) 254-6271; *morgan@marinelink.com*

POSTMASTER Time Value Expedite

BPA INTERNATIONAL

MarineNews is published monthly, 12 times a year by Maritime Activity Reports, Inc., 118 East 25th Street, New York, N.Y. 10160-1062. The publisher assumes no responsibility for any misprints or claims and actions taken by advertisers. The publisher reserves the right to refuse any advertising. Contents of this publication either in whole or in part may not be reproduced without the express permission of the publisher.
POSTMASTER: Send address changes to ***MarineNews*** 118 East 25th Street, New York, N.Y. 10160-1062 ***MarineNews*** is published monthly by Maritime Activity Reports Inc.

Periodicals Postage paid at New York, NY and additional mailing offices.
Canada Post International Publications Mail Product (Canadian Distribution) Sales Agreement No. 0970700.
Printed in U.S.A.

We're building another success story.

For more than 33 years, we've offered a sophisticated style of manufacturing that truly sets it apart from other boat builders. The fabrication work, deck layout and aesthetic design of a SkipperLiner is the best in the industry.

But we sell more than a boat, we sell a business. That's why we offer a Turn-Key Business Program with every SkipperLiner we sell. We understand your business, and we know that when you are successful, we are successful.

Turn-Key Business Programs

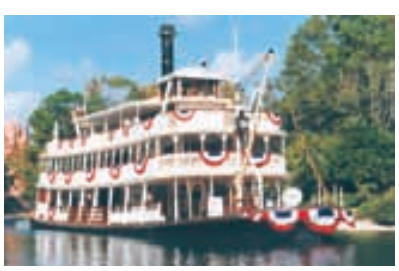
"SkipperLiner guided our expansion into the Baltimore market with a highly stylized yacht, Turn-Key business strategies and good financing connections."

—— Louis Schaefer, President, Pintail Yachts, Annapolis, MD

SKIPPERLINER

621 Park Plaza Drive • La Crosse, Wisconsin 54601
1-877-752-6287 • www.SkipperLiner.com

Operators Meeting



Custom Design

Finance Programs

Stock Design

Modern Shipyard

Circle 275 on Reader Service Card

Online @ www.marinelink.com

www.MarineLink.com **is updated twice every business day, and is distributed free to subscribers. To view breaking news, visit www.marinelink.com. To subscribe to the daily news, delivered directly to your e-mail, visit http://maritimetoday.com/Alerts/MaritimeAlert.aspx.**

Online Resources

SUBSCRIBE
Subscribe to the print or electronic edition of *MarineNews* at www.marinelink.com/renewsubscr/Renew04/subscribe.html or e-mail Kathleen Hickey at mrcirc@marinelink.com

DAILY NEWS via E-MAIL
Twice every business day we provide breaking news, tailored to your specification, delivered FREE directly to your e-mail. To subscribe visit http://maritimetoday.com/login.aspx

POST & SEARCH JOBS
Job listings are updated daily and help match employers with qualified employees. Post a position or keep abreast of new employment opportunities at http://www.maritimejobs.com

ADVERTISE
***MN* offers a number of print and electronic advertising packages. To see our editorial calendar and advertising rates, visit www.marinelink.com/AdvRates/Rates.asp**

SUBMIT EDITORIAL
***MN* invites you to submit company news and events for publication on-line and in print. Visit http://www.marinelink.com/Story/PostStory.aspx**

J. Ray McDermott Celebrates 50 Years

1956: Elvis released his first album; the film debut of Invasion of the Body Snatchers was frightening American audiences; My Fair Lady opened on Broadway; and J. Ray McDermott began operations at the offshore industry's first dedicated steel fabrication yard near Morgan City, Louisiana. Among the major events of early 1956, many are now trivia, but the Morgan City "fab yard" continues to have a profound and lasting effect on the region and the world. Since its humble beginnings on April 1, 1956, J. Ray's Morgan City fabrication facility has built more offshore structures than any other fabrication facility and has served as the model for new offshore fabrication yards around the globe. (See page 47)

Robert Allan Designs Fireboats for NYC

In July 2005, the Fire Department of New York (FDNY) awarded a contract for the design of their new fast response fireboats to Robert Allan Ltd. of Vancouver, BC. The design team has been working closely with the FDNY project team finalizing the functional requirements for the vessel, assessing alternatives, and developing the concept design. In March 2006, the project completed a value engineering process, during which a panel of independent marine and fire-fighting industry experts reviewed the proposed design and, in concert with the Robert Allan Ltd. and FDNY design teams, assessed a variety of suggested options. The design process is now moving ahead to the design stage.

PMC Equips Alaska Inter-Island Ferry

Alaska's Inter-Island Ferry Authority recently accepted delivery of M/V Stikine, a 198 ft. vehicle passenger ferry equipped with propulsion control and machinery alarm/monitoring systems from Prime Mover Controls (PMC). The propulsion control system is a dual-mode PMC D-MaC (digital marine control).

Tug Delivered to Bisso

Bisso Towboat Co., Inc., has taken delivery of a new 4,300 hp reverse Z-drive ship-assist tug, Alma S. Constructed at Main Iron Works, Houma, La., the 100 x 38 x 13.5 ft., Alma S. is powered by two EMD 16-645E6 main engines, producing 2150 hp, each at 900 rpm, which drive two Ulstein-Aquamaster US 2001 Z-drives. The Z-drives feature 90.6 in. diameter x 82.4 in. pitch stainless steel propellers set in stainless steel Kort Nozzles and the estimated bollard pull is 60 tons. The Alma S. is an almost exact carbon copy of our 1999-built Cecilia B. Slatten which was the first reverse Z-drive ship-assist tug built for use on the Mississippi River.

Moose Boats Awarded Navy Contract

Moose Boats has been awarded a new contract from the U.S. Navy for the construction of twelve M2-35 Catamaran Patrol Boats. The contract totals approximately $5.1m with vessels to be delivered over a 20-month time period beginning in December 2006. The M2-35 is a 35.5 ft. aluminum catamaran powered by twin Cummins 380 hp turbo diesels and is propelled by Hamilton 292 water jets. These vessels will be assigned to the U.S. Navy's Kings Bay, Georgia and Kitsap, Washington SUBASEs and are specifically designed to meet emergent Anti-terrorism/Force Protection requirements.

The Index

Directory of companies given editorial coverage in this edition of MarineNews.

Global Marine Power, LLC

We carry Engines /spares for MAK, Wartsila, Nohab Polar, Bergen, Stork Werkspoor, Deutz, Sulzer, Man B&W, CAT, Pielstick, Daihatsu and more...
Full range of ABB Turbo spares • compressors & centrifuges
24/7 service • On board repairs









Marine Engines – Powerplants & Turbochargers
6720 C MayFair St., Houston TX 77087 USA
Ph:+1-713-640-9300 Fax:+1-713-640-9302
E-mail: GlobalMarine@GlobalMarinePower.com
Website: www.GlobalMarinePower.com

Circle 228 on Reader Service Card

Bollinger Delivers Bouchard Barge

Bollinger Gretna, Harvey, La., a Bollinger Shipyards, Inc. company, has delivered, B. No. 280, a double hull, 80,000 BBL oil tank barge built to meet the requirements of the Oil Pollution Act of 1990 (OPA'90), to Bouchard Coastwise Management, Corp., Hicksville, NY.

Following the delivery of the B. No. 280, Bollinger announced the signing of the sister ship, B. No. 282. The B. No. 282 will also be built at Bollinger Gretna, along with the previously announced 110,000 BBL, B. No. 205, a black oil barge measuring 430-ft. long, with a 79-ft., beam and a depth of 34 ft. Additionally, Bouchard has awarded Bollinger a 35,000 BBL barge, B. No. 233, which will be built at Bollinger Marine Fabricators in Amelia, La. Terms of the contracts were not disclosed.

Following the delivery of Bouchard's B. No. 280 from Bollinger Gretna and the delivery of the tug Rhea Bouchard from Bollinger Algiers, the ATB set sail for Texas and its first load of cargo bound for the U.S. West Coast.

The B. No. 280 is a clean oil barge measuring 399-ft. long, with a 74-ft. beam and a depth of 28-ft. The barge is coupled with an existing Bouchard tug, Rhea Bouchard, using the Intercon coupler system. While the B. No. 280 was in the final stages of construction, Bollinger Algiers, L.L.C., retrofitted the Rhea Bouchard with the Intercon system, regulatory recertification and completed a re-powering of the vessel.

USMI Celebrates a Double Delivery

On Friday April 14, United States Marine, Inc., (USMI), celebrated the delivery of two of their 36-ft. NSW RIBs to the United States Special Operations Command, USSOCOM, marking the 99th and 100th craft delivered by USMI to USSOCOM to date. This delivery marked a number of very special occasions, including USMI's first scheduled deliveries since hurricanes Katrina and Rita. This celebration also marked the first deliveries of new craft from their new Gulfport, Mississippi facility. Powered by a pair of 470hp Caterpillar 3126 diesel engines driving a pair of Kamewa water jets, the NSW RIB performs at speeds in excess of 40 knots.

EBDG Provides Support for Landing Craft

Elliott Bay Design Group (EBDG) has added two more projects to its portfolio, furthering its experience providing production support to landing craft vessels. The Seattle-based naval architecture and marine engineering firm delivered production support detail drawings for

• McDaniel Control • Pelican • MSA Safety / Medical / Instrument • Spydeco • Circle Seal • Parker • Deep See

Unique Products For A Unique Industry

Introducing

FIRE BLOCKADE

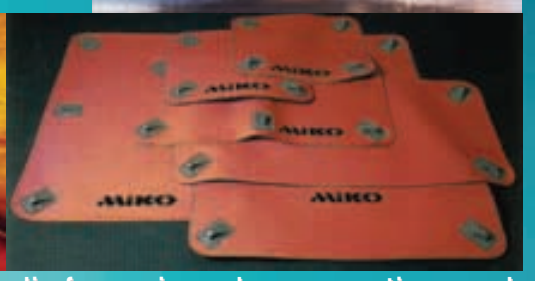
Fire Blockade is a water soluble, nontoxic, and environmentally- friendly extinguishing agent that uses a mixture of 1% of product to a water supply, as opposed to traditional 3%-6% mixtures to deliver unprecedented protection and safety for the user of the product.

Jack Vilas & ASSOCIATES, INC.

JOTRON

Jotron manufactures a wide range of multipurpose marking - and emergency lighting for various applications, such as personal safety, marker buoys, lifeboats, etc. *Popular Models In Stock*

MIKO Marine a.s.
Oil Spill • Marine Salvage
In-Water Repair



"Heavy Duty" magnetic tarpaulin for marine salvage operations, and sealing off sea water inlets. The Miko Plaster® is used to stop leakage in ships, wrecks and tanks, above as well as below the waterline. The tarpaulin is designed for long term storage and is not demagnetized after use. *Popular Models In Stock*

Jack Vilas & Associates,Inc.

701 FEDERAL AVENUE • MORGAN CITY, LA 70380

TELEPHONE 985-384-8012 • TOLL FREE 1-800-255-4643

FAX 985-384-8011

E-mail: sales@jackvilas.com on the web: www.jackvilas.com

Gyrolok • Miller Diving Equipment • Harvey's Dive Suits • Sherwood Scuba • Calrad Electronics • Wetechnologies • Brantner • Aqua Environment

Products • Kingston • Parflex Hose • Birns, Ikelite & Nikonis • KME Diving Suits • Arcair • Jacques • Kirby Morgan Dive Systems International • Shure Bros • Western Enterprises • Neptune Research • Hoke • Gates • Queen Cutlery • Haskell • Filterite • Trident •

Circle 241 on Reader Service Card

Kvichak Marine Industries' design of 10 MPF utility boats for the U.S. Navy. The 40-ft. high-speed landing craft are replacing the Navy's existing LCM-8 craft as part of its Improved Navy Lighterage System in support of the pre-positioned Marine Amphibious assault missions. Because of the large number of identical boats being constructed, EBDG tailored their work package to support an assembly line production approach. EBDG delivered three-dimensional isometric assembly drawings of all machinery and system components, pipes, and fittings to the builder in lieu of the more typical two-dimensional drawings; offering Kvichak a more realistic perspective of the parts involved and their assembly.

The 40 x 14 ft. landing craft have a loaded cruise speed of about 25 knots and a lightened flank speed of about 40 knots. Two vessels have already been built, with two more currently under production. All 10 craft are expected to be delivered by the end of 2006, with an option for more vessels in 2008. EBDG is also providing lofting and engineering support to Allen Marine Inc. of Sitka, Alaska. Allen was recently awarded the construction contract for a shallow water roll on/roll off passenger and vehicle ferry for use by Katmai National Park and Preserve. Designed by Juneau-based Coastwise Corporation, the 65-foot vessel has a beam of 21 ft., travels at eight knots, operates with a crew of two and carries 10 passengers. The shallow river and beach landing sites on Alaska's Naknek river and lake called for a low-draft vessel with a unique design. The vessel is designed to be stored during the winter on two keels on each side of the hull. Fully loaded, the vessel draws just over three feel of water.

Robert Allan Designs Fireboats for NYC

In July 2005, the Fire Department of New York (FDNY) awarded a contract for the design of their new fast response fireboats to Robert Allan Ltd. of Vancouver, BC. The design team has been working closely with the FDNY project team finalizing the functional requirements for the vessel, assessing alternatives, and developing the concept design. In March 2006, the project completed a value engineering process, during which a panel of independent marine and fire-fighting industry experts reviewed the proposed design and, in concert with the Robert Allan Ltd. and FDNY design teams, assessed a variety of suggested options. The design process is now moving ahead to the design stage. The new fast response fireboats are designed to specifically address the fire-fighting and rescue needs of the greater New York harbor including responding to CBRNE (Chemical, Biological, Radiological, Nuclear and Explosive) incidents, and Hazmat decontamination. The pumping system is configured for marine fire incident response, and to support land-based firefighters with a 50,000 gpm total pumping capacity (at 150 psi) connected to a system of hoses capable of supplying water up to 5 miles inland. The fireboats are designed for a response speed of 17.4 knots (20 mph), with a low-wake, 12 knot cruising/patrol speed. The powering, seakeeping, and wake generation characteristics of the semidisplacement hull form were all verified in an extensive model-testing program conducted in Vancouver, Canada, and confirmed with subsequent self-propelled model testing in Vienna, Austria. The propulsion power will be approximately 4 x 1,343 kW (1,800 hp).

Dolphin Towing is now

DOLPHIN
MARINE INTERNATIONAL

■ *Rig Moving* ■ *Pipeline Construction* ■ *Anchor Handling* ■ *Salvage Operations*

The Right Tools for a Big Job

DOLPHIN MARINE INTERNATIONAL

Circle 221 on Reader Service Card

Galliano, Louisiana - Phone: 985-475-5585 Fax: 985-475-8651
Houston, Texas - Phone: 832-473-6068 Fax: 281-597-9517

www.dolphinmarineinternational.com

Resolve, Navy Sink USS Oriskany

The ex-Oriskany, a decommissioned aircraft carrier, was sunk 24 miles off the coast of Pensacola, Fla., on May 17 to form an artificial reef. The 888-ft. ship took about 37 minutes to sink below the surface. After 25 years of service to the Navy in operations in Korea, Vietnam and the Mediterranean, ex-Oriskany will now benefit marine life, sport fishing and recreation diving off the coast of the Florida panhandle. With a blast that echoed across the waters of the Gulf of Mexico, the USS Oriskany began its 36-minute-long descent into the depths of the blue waters some 25 miles off the coast of Pensacola, Fla., May 17. An estimated 250 vessels filled with spectators encircled the near 900-ft. decommissioned Navy aircraft carrier to witness its historic plunge into 212 ft. of water to begin her new life as an artificial reef as part of the Navy's new initiative to dispose of several such vessels. More than 30 office staff members and project staff from Resolve Marine Group, Inc. were on hand to watch as the vessel was carefully rigged with explosives and then ceremoniously sunk. It was a touching sight to staff members — largely, due to the fact that their involvement with the 61-year old vessel began nearly three years ago when Resolve Marine Group, in partnership with Esco Marine Services of Brownsville, Texas, was awarded the contract to remediate the vessel - that is, prepare the vessel, environmentally, for sinking. The process was a long one and proved to be quite daunting from the beginning. Four contractors, who were previously awarded contracts for the remediation task, defaulted on their contracts and never finished the job - it was just too complicated and involved too much red tape. Aside from actually cleaning the vessel and removing potentially hazardous material, the contractor would bear the burden of strict scrutiny of the Environmental Protection Agency. After over 24 months of scrubbing, cutting and scraping and inspection upon inspection at several phases by the EPA, Resolve was rewarded with the agency's letter of approval to proceed with the sinking earlier this year.

Resolve Marine Group employees, left, Aaron Nahapetian and Robert Lee Jr., begin pulling cable in off the flight deck aboard the decommissioned aircraft carrier USS Oriskany (CVA 34) in preparation for the ship's scheduled sinking. Oriskany is schedule to be scuttled 22 miles south of Pensacola in approximately 212 ft. of water in the Gulf of Mexico May 17, 2006, where it became the largest ship ever intentionally sunk as an artificial reef. After the Oriskany reaches the bottom, ownership of the vessel will transfer from the Navy to the State of Florida. U.S. Navy photo by Journalist First Class Jackey Bratt

The aircraft carrier was built in 1945 and decommissioned in 1977. She was the last of the Essex class carriers in the Navy's active fleet at the time and served her country during the Korea and Vietnam Wars. Soon after her sinking, the warn-torn vessel will begin service of another type: offering much needed refuge to marine life — the byproducts of which, namely the re-enlivened local fishing and recreational diving industries — will bring a much needed economic boost to Pensacola and the surrounding area after the region was ravaged by Hurricane Ivan in 2004.

PMC Equips Alaska Inter-Island Ferry

Alaska's Inter-Island Ferry Authority recently accepted delivery of M/V Stikine, a 198 ft. vehicle passenger ferry equipped with propulsion control and machinery alarm/monitoring systems from Prime Mover Controls (PMC).

The propulsion control system is a dual-mode PMC D-MaC (digital marine control). The controls for the M/V Stikine include hybrid combinatory mode and split mode for control of the two Cat 3512 engines driving Hundested controllable pitch propellers.

In the hybrid combinatory mode, minimum engine speed can be raised by increasing the appropriate rpm lever position. Feed forward pitch positioning and automatic load control ensure fast maneuvering and optimum engine loading throughout the full operating range. The PMC system capabilities meet or exceed the rigid operation requirements of the inter-Island Ferry Authority and the environment in which they operate.

The Stikine is the second vessel for the Inter-Island Ferry Authority to receive PMC IMACS (Integrated Machinery Alarm and Control System) machinery alarm and monitoring system. The PMC IMACS is a Windows based graphical user interface for machinery alarm and control functions. It integrates with PMC's Omni Chief distributed control and monitoring system hardware.

The IMACS workstations and Omni Chief units, featuring layered redundancy with a redundant high-speed network connectivity, function independently without a centralized file server. The IMACS can summarize and network all the data that is collected from electronic engine packages, fire alarm panels, power management systems, motor controls, environmental controls and other electronic control systems throughout the vessel.

Horizon Offshore Initiates Internal Investigation

Horizon Offshore, Inc. announced that as a result of an internal review conducted by the company, the management has become aware of the possibility that one of its subsidiaries authorized an improper payment to a customs official in a Latin American country in the approximate amount of $35,000 in connection with the importation of construction equipment. As a result, the Audit Committee of the

Board of Directors of the Company has engaged outside counsel to conduct an investigation to determine whether any improper payment was actually made, as well as whether there are any deficiencies in the Company's internal controls and procedures with respect to the oversight and record keeping. The company has notified the Securities and Exchange Commission of this matter and of its internal investigation. The company is fully cooperating with the Securities and Exchange Commission. The authorization of payment raises questions concerning whether there has been a violation of the Foreign Corrupt Practices Act (FCPA), including whether the payment was accurately reflected on the Company's books and records. In response to the discovery, the Company has instituted disciplinary action against several employees. "Horizon takes this matter very seriously and will not tolerate improper conduct at any level. We are working as quickly as possible to complete our internal investigation, and intend to cooperate fully with the SEC to ensure an expeditious resolution of this matter," said David W. Sharp, President and CEO of Horizon Offshore, Inc.

Command Change

The U.S. Coast Guard has appointed Captain Paul J. Roden as Commanding Officer of the Engineering Logistics Center (ELC) in Baltimore, Md. Captain Roden relieved Capt. Kevin P. Jarvis, USCG in a Change of Command ceremony on June 9, 2006. The USCG ELC supports the entire Coast Guard fleet of cutters and boats as well as all ashore units. As the USCG's naval engineering and logistics "Center of Excellence," the ELC maintains the service's technical knowledge and expertise of USCG platforms, systems, and items to deliver life-cycle engineering support and Integrated Logistics Support (ILS) necessary to sustain USCG operational capability.

Intec Names Tam CSO

Christophe (Chris) Tam, Ph.D., was named INTEC Engineering's chief strategy officer (CSO). Tam, an eight-year veteran of INTEC, has served as the company's president of North America operations since 2003. Tam's responsibilities as chief strategy officer-a newly created position with global impact-include strategy development, planning and implementation with continued emphasis on technology. Bruce Crager, chief executive officer of INTEC, advises that Tam will lead the company in its enhanced pursuit of new technologies and market niches.

Trico Appoints Francois

Trico Marine Services appointed Larry D. Francois as Senior Vice President of Operations. Francois served as President of Seabulk Offshore, a subsidiary of Seabulk International, Inc., for approximately three years where he was responsible for its worldwide offshore operations. Prior to his tenure at Seabulk, he served as area manager of domestic offshore marine operations for Tidewater, Inc. and prior to that assignment was a division manager for Zapata Gulf Marine Corporation in Mexico.

Stratos Announces 1Q Results

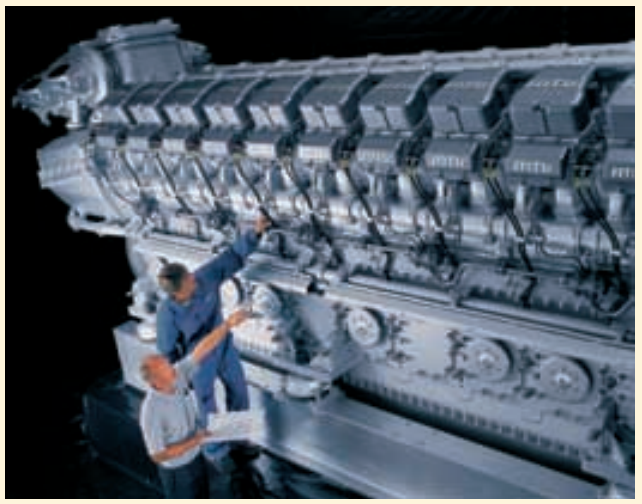
Stratos Global Corp. announced financial results for the first quarter ended March 31. Its first quarter results were negatively impacted by non-cash, after-tax write-offs of approximately $23.3m, primarily related to the acquisition of Xantic, which was completed on February 14. These after-tax charges included the write-down of $19.6m of capital assets related to the Goonhilly land earth station as a result of the planned post-acquisition network rationalization; the write-off of $1m of deferred financing costs reflecting the successful financing of the Xantic acquisition; and, the write-off of capital assets of $2.7m related to the breach-of-contract claim recently filed against a provider of business process solutions. As a result, the corporation reported a net loss for the quarter of $24.9m, compared with net earnings of $3.5m reported for the same period last year. Revenue for the first quarter of 2006 was $119.3m, a 29 percent increase compared with the $92.4m achieved in the first quarter of 2005.

Rodriquez Yachts to Design Vessels in the U.S.

Rodriquez Yachts announced an exclusive agreement with Miami's BRB Yachts that will bring Rodriquez's designs to the U.S. Rodriquez yachts range from 50 to 220 ft., and the models available to U.S. consumers are the 500 Sport, 600 Sport, 600 Widebody, 800 Widebody and 800 Sport, which are customizable to suit the needs of each yachtsman.

Bourbon 1Q Revenues up 21.5%

Bourbon reported that first quarter 2006 revenues totaled 172.4 million euros, an increase of 21.5 percent compared with the same period in 2005. With the exception of the North Sea, the offshore oil and gas marine services recorded strong growth, with revenues of 79.3 million euros at the end of March 2006, up +32.9 % (24.2% at constant exchange rates) compared with the same period in 2005. Several scheduled maintenance programs were performed in the first quarter of 2006. The West Coast of Africa, and Nigeria in particular, continued to generate a very strong performance. Operations are developing gradually in Asia with the delivery and commissioning of an Anchor



MTU Group: Influx of Orders Boosts 1Q Results

MTU reported a strong first quarter of 2006. "We have succeeded in carrying last year's impetus, with its 18 percent rise in sales revenue, over into the new year" said Volker Heuer, Chairman of the Board of Management of MTU. In the marine applications sector, by tradition the company's strongest area, shipyards in the U.S. and Australia placed orders for a total of 12

Series 8000 engines. These engines are destined for three fast-ferry catamarans (one 105-m vessel and two at 88 m) to go into service between the Hawaiian islands and on the Bosphorus at Istanbul. Twelve more of the flagship Series 8000 engines have

also been ordered for three Danish Navy patrol boats. Capable of producing up to 9,100 kW, Series 8000 units are the largest in the company's program.

Handling Tug Supply vessel (AHTS 120 tons) for Shell Malaysia.

The Towage & Salvage Division reported revenue growth of 18.5 percent in the first quarter of 2006 against the backdrop of a strong market, particularly in the international segment. The assistance and salvage activity benefited from the commissioning of the Abeille Bourbon and the Abeille Liberté.

The Bulk Division recorded revenues of 41.1 million euros at March 31, 2006, down slightly as expected from the same period in 2005. This change was driven by the combination of two opposite trends over the period: an increase in the volume shipped, specially in the trade of coal and iron ore in Far East; and a slight decrease in freight rates despite a still favorable market.

The company forecasts positive trends for the coming year. In an offshore oil and gas market that is still expected to be very strong in 2006, Bourbon plans to diversify its client portfolio in its traditional operating zones and should accelerate its growth in new zones (particularly Southeast Asia).

Bourbon will continue to deliver "next generation" offshore oil and gas marine services vessels, so as to meet the expectations of its major customers. In bulk shipping, revenues should continue to be influenced by market freight rates.

Ameri-Force Craft Services Acquires SyCom Services

Ameri-Force Craft Services Inc. has completed the acquisition of SyCom Services, Inc., a defense industry engineering and professional staffing services firm. SyCom will operate as a wholly owned subsidiary of Ameri-Force Craft Services Inc.

The SyCom Services acquisition is part of Ameri-Force's strategy to complement its existing position in the marine new construction and repair segment of the federal market with targeted growth in information technology, administration and engineering services.

Ameri-Force Craft also announced that it has hired Beth Cahallan as the Virginia Branch Manager. Cahallan has more than 16 years experience in the contract labor support business in the Tidewater Virginia Marine and Industrial markets. She was the founder and owner operator of Alliance Staffing Services, a contract labor provider to the marine and industrial sector in Virginia. In addition to her hiring, Ameri-Force has gained the market share and employees of the former Alliance Staffing Services.

Commercial Water Makers

AER Marine Ltd, authorized distributor for Sea Recovery water makers, offers the High Seas Commercial Series.

Tasman Sea™

229 to 875 Gallons Per Hour • 867 to 3,312 Liters Per Hour

The dependable Tasman Sea Series water maker ideally suits mid-range production requirements, such as small hotels, villas, oil platforms, mid-sized commercial vessels and small cruise ships.

- Multimedia filter with feed and backflush valving
- Patented Cycron pre-filtration
- Stainless steel high-pressure pump, piping and valving
- Corrosion proof fiberglass pressure vessels
- System salinity controller

North Sea™

458 to 1,833 Gallons Per Hour • 1,735 to 6,940 Liters Per Hour

The rugged and versatile North Sea Series water maker is the top choice of the oil industry, and can also accommodate hotels and large cruise ships .

- Dual multimedia filters with feed and backflush valving
- Patented Cycron pre-filtration
- Stainless steel high-pressure pump, piping and valving
- High rejection/High flux R.O. membrane elements
- Product water flow meter
- Solid state temperature compensated fail-safe salinity meter

AER Supply Ltd
2301 NASA Parkway
Seabrook, TX 77586 USA
voice: +1 281.474.3276
fax: +1 281.474.2714
email: sales@aersupply.com
web: www.aersupply.com

Circle 201 on Reader Service Card

Sea Recovery REVERSE OSMOSIS DESALINATORS®

CE

AMERICAN BUREAU OF SHIPPING ★ EQUIPMENT TYPE APPROVAL PROGRAM ★

News

Morgan Joins Tidewater

Tidewater Inc. announced that Archibald (Archie) M.S. Morgan, IV, has joined Tidewater Marine, L.L.C. as Manager of Engineering and Technical Services. Morgan was most recently the Operations Manager of Alliance Marine Services in Houston, Texas, and has 18 years of international ship management experience, including technical fleet management, crew management, and assignments as chief engineer aboard U.S. and foreign flag tanker and cargo vessels.

Morgan, originally from West Virginia, is a graduate of the U.S. Merchant Marine Academy with a Bachelor of Science degree in Marine Transportation and Marine Engineering. He will be based in Tidewater's headquarters in New Orleans.

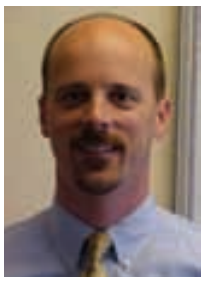
Tidewater Inc. owns over 520 vessels, the world's largest fleet of vessels serving the global offshore energy industry.

Foss Promotes Two

Susan Hayman is the first person to hold the position of vice president for health, safety and environment at 117-year-old Foss Maritime. Dave Hill, former director of international freight services for APL Logistics in Seattle, has been appointed vice president of sales and marketing. Toby Holmes has been promoted to director of marketing.

Hayman is a 1980 graduate of the U.S. Merchant Marine Academy and holds an MBA from Harvard Business School. Her career includes seagoing work for Exxon Shipping as well as railroad experience for CSX. She also served in domestic and international positions with American President Lines where she became operations vice president for Europe, area manager for Central Europe and global vice president for port and container security. After being called to active duty in the United States Navy in 2002, Ms. Hayman returned to APL as global vice president for environmental affairs.

Hayman



Hill

As vice president of sales & marketing at Foss, Dave Hill takes on responsibility for all of Foss Maritimes Harbor Services' sales strategies, brand marketing, pricing, policies and procedures. Formerly the director of international freight services for APL Logistics in Seattle, Hill was responsible for international and domestic operations generating annual revenues of $120 million in freight forwarding, ocean freight, airfreight, customs brokerage product development, sales and customer service. His experience also includes executive positions with Fedex Trade Networks - previously known as Tower Group International and Geo. S. Bush & Co. Toby Holmes has been promoted to director of marketing for Foss. Previously, Holmes was director of market strategy and pricing for Foss Maritime Harbor Services and Regional Towing.

CEO Six Pack

Inland Leaders Prepare for Future

Fighting for funding to ensure waterways remain open and efficient. Working with legislators, colleagues and local towns to forge meaningful environmental standards and practices that are smart for the environment and for business. Maintaining a crucial transporation system — in fact the the most cost-effective and environmentally friendly transportation system — that is critical to keep the U.S. economy humming.

These are but a few of the issues faced by inland waterway executives on a daily basis. In this, *MarineNews*' fourth annual "CEO Six Pack," leading executives from six inland waterways companies agreed to discuss the some of the larger challenges in running an efficient, profitable business.

This year, *MarineNews* discussed insight of Looman Stingo, Senior Vice President, Logistics, Holcim (US) Inc.; Sal Litrico, President TECO Transport; Nelson Jones, President, Amherst/Madison Coal & Supply Company; Daniel P. Mecklenborg, Senior Vice President, HR, Planning & Analysis, & Chief Legal Officer, Ingram Barge Company; Pete Lilly, Chief Operating Officer, CONSOL Energy Inc., and Tim Parker, President, Parker Towing

Looman Stingo, Senior Vice President, Logistics, Holcim (US) Inc.

MN: What do you count as the top two or three technological innovations in the past decade that have helped you operate more efficiently?

LS: Though the use of cement can be traced back to the Roman Empire, it never came into prominence until "Portland" cement was discovered in England in 1824. The industry is clearly "old economy" and not very sexy. Yet, the industry has advanced technologically to improve quality, enhance safety, and promote environmental protection and sustainable development in both manufacturing and product handling.

The top priority for Holcim and the first agenda item for every meeting is safety. Therefore, it is fitting that the first improvement I note is in the area of safety: the pedestal mounted knuckle boom crane which handles barge covers and raises and lowers cleaning equipment into and out of barges. The knuckle boom cranes, which replaced mobile road cranes, have added safety features to prevent overloading and to allow operators to see what is happening at all times. Also, the electrical power source of the knuckle boom crane eliminates the risks of oil and fuel spills, potential problems for mobile equipment.

In the past decade, we have seen a major breakthrough in cement handling with the introduction of the cement vacuum unloader with "joy stick" controls. Indelicately described as a 20-inch Shop-Vac, the vacuum system can unload a conventional 1500 ton covered hopper barge loaded with cement in anywhere from 4 to 15 hours depending on the size of the unit. Vacuumed barges are then cleaned and available for other dry bulk transport, thus increasing productivity and efficient transport utilization. This efficient use of equipment is a far cry from having to have specially designed and dedicated barges to move cement to a distribution site only to have them return empty. The vacuum unloader innovation created efficiencies for the cement industry and created growth potential for the barge industry through backhaul opportunities.

MN: What is the most important message about the inland waterways industry that needs to be conveyed to the media and government?

LS: The inland waterways system is facing an inevitable operations crisis due to inadequate maintenance and an antiquated lock and dam system. Organizations like the Waterways Council Inc., the National Waterways Conference, MARC 2000, American Waterways Operators and countless other waterways organizations and their members have tried to carry that message to the general public, the media and to our elected officials. With few exceptions, the message has been understood but ignored. Unfortunately, only a small percentage of the U.S. population appreciates the value of our waterways. Most people, including our government officials, have little or no direct knowledge or awareness of the impact that our inland waterways have on the economic health of the country. Preventive maintenance of the waterways does not rank as a high priority for the decision makers, so why should we expect the general public to take to the streets over the issue. We appear to react only to major life altering events: the individual's wake up call is the "heart attack" or cancer. The nation's wake up call is a "911" or Katrina or gasoline prices. It will likely be the transportation gridlock that so many studies have predicted or it will be a series of lock failures that will prompt action a day late and many dollars short. If I had but one message to give to our government officials and to the media it would be to wake up to the seriously deteriorating locks before we have a failure that ultimately blocks one of our major commercial arteries.

MN: What is the most pressing challenge you feel is facing the inland waterways today?

LS: The inland waterways are a complicated network of many parts: issues relating to locks and dams, spillways, bridges, levees, ports, harbors, and navigational aides are all viewed differently by the competing interests involved in navigation, industry, recreation, conservation, and environmental protection. In turn, the various financial needs of the inland waterways system must compete with the needs of our oceans and lakes, and this waterways network must compete with other transportation and infrastructure needs. In such a complex of competing demands, a priority issue for those of us concerned with the inland waterways system is securing adequate funding and priority consideration to address the needs of the waterways.

Current law calls for a users' tax to be matched by government funding for lock and dam new construction and major rehabilitation. The Inland Waterways Users Board is charged with seeing that this revenue stream gets spent for its intended purposes and is allocated according to a hierarchy of need. There is no corresponding oversight group to ensure that there is adequate funding for Operations & Maintenance (O&M). In recent years, there have been an increasing number of emergency shut downs on the system. If any catastrophic event occurs, it will likely result from a failure to adequately address the funding needs for O&M.

Industry groups mentioned earlier, companies, and private citizens need to continue to advocate for proper funding levels for O&M and to make sure the U.S. Army Corps of Engineers has the full support it needs to complete its navigational mission. A related funding issue is for navigational interest groups to remain vigilant and firmly resolved that Inland Waterways Users Funds are not to be poached for O&M projects but are used for their intended purpose as directed by Congress.

"The inland waterways system is facing an inevitable operations crisis due to inadequate maintenance and an antiquated lock and dam system."
Looman Stingo, Senior VP, Logistics, Holcim (US) Inc.

Sal Litrico, President TECO Transport

MN: What do you count as the top two or three technological innovations in the past decade that have helped you operate more effectively?

SL: Simulation technology has afforded participating Inland companies the ability to train mariners in real life emergency situations without real life consequences. This honing of advanced pilot house management tools better prepares those mariners to represent this industry as we compete with other modes of transportation but more importantly, assuring the congress and the public that this industry concerned and focused on continuing to be the safest mode of transportation. This

"Simulation technology has afforded participating Inland companies the ability to train mariners in real life emergency situations without real life consequences."
Sal Litrico, President TECO Transport

BLUDWORTH MARINE

713-644-1595 www.vesselrepair.com

MARINE REPAIR 24/7
FABRICATION SPECIALISTS

- Fully equipped and staffed machine and fabrication shop for all mechanical, hydraulic and electrical systems and steel components
- Fabrication
- Topside Repairs
- Drydock — Galveston
- Full Service Pump and Repair Shop
- Electrical / Electronic Inspections & Repairs
- Crane Repairs / Crane Load Testing
- Cargo Hold and Tank Cleaning
- Preparation For USCG, Class Society & Vetting Inspections
- Hull Surveys — Vetting Surveys

FABRICATION OF STAINLESS STEEL MANIFOLD

BLUDWORTH MARINE GALVESTON SHIPYARD FACILITY

Main Office: 3502 Broadway Houston, Texas 77017 · rbludworth@hotmail.com

Tug/Barge Shipyard: 6800 Harborside Galveston, Texas Mile 355 ICWW · 409-744-5720 · galvshipco@aol.com; lburrows1492@hotmail.com

---

New USCG 46CFR Part 4 (effective 20th June 2006) **MARINE INCIDENT 2-HOUR TEST REQUIRMENT**

AlcoScan AL-6000™

Only Breathalyzer with Replaceable Sensor for Recalibration

2 Options: Both DOT/USCG Approved

ALCO SCREEN 02®

Saliva Alcohol Test for Zero Tolerance Testing

Bludworth Marine is your One Source Best Source

Contact Cindy Childress
Phone 713-644-1595
Fax 713-644-1598
cindyc.bm@hotmail.com

3502 Broadway
Houston, Texas 77017
USA

BLUDWORTH MARINE, LLC
Master Distributor

Circle 203 on Reader Service Card

"Steel increases every month these days and the quality is inferior to what we received years ago. Due to the inferior quality we have had to ramp up our preparation and painting program on all of our equipment hulls."
Nelson Jones, President Amherst/Madison Coal & Supply

"Barges are the safest, most fuel efficient way to move big loads, and a great way to reduce overcrowding on America's highways!"
Daniel P. Mecklenborg, Senior Vice President, Ingram Barge Co.

advanced training venue fits well with the evolution of not only the mariners responsibilities, but also with the representing companies to effectuate our continued ability for self regulation.
Electronic Charting technology has elevated the art of distance and proximity articulation to a more clear science. DGPS is a multi functional tool that once integrated into an onboard charting system provides real time speed and distance that can be used for everything from trip planning to collision avoidance; Also the ability to create a virtual sail line in all river conditions, all weather conditions and without traditional navigation aids that could affected by both conditions. This equipment also allows for past track recording and instant modifications that can be exchanged between vessels to have the
most updated information for a transit. This will at some point be as standard as radars and radios. SmartBarge technology has been developed to provide greater informational proximity feedback with speed and accuracy at levels to ensure the mariner has ample reaction time in order to effectuate the safest possible transit of a lock. This technology if mass developed at economical numbers could be used for bridges and areas of concern
relative to population density or navigating hazards.

MN: What is the most pressing challenge you feel is facing the inland waterways industry today?

SL: I believe without question it is the ability to attract and retain the 21st century mariner. I believe we as an industry are aligned with this concern but are well divided in the perceive short and long term solutions. The hiring and recruiting bonus structures and other short-term enticements does not help the industry and only leads to greater division. The solution is to make our industry more attractive to work in and grow the Populus pool. This means spending dollars in our own backyards and stop looking over the fences as solutions and get out and bring the x,y,z generations into what we all believe to be a great industry by collectively showcasing the stability, upward mobility and the professionalism of the Brown Water Mariner.

Nelson Jones, President
Amherst/Madison Coal & Supply

MN: What do you consider to be the greatest challenge(s) to profitably running your company today?

NJ: The greatest challenge to maintaining our profitably is having the ability to outrun increased regulations, inflation in fuel and supplies, and ensuring proper staffing. Regulations change daily which increase costs of operations and consume the time of management as well as operations personnel. The old approach of making the most efficient decision for your operation was based on your employees. Today folks must consider how all impacts of their decision making weigh and effect others including those outside their corporate arena. We are challenged with duties that were inconceivable 20 years ago; duties which would have been performed by state or federal government personnel or not at all.
The increased cost of fuel, lube oil, steel and mechanical parts goes on and on and on. What we have to consider today is the expansion of China and India and their consumption of all goods. Recently while overhauling a domestically produced diesel engine we were told by the dealer that parts would be sourced from three different countries and that we would be responsible for the shipping costs. Steel increases every month these days and the quality is inferior to what we received years ago. Due to the inferior quality we have had to ramp up our preparation and painting program on all of our equipment hulls. Marine coatings, the blasting abrasive, and disposal costs have increased. Staffing on a beginning level is most difficult today due to our vibrant economy and we are competing with non-marine employers who are not required to perform drug and alcohol testing and whom do not place the mental or physical demands that we do. Beginning level employees must learn how to work with their hands and that is a notion that has been lost in the upbringing of many folks. We must not forget either the number of people living on welfare and entitlement programs that are just has healthy as you and I.

MN: What is the most important message about the inland waterways industry that needs to be conveyed to the media and policymakers?

NJ: The most important message we can promote in selling our inland and coastal waterways systems is that it is the safest, most fuel efficient and environmentally friendly mode of transportation. But is it is also one of the slower forms of transportation. In this country we have become accustomed to ignoring the cost of transportation in goods we consume. Fuel in all forms will continue to increase and the consumer will ultimately look for a more efficient means of transportation. What we have to sell is the fact that we are the only industry which still has excess capacity. We will always be competitive but are restricted in our dependability due to the aging lock and dam structures and other channel deterioration. If you look at the advances in European countries and scale that up to the size of our waterways we have the ability to remove many trucks from our highways and make the railways very competitive. We are at a disadvantage because we do not control the process of maintenance and until we are able to affect a better maintenance process, we will continue to operate under the threat of a structure collapsing and causing a total closure of a waterway.

MN: What is the most pressing challenge you feel is facing the inland waterways industry today?

NJ: The most pressing challenge for our industry is the ability to deal with increased regulation, decreased maintenance, and assuring our customers of on-time deliveries. We are adjusting today to bottlenecks created by inferior maintenance and a shortage of new construction projects even though we pick up 50% of the tab for much of this work. We are operating under homeland security measures today which are great, but what is being done to improve the safety of the non-commercial operators which are the majority of the users of our waterways system? Certainly not enough. We must possess the ability to think forward 20 to 50 years and plan for that time instead of being a reactionary society.

Daniel P. Mecklenborg, Senior Vice President, HR, Planning & Analysis, & Chief Legal Officer, Ingram Barge Co.

MN: What is the most important message about the inland waterways industry that needs to be conveyed to the media and policymakers?

DM: The media and policymakers are distinct audiences who, ideally, need to hear somewhat different messages. Because the media reaches grassroots America, our message should be tailored to educate ordinary Americans. I think a simple, but effective message would be - "Barges are the safest, most fuel efficient way to move big loads, and a great way to reduce overcrowding on America's highways!" Most Americans don't realize that one barge holds the capacity of 15 railroad cars and 58 semi trucks. That means one 15-barge tow can carry 22,500 tons while one semi truck can only carry 26 tons. Multiplying that ratio out, it is easy to see how to eliminate congestion on our highways. And with the current fuel crisis, the inland waterways industry becomes even more of an economical answer. The media, and the American people, need to know that one ton of product can only go 59 miles per gallon of fuel in a truck versus 514 miles per gallon by barge!
Policymakers need to be convinced how vital America's inland navigation system is to our economy, our environment and our national security. A statistic from Waterways Council sums it up, "The US barge and towing industry saves shippers and consumers more than $7 billion annually compared to alternate transportation modes." Without significant, additional investment in the operation and maintenance of our aging navigation infrastructure, America risks unexpected and poten-

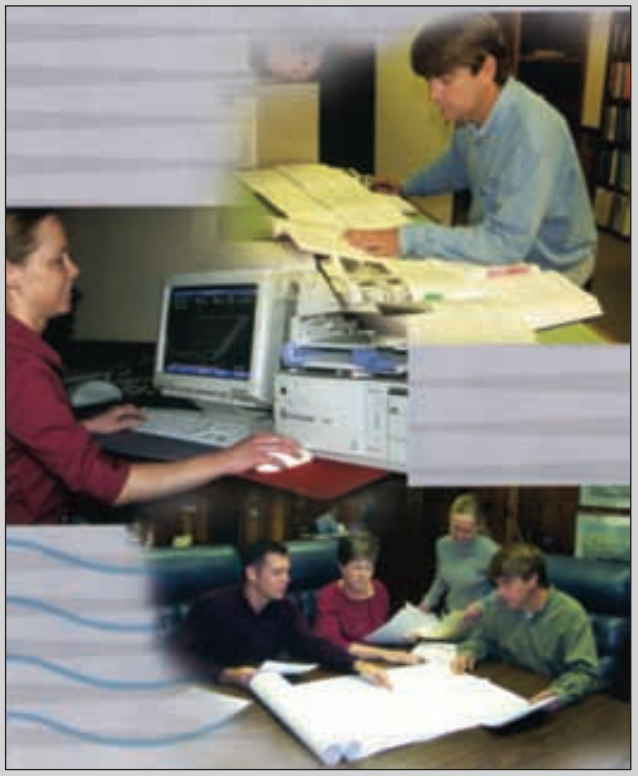
BOLAND

INDUSTRIAL CONSULTING SERVICES, INCORPORATED

For over seven years, BICS has provided its services to industries across the nation. We strive to be the leader in our field, and are well respected for making our clients more efficient, profitable and reliable in their endeavors. Our services are customized for each of our client's unique circumstances. The first step is to give us a call so we can discuss your needs. It can be an investment that will provide dividends for the life of your company.

DETECTION & PREVENTION

CORRECTNESS OF LUBRICANTS



MECHANICAL DESIGN SOLUTIONS

LASER ALIGNMENT & DYNAMIC BALANCING

Mechanical problem solving call John Boland first or when all others fail call him last. Not cheap but very inexpensive.

P.O. Box 612
Pascagoula, MS 39568
Email: johnboland@pavcoind.com
PH: 228-762-3172 • Cell: 251-232-7163 • Fax: 228-762-3108

Circle 204 on Reader Service Card

"The most pressing challenge facing the inland waterways is the lack of adequate investment in the navigational infrastructure. We as a nation need to make the investment necessary now to maintain and improve the infrastructure."
Pete Lilly, Chief Operating Officer CONSOL Energy Inc.

tially catastrophic disruption of our nation's industrial, energy and chemical sectors. We simply must succeed in convincing policymakers that the time for action is now.

MN: So, you feel investment in Operations and Maintenance (O&M) is the most pressing challenge facing the inland waterways industry today?

DM: With 134 of 240 O&M-funded locks now over 50 years old, failure to adequately fund system maintenance is like a series of ticking time bombs waiting to explode. Unscheduled outages are becoming more frequent, and with each outage, the most serious traffic delays and idle equipment cost ranges in the millions. And this does not affect only the inland navigation industry, but also industries that rely on our system, such as power generation, fertilizer, agriculture, petroleum, coal, and chemical companies. Although service interruptions have been manageable so far, O&M related outages will become more frequent and more severe unless we are successful in stimulating significant change in Washington.

While we appreciate how the President's budget for FY 2007 addresses "high-performing" inland navigation projects, such as the Olmsted Locks and Dam, tight funding for O&M means maintenance and repair on a "fix-as-fail" basis, which is unsatisfactory. A proposed change in this year's budget is that a number of major rehabs have been transferred from the new construction/rehabilitation budget to the O&M budget. While this may seem to be a logical move, it takes scarce dollars from necessary, but less costly O&M needs, and so we prefer that the new proposal not be adopted. Congress and OMB need to take a longer term, more comprehensive view of inland navigation as a system, rather than a huge collection of disparate "projects."

MN: If you could have the federal government change one policy, what would it be?

DM: It would have to be our current approach to funding O&M. We need to move from a short-term, single-year, random "project" approach to a longer-term, systematic "investment" approach. Over the years, we've done a reasonably good job in removing key "pinch points" in the system by the completion of priority capital projects; but O&M is a bigger challenge because there are so many more projects to manage, and information about O&M expenditures is often difficult to get.

If we continue on our current path, O&M funding will remain flat even as the project portfolio grows and ages. This is a recipe for disaster. Instead, we need to adopt a new process which generates funding for a 3-year or 5-year sequence of O&M projects selected on a prioritized, system-wide basis.

"Our inland river system has always served a wide variety of interest to include flood control, hydro-electric generation, industrial water supply, municipal water systems, recreations, etc. Navigation interests can and have lived side by side with these other users for the most part, for generations."
Tim Parker, President Parker Towing

(Continued on page 51)

EVERY™ PART. GENUINE.

To keep your Cummins diesel running strong, don't settle for parts that just "meet original specs." Ask for Genuine Cummins new and ReCon® parts. Every part is built using the latest manufacturing techniques, includes the latest improvements in component design and carries a full Cummins warranty. To find the nearest authorized location with Cummins certified technicians, phone 1-800-DIESELS (1-800-343-7357) or use our service locator at everytime.cummins.com. For unsurpassed reliability and durability, insist on Genuine Cummins. Every part. Every time.

Cummins®

Circle 215 on Reader Service Card

USCG Deepwater Program

Rear Adm. Blore Takes the Helm

Rear Adm. Gary T. Blore assumed duties as the program executive officer (PEO) of the Integrated Deepwater System April 17, 2006. The innovative acquisition program provides for the sustainment, modernization, and recapitalization of surface, air, command and control, and logistics assets for the Coast Guard's multiple maritime missions. Prior to his present assignment, Rear Adm. Blore served as special assistant to President Bush. In that capacity, he was the Homeland Security Council's senior director for border and transportation security. Rear Admiral Blore was awarded a bachelor of science degree in economics, with honors, from the U.S. Coast Guard Academy and a master's degree in public policy and administration from Columbia University, where he was selected as an International Fellow. Capt. Gordon I. Peterson, USN (Ret.), a senior technical director with the Anteon Corporation, interviewed Rear Adm. Blore for this article.

Rear Adm. Gary T. Blore assumed duties as the program executive officer for the Coast Guard's Integrated Deepwater System acquisition in April. While acknowledging many program milestones achieved over the past year, Blore acknowledges some disappointments also were experienced. "We applaud our successes; we learn from our disappointments," Blore said.

MN: Why did you decide to attend the Coast Guard Academy?

Rear Adm. Blore: I was the first person in my family to graduate from college, and my family was of modest means. I could either find a college that would pay for my education or not go to college. That was a huge motivator to go to a service academy. I applied to the Naval Academy and the Coast Guard Academy. I received appointments to both, and in the spring of 1971 I chose to go to the Coast Guard Academy.

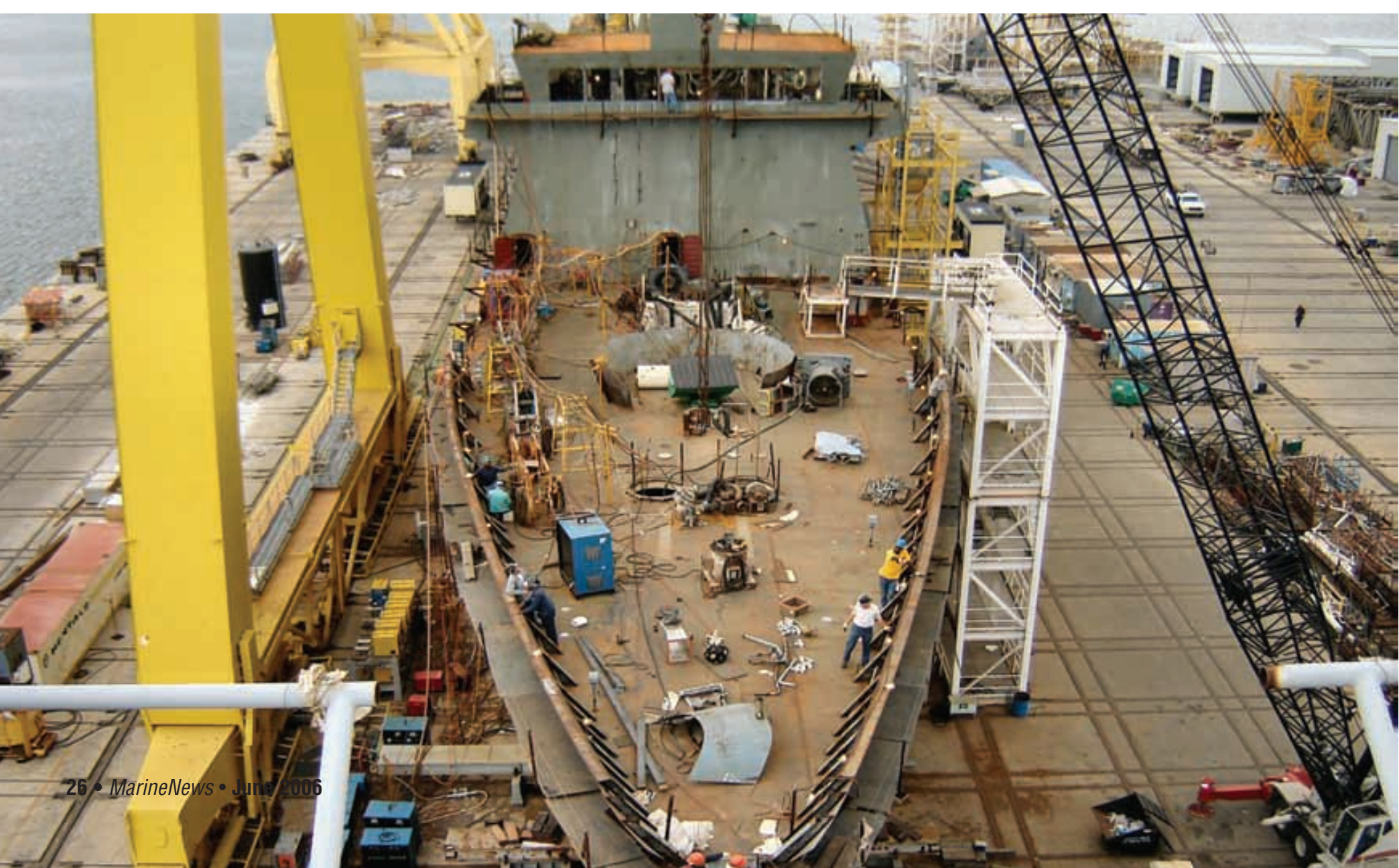
A good friend of mine also applied and was accepted to the Coast Guard Academy, so I had a partner. Even as a teenager I was very impressed with what I learned about the Coast Guard-how it would join the Navy in times of war, for example, and how it was responsible for a number of missions, including marine safety. There was, certainly, a humanitarian element in my decision- environmental protection and search and rescue were important issues for me then, just as it was to be a member of the armed forces.

MN: Will your experiences as special assistant to President Bush on the Homeland Security Council shape your outlook as Deepwater's program executive officer?

Rear Adm. Blore: It certainly was a rare privilege to serve at the White House. It was quite enlightening to see the policy-making process in action and how the agencies fit together, including the involvement of both the Homeland Security Council and the National Security Council.

I was the senior director for border and transportation security, and my duties were much different than my responsibilities in the Coast Guard. I was involved in policy development for immigration reform and other complex homeland-security issues including a variety of border-screening initiatives. As a result, I have a better understanding of the role of maritime assets, the Port Security Program, and the interfaces between the Coast Guard with Customs and Border Protection, the FBI, and other agencies-including our partners in the Navy. I also learned why maritime domain awareness-knowledge of all that is transpiring in the maritime domain-is so important to our nation's security.

The concept of developing a comprehensive picture of our operating environment is something that both the Coast Guard



The Deepwater Program's first-in-class National Security Cutter, the Bertholf, will be launched this autumn and be delivered to the Coast Guard next year. The ship, shown here in May when it was approximately 50 percent complete, is being built at the Northrop Grumman Ship Systems yard in Pascagoula, Miss. (Photo by NGSS)

STANDARD OF EXCELLENCE

- GLOBAL SALES AND SUPPORT
- EXTENSIVE RANGE OF PRODUCTS AND SERVICES
- ONGOING PRODUCT DEVELOPMENT

FROM TOP TO BOTTOM
DAMEN ASD TUG 2810
DAMEN ALU CAT 1605
DAMEN STAN PATROL 4207
DAMEN STAN TUG 2208

DAMEN

DAMEN SHIPYARDS GORINCHEM

Member of the DAMEN SHIPYARDS GROUP

Industrieterrein Avelingen West 20
4202 MS Gorinchem

P.O. Box 1
4200 AA Gorinchem
The Netherlands

phone +31 (0)183 63 92 67
fax +31 (0)183 63 77 62

americas@damen.nl
www.damen.nl

Circle 216 on Reader Service Card

and Customs and Border Protection [CBP] have impressed upon me. For example, CBP starts with a shipping container overseas, monitors its loading, tags it, and tracks its eventual arrival in a U.S. port. Although a shipping container is only one of many potential threats, this concept applies to our Coast Guard Deepwater assets. They extend our defense-in-depth strategy seaward by being out on the front line, using intelligence and awareness of abnormalities to make sense of our global maritime environment.

It was instructive to see how we use intelligence to screen those who would do us harm. All of this has relevance, I believe, to our Deepwater Program's modernization and recapitalization of the Coast Guard. Our net-centric system for C4ISR [command, control, communications, computers, intelligence, surveillance, and reconnaissance], for example, will contribute to improved maritime domain awareness in a number of ways.

MN: Looking back to 9/11, how has it affected the Coast Guard's missions?

Rear Adm. Blore: The tragedy of 9/11 caused the Coast Guard to re-evaluate its role in both maritime security and service to the nation. It led to a productive assessment of how we would allocate resources for maritime security, marine safety, support of combat forces, and other mission areas. The tragedy of 9/11 also put us on the national radar screen. Before 9/11, the proposed fiscal year 2002 budget would have resulted in a Coast Guard that was smaller than it was in fiscal year 2001. Coming out of the tragedy of 9/11, the nation had an improved awareness of the Coast Guard's importance.

Through April 2006, 34 HH-65 helicopters have been re-engined and upgraded as part of the Deepwater Program. This re-engined HH-65C prepares to land on the medium endurance cutter CGC Vigilant during a patrol off the Florida Keys in December. Three of the more powerful HH-65C helicopters also rescued more than 300 people during the Coast Guard's search-and-rescue operations following Hurricane Katrina. (USCG Photo by ET1 Jonathon Chambers)

Four years later, Hurricane Katrina gave the public additional insights into the services provided by the Coast Guard-including our flexibility, quick decision-making, and agile deployment of assets. I believe the public senses that the Coast Guard is a really good example of a very functional government agency. Hurricanes Wilma, Katrina, and Rita demonstrated that investments made in the Coast Guard are important. We are more capable today, and we will be more capable and interoperable tomorrow. That is the essence of the Deepwater Program.

A second major development after 9/11 was our reorganization into a new department. We were aligned under the Department of Homeland Security [DHS] with a strong, clear focus. Being on the national radar screen as an agency in a first-tier department responsible for our nation's homeland security has had many positive results, especially with regard to interagency collaboration and resource allocation. This was demonstrated last year with the development and presidential approval of the new National Strategy for Maritime Security-a joint effort by the Department of Defense and the Department of Homeland Security. With the momentum that the Department of Homeland Security provides we were able to join with other agencies, including the Navy and FBI, to draft the strategy and its eight supporting plans in less than a year's time.

MN: Taking a longer perspective-how has the Coast Guard changed during your career?

Rear Adm. Blore: Unquestionably, we have witnessed major changes in the post-9/11 era. But were you to review the Coast Guard's history for the past 30 years, you would find a remarkable continuum in our maritime missions. Search and rescue is a constant, but there have been many times since the 1970s when we simply flexed our priorities to adjust our missions to meet the nation's needs at the time. This is evident in our counter-drug, environmental protection, and migrant-interdiction operations.

Our commitment of forces to support U.S. combatant commanders in our national defense mission expanded during Operations Desert Shield and Storm. I had the opportunity to witness firsthand our close working relationship with the U.S. Navy in the Arabian Gulf during that conflict. If anything, that relationship is even stronger today. Much of the post-9/11 transition that I have seen has resulted in a Coast Guard that is much more combat-minded and security-focused. Continuity and change have very much been the twin hallmarks of the Coast Guard's history.

Proven Performance with Safety & Efficiency.

VESSEL NAME / TYPE Offshore Towing Vessels	HORSE POWER CLASS	SIZE L X B X D	KORT NOZZLES	BOW THRUSTERS	SHARK JAWS
Harvey Commander	9000	115" X 32' X 14'	YES	N/A	N/A
Harvey Gladiator	9000	115" X 32' X 14'	YES	N/A	N/A
Harvey Invader	9000	115" X 32' X 14'	YES	N/A	N/A
Harvey Viking	10000	115" X 32' X 17'	YES	N/A	N/A
Harvey Warrior	10000	115" X 32' X 17'	YES	N/A	N/A
Harvey Trojan	13500	126" X 37' X 17'	YES	3rd QTR 06	200 TONS
Harvey Titan - DP 1	13500	135" X 36' X 16'	YES	YES	200 TONS
Harvey Intruder	13500	135" X 36' X 16'	YES	YES	200 TONS
Harvey Thunder	13500	135" X 36' X 16'	YES	YES	200 TONS
Harvey War Horse	16500	150" X 45' X 18'	YES	YES	350 TONS
New Construction - Harvey War Horse II - DP 1	16500	150" X 45' X 18'	YES	YES	350 TONS
Offshore Supply Vessels	**CLEAR DECK**	**SIZE**	**LIQUID MUD**	**DRY BULK**	**METHANOL**
Harvey Provider - DP 2 Cert.	175' X 50'	240'X56'X18.5'	7,000 BBLS	9,600 CU. FT.	1,100 BBLS
Harvey Explorer - DP 2 Cert.	175' X 50'	240'X56'X18.5'	7,000 BBLS	9,600 CU. FT.	1,100 BBLS
New Construction Harvey Sprit - DP 2 Cert.	202' X 52'	280'X60'X19.5'	11,000 BBLS	12,000 CU. FT.	2,500 BBLS
New Construction Harvey TBN - DP 2 Cert.	202' X 52'	280'X60'X19.5'	11,000 BBLS	12,000 CU. FT.	2,500 BBLS
New Construction Harvey TBN - DP 2 Cert.	202' X 52'	280'X60'X19.5'	11,000 BBLS	12,000 CU. FT.	2,500 BBLS
Offshore Dive Support Vessel					
Delivery Date April 15th Harvey Discovery - DP 2 Cert.	180' X 50'	265'X58'X18.5'	8,000 BBLS	8,000 CU. FT.	2,000 BBLS

*All Towing Vessels ABS Bollard Pull Certified under new guidelines in 2003.

With our ultra-large towing vessels, we provide offshore rig moving services of jack-up and semisubmersible drilling rigs for every major Drilling Contractor and Oil Company, as well as rendering tug and barge transportation services for cargo movements, platform rig installations and ocean towing services.

HARVEY GULF INTERNATIONAL MARINE, INC.

3817 SPENCER STREET

HARVEY, LOUISIANA 70058

PHONE: 504-348-2466 • FAX: 504-348-8060

WEB SITE: www.harveygulf.com

MN: One thing that hasn't changed is that your first cutter, the Venturous, commissioned in 1968, is still in service today.

Rear Adm. Blore: Yes. It was a great cutter in the 1970s, and it still is. This is indicative of why we need the Deepwater Program-we have expected too much of the Venturous and cutters like it. It keeps delivering, and we've done what we can to give it a face lift, but it is almost eligible for Social Security! Its subsystems are worn, and it is not nearly as habitable or capable for our crews as it should be.

We are doing what we can in Deepwater to upgrade our legacy cutters' command-and-control suites. Improved connectivity allows them to integrate and operate with the fleet far more effectively. Other subsystems present real problems. They are integral to the vessel, but many of their manufacturers are no longer in business. Thank goodness it's a Coast Guard cutter, because over the years we have developed the ability to find a machine shop and reengineer a part if we need to do so. We're proud of that initiative, but it is unfortunate we have to do so as often as we do.

President Bush presents Adm. Thomas Collins, center, and Master Chief Petty Officer of the Coast Guard Frank Welch with the Presidential Unit Citation May 25 at the Coast Guard change-of-command ceremony for the commandant of the Coast Guard at Fort Lesley J. McNair in Washington, D.C. The prestigious military award honored the Coast Guard's performance during Hurricane Katrina relief operations. Bush praised Collins for his transformation of the Coast Guard during the global war on terror. Adm. Thad Allen relieved Collins as Coast Guard commandant during the ceremony. (White House photo by Eric Draper)

MN: What is your outlook early in your assignment as Deepwater's PEO?

Rear Adm. Blore: We are grateful to those who first initiated, led, and nourished the Deepwater Program. This process began nearly 10 years ago, but it assumed a new dimension when the program was formally established at contract award in June 2002. We have stabilized our funding stream at a little less than $1 billion a year, we have a 20-year plan adjusted for post-9/11 requirements, and we have a foundation to measure its execution. This is a huge step. Much more has been achieved, of course, with some 16 major acquisitions now moving forward in our surface, aviation, logistics, and C4ISR program areas.

We have developed a system-of-systems architecture, and I think that is the right approach. A performance-based contract with a joint venture was the right way to go. For the next few years, I see my role as attending to the asset-by-asset delivery that supports the Deepwater System's net-centric plan. I'm not saying Deepwater is becoming an asset-for-asset replacement program; it's not. But there are windows of opportunity for us to focus on building platforms, installing C4ISR systems, integrating net-centric capabilities, and building out Deepwater's grand architecture.

The beauty of Deepwater-its magic-is that if we do step outside the architecture by developing an asset that is either more or less capable then we'll go back and look at the whole package to see if there are other trade-offs to make within the system. My emphasis over the next few years will be to get our appropriated money obligated and deliver assets to the Coast Guard. Our operational forces need the right tools to

The Coast Guard is missionizing its six more capable HC-130J aircraft as part Of the Deepwater Program. The aircraftwill provide improved long-range surveillance capabilities and organic heavy air transport for the Coast Guard's Maritime Safety & Security Teams, Port Security Units, and the National Strike Force. (Photo courtesy of U.S. Coast Guard)

attend to the challenging tasks at hand. We must close today's capability gaps.

MN: What are the principal challenges facing Deepwater?

Rear Adm. Blore: One challenge is complexity. This is an extremely large acquisition-

not just for the Coast Guard, but for the government. Deepwater is performance-based, and many of the acquisition protocols within the federal government are not based on a performance contract. We are trying to adapt measures that have been developed over the years to manage our acquisition program. The second challenge is the large number of interests or stakeholders associated with the program-political, industrial, our agency's interests, those of other agencies, communities within the Coast Guard, the Navy. They don't all necessarily pull you in the same direction. There are many different pressures; this is certainly a job where it is impossible to please everybody at once and difficult enough to please the majority at any one time.

The secret to success in this environment is to gather the facts, do good analysis, do what is in the interest of the taxpayer and the Coast Guard, and stay the course. If we have done our homework and are truly doing what is best for the public those ideas will prevail. To the extent that our friends in the Government Accountability Office suggest improvements, we must have the mindset to take their recommendations on board and adjust accordingly. We must continue to be a learning, knowledge-based, and adaptive enterprise. Rear Admiral Stillman, my predecessor, put a premium on those qualities-for good reasons.

MN: How has the Deepwater Program progressed over the past year?

Rear Adm. Blore: Overall, we have experienced many important milestones in nearly all program areas. Our fiscal year 2006 budget of $933.1 million is an important first installment implementing our revised post-9/11 plan. The President's fiscal year 2007 budget request contains $934.4 million to advance the Deepwater Program; this also will be a critical investment in our efforts to build a Coast Guard that is more ready, aware, and responsive. This is not to say we have had no disappointments; we have had our share. We applaud our successes; we learn from our disappointments.

Construction of major surface and aviation platforms is moving forward. The first National Security Cutter will be launched this autumn and delivered next year. Additional cutters in the class are being built or being placed on order. We are procuring new medium-range maritime patrol aircraft and upgrading our inventory of long-range search aircraft, including missionization of six improved HC-130J aircraft. Our small and medium-range helicopters are being modernized and converted to serve as multimission platforms through service-life extensions. Deepwater's C4ISR upgrades on all 39 legacy cutters are making a difference now in enabling them to operate more effectively and efficiently.

We also have encountered some headwinds. For example, the conversion of 110-foot patrol boats [Island class] into a 123-foot vessel was a disappointment owing to a number of factors-including far greater hull deterioration than we anticipated on these aging workhorses. We learned a tremendous amount from that experience, however, to apply in the future. It increased our awareness of the importance of sound early designs and analysis. It illustrated the necessity for ensuring the entire logistics system for the new platform is in place before the cutter deploys. It is fortunate for us that the lessons of the 123 occurred early in the program, because it was far better to learn them with a 123-foot cutter than it would have been with a larger cutter.

MN: How has industry cooperated to make Deepwater a success.

Rear Adm. Blore: Deepwater is a nationwide program served by more than 550 suppliers across 41 states. It also includes foreign suppliers who are dedicated to bringing the Coast Guard the right balance of capability and value. Our work hinges on a partnership with Integrated Coast Guard Systems [ICGS, a joint venture between Lockheed Martin and Northrop Grumman] that is unique in many respects. While the Coast Guard retains inherently governmental responsibilities and industry has a right to a fair profit, we share a commitment to design and to build assets that meet the Coast Guard's performance requirements, on schedule, and at an affordable cost over the asset's life.

We need industry to continue to focus on improving quality and instituting production efficiencies to lower costs. The shipbuilding industry has taken many steps to become world-class and "drive the hours" and costs out of ship construction in recent years. That emphasis must continue. Our studies show more can be done-by government, industry, Congress, and the Coast Guard-to reduce the costs of ship construction. This is a national priority for our industrial base.

MN: How can industry-ship and boat builders and suppliers-actively participate to further the Deepwater Program in terms of making it more efficient and successful.

Rear Adm. Blore: Deepwater is very much a market-edge program, not cutting edge. If industry thinks it has something to offer, let us know! Much of this, of course, falls to ICGS, our partner in industry and lead-systems integrator. It regularly schedules "industry days" to increase awareness of possible business opportunities. Dr. Leo Mackay, president of ICGS, is on the record stating his company is always in search of new vendors who will bring innovation and broad expertise to the Deepwater Program and to the Coast Guard.

Our system-of-systems construct places a premium on standardization and systems integration-especially in the subsystems common to multiple platforms or critical to their interoperability. We seek to strike the right balance between competition, standardization, and integration. I believe that those seeking to participate in the Deepwater Program would be well-advised to ensure their goods or services will easily integrate. A completely different software package, for example, that is not compatible with the software package already developed for our cutters or aircraft, would not be appealing.

MN: Is there anything you wish to say to our readers by way of closing?

Rear Adm. Blore: Your readers represent one of the Deepwater Program's most important stakeholders-the maritime industry. One day we may be your customer for maintenance or repair; the next day you may be our customer if a vessel is in distress! Marine News has been a good friend to the Coast Guard and the Deepwater Program over the years, and we appreciate that support. As an authoritative source for the industry, you have helped us communicate news and information regarding a wide range of important issues of mutual interest. This support, I believe, has increased awareness of the critical need to modernize the Coast Guard-the nation's shield of freedom. I would simply say thank you!

Burger Launches Largest Project

On May 6, the Burger Boat Company launched the largest aluminum yacht in its 143-year history for the Alshaya Family from Kuwait. Over 1200 onlookers were in attendance as the new 500-ton marine travelift lowered Mirgab V, a 144-ft. tri-deck into the water for the first time.

Mohammad Alshaya spoke on behalf of the family and expressed his gratitude for the production of the vessel, said to serve as an ambassador in Europe and the Middle East. In celebration of the launch, a fireworks display, sponsored by the Alshaya family, was shared with the community of Manitowoc.

The Alshaya family presented the Burger Boat Company with its first big yacht order. After Mirgab V was signed, several other yachts followed including the 154-ft. Tri-deck - Time For Us, two 127-ft. Tri-decks - Areti I & Areti II, 142 ft. Tri-deck - Sea Owl, 144-ft. Fantail Cruiser - Sycara, a yet to be named 170 ft. Tri-Deck - Hull #508 and a yet to be named 101 ft. High-speed Enclosed Bridge - Hull #509. Since the decision was made to move into the larger market, Burger is celebrating the largest backorder in history and is finalizing three additional yacht projects. The 144-ft. Mirgab V is an in-house designed, engineered and built motor yacht with over 8,100 sq. ft. (752.5 sq. m) of interior and exterior living space. The defining focal point on the yacht is a 40-in. diameter, glass-tube pneumatic elevator surrounded by a circular sculpted bronze stairway and illuminated glass treads spanning three stories. This stairway, designed and crafted by Les Metalliers Champenois, is grounded on all three levels with 1,076 sq. ft. of onyx stone. All of the stone and stonework was provided and hand fit by Bigelli Marmi of Italy. The yacht also features side deck bulwarks that fold down into a verandah, an integral swim platform that converts to a grand stairway to the sea.

Mirgab V is powered by 12V-4000 MTU engines propelling the semi-displacement hull form to nearly 20 knots and will be fully ABS certified and MCA compliant. Richard Davies and Roberta Johnson from Technical Support Limited of Viareggio managed the project and represented the family throughout construction. The vessel will be based in the Mediterranean on the French Riviera and with will be on display at the 2006 Monaco Yacht Show. Within the last two years Burger Boat Company has undergone a transformation in:

• Personnel (growing from 180 to 450 full-time employees)

• The facilities (complete and total rebuilding of the shipyard, investments in equipment, machinery and off-site locations)

• Redefining the range of construction (moving from 85 to130 ft. to a new range of 115 to 200 ft.)

• A new class of all fully certified MCA (Maritime and Coastguard Agency) and ABS (American Bureau of Shipping) yacht design and construction

Mirgab V, a 144-ft. tri-deck yacht.

Tugboats

Beyond the House

By Don Sutherland

One of the things they say these days that the hawsepiper — the man who started on deck, learned the boat in detail, and made his way up to the pilot house — that he's a creature of the past. Today's tugboat is crammed full of diplomas, they say, some of them able to trump 20 years. So another one of the things they say is that Chris Roehrig is the last hawsepiper. Or one of the last.

Or one of the most conspicuous.

There are more boats of Roehrig Maritime — eight at this writing — at more locations further from home than ever before. One reason why is that the skipper promoted himself, and went from the pilot house to the office. The Roehrig Maritime fleet has more than doubled in number in the years since, and besides, gone way up per unit in power, size, and capacity. The John H. Malik, joining the fleet at the start of this year, is the second at 6,000 hp with CR on the stacks, following the Anabelle V. Roehrig a couple years before. In between came the Heidi, at 3,300 hp.

"I steer a desk these days," says Capt. Roehrig, who started the enterprise driving the Tilly, a single-screw DPC. The company enters its seventeenth year in August, and from the desk he drives, Capt. Roehrig comments that there is no spot market for 6,000 hp tugboats. A 130-footer is not the sort of thing folks can have sitting around for a moment's notice. But cut a man a contract, he can come up with a tug for the job.

As the Tides Go

Go back enough in history, and the spot market is what tugboating's about. At one time, they say, it took you offshore to haggle with clippers once they finally arrived,

Tilly dockside, 2002. WWII's DPCs once numbered 100, and when Tilly started Roehrig Marine in 1991 there were still quite a few. Today Tilly's one of very few, as a liveaboard in the South. (Photo: Don Sutherland)

The hard-working Vivian on her day off in 2002, coming home chock full of guests from the Tug Races that afternoon. (Photo: Don Sutherland)

Most of the Roehrig fleet as it looked one evening in 2001, the Brandon and Emma off elsewhere. Opposite is Penn's Tarpon, on its side of the Penn yard. (Photo: Don Sutherland)

Capt. Chris Roehrig at the desk he now steers, after driving his own tugs for years before and, before that, working from the deck up for most of the New York majors. (Photo: Don Sutherland)

over the price to the dock.

Capt. Roehrig still sees a bountiful future in the spot market. He might even say there's more demand than supply. "There are plenty of tugboats out there," he com-

Emma M. Roehrig makes up to KTC 80 in the Narrows as the sun peeks over Bay Ridge. Emma joined the fleet in 19xx, the first in the succession of Roehrig boats reaching out past the harbor. (Photo: Don Sutherland)

ments, "but a lot of them have been married to their barges. If the barge is sitting out there, the tug is probably with it."

It happens often enough that the tug goes off to do something else. But what if that something takes longer than expected? And the moment arrives to deliver the barge? Sometimes dispatchers opt to not break up the set.

Another thing they say these days is there's a manpower shortage, and that the era of picking a crew off the Bowery is over. Capt. Roehrig speaks of tugs in the Gulf that are already laid-up for want of personnel. There may be different causes between the north and the south, but the result is the same. And in New York, they say that six tugboat skippers have gone to work for the ferries.

As Capt. Roehrig describes it, "at low water you've got all the tugs you want, at high water you can't find a tug. It's gametime."

The independents have always been vital in the harbor mechanism, moreso today as tugs differentiate. Maybe there was a time when the same tug that towed a barge could also dock a clipper, but a pinboat with a 70-ft. height-of-eye is nobody's first choice for the QM2.

Besides the right boat and crew, the independent supplies all that's connected -- administration and such. A customer grows in capacity without the same growth in overhead. In some businesses, they call it outsourcing.

The first four Roehrig tugs were ideal for the spot market when the company began, and all but the Tilly keep at it today. But long-haul transportation has become a New York mainstay. It's what Bouchard does, and Hornbeck, and K-Sea, and Penn, and Reinauer. They all have plenty of boats, but always enough?

Local Son

Roehrig Maritime is based in Oyster Bay, on Long Island, quite a few miles from the Kill Van Kull where the fleet ties-up. The building it occupies looks like any modern office building, with no indication of the specialties within. You'd expect offices with flowers and piped-in music and receptionists with a smile -- but walk into the Roehrig suite and you're dead-center in a bustling tugboat company. The comptroller's on the phone at receptionist's desk. The corporate counsel, Capt. Stash Pelkowski, Esq. is the first door on the right. Head of engineering Ron Boyajian has the office ahead to the left. The next contains busy dispatchers, with Jack Kase the head of operations, and gents known to the industry as Al and Jim manning the phones. That's who you'll find on a typical day. And at the corner, the gent whose initials are on the stacks.

Chris Roehrig grew up in those parts, before the Jakobson shipyard turned into a park. The local creeks come up frequently in the discussion of his early days, along with a ride in a sailboat with his father, and his first tug sighting. From that moment onward, he says, he knew. He says he was eight at the time.

Steering a desk must have seemed a remote prospect in those days. Capt. Roehrig started decking on Hempstead harbor at age fourteen, and seizing opportunities to learn more. "There was a lot of activity out here back then," he says, and he knew the creeks. Big advantages…except for a little bartending and bodyguard work at the time of the strike, tugs have always been where he worked.

From Barker Towing, he went to Thomas Towing, and Moran. "I was steering for Red Star just short of my 23rd birthday," he says. He was getting around, getting known. The strike was still smoldering when he bought the Tilly. "We served a niche market," he tells us, "doing anything. We towed everything from garbage to mud to sand scows to stone scows -- if it floated in New York we've moved it once. "

Anabelle V. Roehrig

Roehrig's first 6,000 hp tug with new upper house, Anabelle V. Roehrig, backs out of the notch of Penn No.121 after a delivery in the anchorage. (Photo: Don Sutherland)

Heidi E. Roehrig

With her solution to eye-height built-in, the 3,000 hp Heidi E. Roehrig began life as the Texaco Avjet, one of the last built in the yard that made Oyster Bay famous. (Photo: Don Sutherland)

Expanding the Niche

The action was congregating around the Kills, with the containerports off one spur and the refineries off another. The Tilly tied-up at First Marine, then for awhile on the old Morris Canal, and at Poling's old yard before McAllister took over. The fleet moved into the Penn yard in 2001, which has served as home-base ever since.

A single-screw tug like the Tilly was still legal for oil barges in 1991, but in the wake of OPA 90 would come a lot of new rules about moving petroleum. Besides, the calls were increasing and "we didn't have the boats.1993 was a big year. We bought the Francis, an ex-Bronx Towing tug and our first twin-screw tug. That doubled our horsepower. We'd go in with oil barges, and come out with sand barges. We kept very busy." Weeks became a regular, with cranes and dredges to move. Business grew brisker.

"We bought the Brandon on spec in 1994," and a lot of work for K-Sea ensued. "The Brandon's a very versatile boat," said Capt. Roehrig, of his biggest boat till then, an 89-footer, "she has the draft to get into the creeks, but after four years, we repowered her - 3,000 hp, and she could take a 70,000-BBL barge right down the coast."

Amboy Aggregate became a regular, a situation that led in 1998 to the purchase of the Vivian. The third of the Roehrig twin-screw boats came from the same yard as the first two, Equitable in Madisonville, Louisiana, and share a family resemblance, despite differences in length.

"They were the DPCs of their day," says Capt. Roehrig. "There were something like 385 of them built. Even with differences in length you'd call them sisters, with the deckhouses and most of their

"IN SEARCH OF SILENCE"

TUF-STUF's innovative approach to cost-effective noise management

A a B b C c D d E e F f G g H h I i J j K k L l M m N n O o P p Q q R r S s T t U u V v W w X x Y y Z z 0 1 2 3 4 5 6 7 8 9

"Any coating on a ship structure influences the acoustical quality of that structure."

History tells us that considerable time, effort and resources have been spent attempting to attain an acoustical advantage in noise control using cladding, decoupling and damping technologies.

In conjunction with **NCE**, we continue to research and enhance the capabilities of **TUF-STUF** to mitigate vibration and radiated noise from hull structures.

Recent test findings confirm that our innovative, spray-applied, **TUF-STUF** solution significantly reduces the ability of a marine structure to radiate noise and demonstrates outstanding acoustic cladding and decoupling qualities.

As a company, we are committed to developing **TUF-STUF** into a cost-effective and superior alternative to today's conventional products and technologies.

Sounds too good to be true ? Why not give us an opportunity to show you why **WE** believe so much in **TUF-STUF ?**

To learn more about **TUF-STUF**, please contact

SAM JUDGE - (713) 882-5800

sam@tuf-stuf.com www.tuf-stuf.com

Find out more about TUF-STUF and NCE at the

2ND INTERNATIONAL
SHIP NOISE & VIBRATION
CONFERENCE 2006

28-29 June 2006 LONDON, England

TUF-STUF · spray-applied at any thickness · at any angle · on most substrates · an affordable coating alternative · TUF-STUF

Tuf-Stuf

www.tuf-stuf.com

MARINE COATING SOLUTIONS

7119 VILLAGE WAY • HOUSTON • TX • 77087
Voice (713) 454-0900 • Fax (713) 645-8810

NOISE CONTROL ENGINEERING, INC

799 Middlesex Turnpike
Billerica, MA 01821
phone: 978 - 670 - 5339
fax: 978 - 667 - 7047

email: nonoise@noise-control.com
web: www.noise-control.com

"We believe that **TUF-STUF** can play an integral role in future shipbuilding practices"

TUF-STUF...helping restore harmony to the ocean

Circle 283 on Reader Service Card

tufstufideasresearch**tufstuf**knowledgeinnovation**tufstuf**skillsexperience**tufstuf**qualitycommitment**tufstuf**solutionssuccess**tufstuf**

Roehrig Maritime's John H. Malik joined the Port of New York fleet at the beginning of this year, their second 6,000 hp tug configured for the oil trade. (Photo: Don Sutherland)

equipment all the same."

Painted white like the Tilly, with buff-colored trim, the four boats were unified into an unmistakable identity by the banner below the wheelhouse windows. There are lots of white boats in New York, and you sometimes have to squint to tell whose. Not the Roehrig boats. "My model, in a way, was the Turecamo fleet, unmistakable at a glance. And I wanted ours to look a little 'yachty.'"

The decorative touch was more than just flair, it implied a tradition, and an homage to a time when, among other things, most tugboaters came up the hawsepipe.

Size and Scope

They're good harbor tugs, the Vivian and her sisters, as years of continuous service have shown, and the Brandon's journeys coastwise prove them able offshore. But like a lot of tugs with a southern heritage, they're relatively flat. Going outside with harsh weather brewing? For that, the Roehrig fleet could get something from the Emma.

"She was a Mobil boat," says Capt. Roehrig. "Where most of our acquisitions came-in about 85 per cent complete for our purposes, the Emma was turnkey. We bought it on a Wednesday, painted it, had it working Saturday. She hasn't stopped yet."

This is a boat to take offshore. This is a boat for the notch. That's what the waterborne supply line from New York to the rest of the seaboard is about. With the Emma, the Roehrig fleet was ready to enter the high end of the game in New York harbor.

More boats arrived, with specifics in mind. "We bought the Eileen in 2000 for a lot of work with Bouchard and Great Lakes." She's been on almost continuous charter ever since, seldom seen in New York.

A contract developed with Penn, and it called for a big boat. "We bought the Anabelle in 2002," says Capt. Roehrig, "a good call. She makes some speed -- can keep up with the ATBs."

The Heidi joined the fleet last year, "another turnkey boat -- went to work the next day. She's small enough for working the harbor, but has what you need for a 60,000 to 70,000-BBL barge." She's been on charter to K-Sea.

As for the John H. Malik, the latest addition to the fleet, she's been spotted in the notch of Hornbeck barges since her arrival in town.

"When we first got started, years before this office," said Capt. Roehrig, "my mother was the dispatcher. She answered the phones at 3 a.m. She loved it." It sounds like a homey beginning, almost picturesque, a storybook background for a tugboat company. But with a new boat on

average every two years, the tale of Roehrig Maritime seems destined more for the financial pages.

Phase Three?

Where do you go after the house, after the office? Depends how you feel about where you came from. If Capt. Roehrig's moment of conversion regarding tugboats struck at age eight, it's likely he still feels connected. He wouldn't be the first tug professional to be called an enthusiast as well, but Capt. Roehrig is conspicuous there too. He speaks of the meetings he's attended of the Tugboat Enthusiast Society, and measures vacations by tugboats — he's ridden them in Italy, Brazil, and Croatia, as well as our own West Coast. During a lull at his desk, he might be found clicking through tugboat photos from his collection, on the desk's computer screen. Facing the desk, against the opposite wall, a showcase of miniatures includes several tugboats. Capt. Roehrig, as they say, is into the subject.

But amid all the pictures, there's a motto on the wall over the desk. Capt. Roehrig says he got it from a railroad man, of all things: "If you make your living providing a service," it says, "One of two things better be true: You better provide better service than any competitors —OR-- you better have no competitors."

Capt. Roehrig has his translation. "We've never charged the lowest rates. We give excellent service, and have one of the best safety records to support it. We don't make promises we can't keep, and we keep the ones we make."

Keeping promises in the tugboat game relies on plenty of things in turn, many of which are controllable. Some are not, or at least not so far. Did somebody mention a shortage somewhere?

One of the things they say these days is that a lot of incentives to enter the industry are missing, and a lot of new barriers put up. Are there particular reasons, besides being into it, to choose a maritime career?

Capt. Roehrig works with the AWO as its Atlantic Coast Chairman, and as a member of a personnel task force. "We think there are ways to ease the burden of getting licenses and renewals, even in a time when security has a greatly heightened importance," he says. The care, the well-rounded insights, the success that started with a boat, then a fleet, then a company, may soon be reflected by the industry as a whole, as it moves to its next phase.

Roehrig Maritime's John H. Malik joined the Port of New York fleet at the beginning of this year, their second 6,000 hp tug configured for the oil trade. (Photo: Don Sutherland)

A National Policy: Now is the time to Act

By George Wittich, President, American Salvage Association

It is hard to imagine the Gulf Coast region of this country gearing up for another hurricane season after the devastating events of last August that resulted from Hurricanes Katrina and Rita. Credit is due to many organizations and individuals, both public and private, who assisted in the recovery and rebuilding efforts post-Katrina and Rita, and for its part, the U.S. marine salvage industry worked nearly around the clock to remove the more than 1,000 vessels displaced by those storms.

Prior to the hurricanes, the American Salvage Association (ASA) was already well known to Coast Guard response personnel as a result of numerous and highly successful ASA training evolutions which had previously been provided to that group. The ASA was therefore readily available to respond to the Coast Guard's request to participate in the incident command center and provide expert, necessary assistance with the imminent recovery efforts prior to Hurricane Katrina even making landfall in New Orleans.

In addition to the association's role at the command center, ASA members addressed the nuts and bolts response to the storm ravished Gulf coast. It should be noted that no less than 60 percent of the ASA general member companies had been and/or continue to be involved in the recovery efforts to date. Whether working directly for the vessel owners, or the government through various contract vehicles, ASA member companies were in-region getting the job done. Tasks undertaken by ASA members included traditional work such as salvage, re-floating of marooned vessels, and harbor and channel clearance, but also included non-traditional responses: ASA companies facilitated the procurement of helicopters early on to assist the USCG in their Search and Rescue mission; they assisted the U.S. Army Corps of Engineers in de-watering Louisiana parishes; and they performed floating debris removal to open up vital LNG facilities. Further, the U.S. Navy Supervisor of Salvage, Captain Jim Wilkins, in addition to providing his U.S. Navy assets, activated his ASA member contractors to provide much needed support in facilitating numerous individual vessel casualties and channel clearances where the responsible party was not identifiable or national priorities required immediate action.

Ironically, Katrina's last-minute Easterly jog saved New Orleans, to some extent, for had it taken a direct hit, Panamax tankers might still remain firmly aground on Bourbon Street. Is that what is needed for the shipping lobby to recognize the value of having a strong salvage industry?

The Katrina response is clear evidence of the value of the commercial marine salvage industry. Our Nation cannot afford

STELLAR MARINE ESP 1000 - PRESS RELEASE

Press release – Stellar Marine awarded ESP 1000 order for major vessels from BC Ferries May 24, 2006

Stellar Marine has entered into an agreement with B C Ferries to begin the installation of ESP 1000 speed pilots on the major vessels of it's fleet. This follows the successful evaluation of an ESP 1000 on the Queen of Alberni.

The BC Ferry Corporation operates the largest fleet of ferries in North America, and has chosen Stellar Marine's ESP 1000 to assist in its efforts to reduce the impact of fuel costs on it's operations as well as the reduction of greenhouse gas emissions.

Stellar Marine is a division of Stellar Research Corporation based in Nanaimo BC, has for the last 27 years developed and manufactured advance electronic equipment for the marine industry. The ESP 1000 is an engine control system that uses advanced computer technology to maximize propulsion efficiency while maintaining vessel's operating requirements.

For over 10 years the ESP system has been used on vessels as small as 2,000 hp tugs all the way up to 65,000 hp container ships.

www.stellarmarine.com
1-800-565-9339

www.t21m.com
amarks@t21m.com
Sales Agent for Stellar Marine
250-616-6293

Circle 279 on Reader Service Card

the industry to wither away or shift to fates similar to our neighboring shipbuilding and merchant marine industries.

The professional salvage industry's quick response to this real-world disaster then begs the question, "why has the U.S. Coast Guard still not yet promulgated nor implemented the long awaited pending marine salvage and firefighting regulations?" This question and this issue remains the ASA's top priority.

ASA has been urging the United States Coast Guard to move forward and promulgate

critically important regulations for marine salvage and firefighting, which have been suspended three times and stalled for more than 14 years.

The regulations are more important now than ever before as the Nation faces the threat of terrorist incidents in the marine transport sector, be they in ports, terminals or aboard ships. While government has been working to prevent terrorist incidents from occurring, an efficient, professional, specialized response capability for marine disasters is required. Professional marine salvors often serve as first responders at the time of marine incidents - be it natural incidents such as Katrina and Rita - or in the event of a terrorist event, working quickly to minimize damage and expedite recovery of our critical maritime infrastructure. By promulgating the long awaited regulations, the U.S. Coast Guard would not only improve the Nation's marine environmental protection capability, it would also improve the Nation's homeland security and terrorist response capabilities.

As a case in point, a 2004 collision involving a supply vessel resulted in the closing of the Mississippi River to heavy ship traffic for five days and demonstrated how ports could be an inviting target to terrorists. Then-Homeland Security Secretary Tom Ridge said at the time that it, "had not escaped" security planners that terrorists might try to disrupt traffic by sinking a vessel in an important waterway, thereby seriously impacting commerce and the economy.

Our country needs a National Salvage Policy now. The salvage community stands ready, willing and able to assist the United States with matters of maritime protection, casualty response planning, vessel and cargo salvage, marine environmental protection, wreck removal and harbor clearance.

The professional salvage community has, once again, distinguished itself in the response efforts expended associated with these devastating hurricanes. Whether the next incident of national significance is the result of a natural or man-made occurrence, if it affects the waterways or waterborne commerce - private entity response and assistance in infrastructure recovery will be provided by the ASA and its professional member companies.

As a Nation, we simply cannot wait any longer for these necessary salvage regulations. The time has come to act responsibly, to act NOW.

George Wittich was elected President of the American Salvage Association in November 2005, previously serving as Vice President. He is Senior Vice President of Weeks Marine, Cranford, NJ.

Waterways System Must Remain a Priority

By R. Barry Palmer, President and CEO, Waterways Council, Inc.

Just last month, House Appropriators on Capitol Hill overwhelmingly approved spending nearly $415m in fiscal year 2007 to complete critical Inland Waterway Trust Fund financed lock and dam projects on the Nation's inland waterways system. This action underscores and improves upon President Bush's highest-ever request in FY 2007 for the U.S. Army Corps of Engineers Civil Works program. These actions by the Administration and the Committee continue to demonstrate the important contributions of America's inland navigation system to the nation's economy.

The commitment of Energy & Water Development Subcommittee Chairman David Hobson to the efficient funding and prompt completion of the economically important inland navigation projects of the Army Corps of Engineers should be commended. The work of Ranking Minority Member Pete Visclosky and the Subcommittee members, and the efforts of Appropriations Committee Chairman Jerry Lewis and Committee Ranking Minority Member David Obey, who continue to provide strong, supportive leadership, should also be recognized.

Particularly during wartime the appropriations process creates difficult choices, but the action of the Committee substantiates the goal of keeping the Nation strong and economically competitive.

Waterways Council advocates for the modernization of priority Inland Waterway Trust Fund financed projects and urges funding at the highest levels possible, in order for the benefits of lock and dam investments to be fully realized. And while there are positive trends on the construction general side of waterways infrastructure work, there is much work that lies ahead on funding Operations and Maintenance (O&M) needs on the system.

In the 1990s an increasing amount of maintenance on the system was deferred. That deferred maintenance became unfunded maintenance and the aging infrastructure, combined with a growing O&M backlog, has resulted over the last five years in an average of 30 unscheduled shutdowns at lock sites per year. Tight O&M funding means maintenance and repair is done on that "fix-as-fail" basis, while the list of major rehabilitations waiting for funding grows. This "fix-as-fail" policy is not good for the waterways industry, and it is not good for the Nation.

One recent example, the Greenup lock on the Ohio River was originally scheduled to close for 18 days in 2003 for routine maintenance, but took eight weeks to repair, forcing the use of the auxiliary lock chamber which more than doubled tows' processing times. The total delay during that outage was more than 27,000 hours, or the equivalent of delays associated with six years of normal operations. Following that closure, a survey was conducted of shippers and carriers. Figures are available from six companies only, but aside from delay costs, costs to the shipping community were estimated at $28.7m. Delay costs were estimated to be about $13.2 million. The total costs associated with the Greenup main chamber closure event for these six companies alone were estimated to be about $41.9m. And those costs are ultimately passed to the consumer, who will begin to see higher costs for electricity, chemical products, gasoline and food.

McAlpine Lock and Dam's unscheduled closure in Summer 2004 took only 10 days to repair, but severed navigation on the Ohio River at Jeffersonville/Louisville, KY. Towing companies experienced traffic delays and idled equipment that cost an estimated $2.7m, while shippers incurred $1.1m in additional costs and lost sales of $665,000.

Funding for O&M has remained flat for more than two decades. And while lock and dam facilities continue to age as we apply a band-aid approach to infrastructure problems, additional expenditures are needed to make the current system more reliable. We must commit to this issue now and stay the course to realize the many benefits of waterborne transportation and commerce.

Our Nation's inland waterways industry and inland rivers network is a world-class system and the envy of all nations. The river and its system of locks and dams - constructed in the 1930s and 1950s - are an economic generator that has attracted and will continue to attract billions of dol-

lars in public and private investment in plant and equipment. This investment creates and maintains positive economic growth and sustains family-wage jobs. The river system is a critical energy supply line, a facilitator of exports, and an environmentally superior mode of transport. For every dollar of investment in waterways priority projects, between $7 and $13 is returned in transportation benefits to the United States.

In 2004 more than 607 million tons of "building block" commodities moved on America's inland navigational system. These commodities keep America strong and feed the world. Interestingly, though, in a $765b U.S. transportation market-with 87.7 percent of that spent on the trucking industry-with only 1 percent of the total transportation dollars is spent on water transportation, even though we move 16.5 percent of the total commodities. Our industry - and waterborne transportation - is generally out of sight, out of mind. But the inland waterways transportation system is truly what binds us together in this country and allows us to turn on a light, eat our cereal in the morning, and drive our car to work. It deserves our support and our commitment to nurture it, not neglect it.

Waterways Council, Inc. is the national public policy organization advocating a modern and well-maintained national system of ports and inland waterways. The group is supported by more than 250 waterways carriers, shippers, port authorities, shipping associations and waterways advocacy groups from all regions of the country.

OPA-90 Phase-Out, U.S.-Flag Tank Barges by Phase-Out Year

10,000 DWT and Greater, As Of December 31, 2005

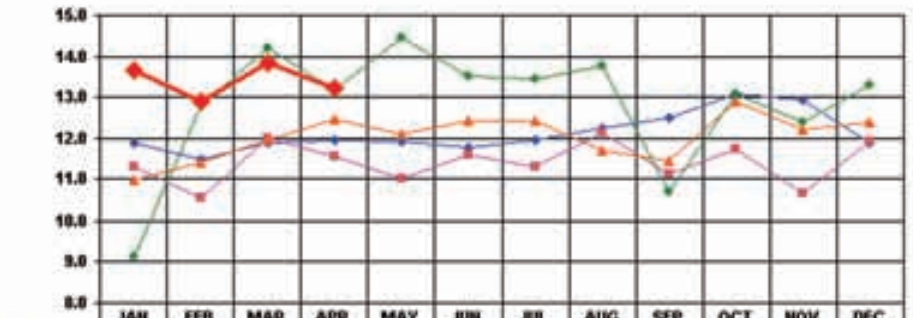
Name	GRT	DWT	OPA-90 Year Built	Year Reblt.	Phase-Out*	Hull
BARGE 450-6	7,132	16,460	1981	2006		SH
BARGE 450-7	7,132	16,460	1981	2006		SH
BARGE 450-8	7,132	16,460	1981	2006		SH
BARGE 450-10	7,132	16,460	1981	2006		SH
FLORIDA BAY	12,271	20,866	1981	2006		SH
OCEAN 210	11,951	22,562	1981	2006		SH
KTC 80	5,264	11,000	1981	2006		SH
TEXAS	7,244	15,014	1981	2006		SH
BARGE 450-11	7,132	16,460	1982	2007		SH
OCEAN 211	11,012	22,562	1982	2007		SH
PENN NO. 400	5,651	10,228	1977	2007		DB
RTC 503	9,185	16,330	1982	2007		SH
SOUTH CAROLINA BAY	12,399	20,866	1982	2007		SH
VIRGINIA BAY	12,271	20,866	1982	2007		SH
B NO 185	8,371	18,944	1987	2009		SH
B NO 195	8,371	18,944	1989	2009		SH
ENERGY 11101	6,925	15,405	1979	2009		DB
ENERGY 11102	6,925	15,535	1979	2009		DB
PENN NO. 410	5,293	10,252	1979	2009		DB
BISCAYNE	5,407	10,925	1981	2011		DB
B NO 35	4,761	11,632	1980	2014		SH
ENERGY 7002	4,362	10,693	1971	2014		SH
HUGH	4,397	10,251	1977	2014		SH
KLAMATH	4,412	10,070	1990	2014		SH
B NO 80	4,089	12,313	1981	2014		SH
B NO 85	4,038	11,693	1971	2014		SH
B NO 95	4,981	11,693	1972	2014		SH
B NO 105	4,981	11,693	1971	2014		SH
RTC 105	4,892	11,716	1980	2014		SH
RTC 90	4,982	11,792	1980	2014		SH
WESTCHESTER	4,179	10,510	1975	2014		SH
ACADIA	10,554	20,041	1997	na		DH
ALSEA BAY	6,039	11,703	2003	na		DH
ATC 21	9,439	19,500	2002	na		DH
ATC 23	10,554	29,938	1978	na		DH
ATLANTIC	8,327	17,068	1995	na		DH
BARGE 550-1	11,457	19,999	2002	na		DH
BARGE 550-2	11,457	19,999	2002	na		DH
BARGE 550-3	11,457	19,999	2002	na		DH
BARGE 550-4	11,457	19,999	2002	na		DH
B NO 210	8,225	13,504	1995	na		DH
B NO 215	8,721	17,277	1999	na		DH
B NO 220	8,225	13,504	1999	na		DH
B NO 225	8,799	18,870	2003	na		DH
B NO 230	10,658	18,944	1993	na		DH
B NO 235	10,722	17,892	1995	na		DH
B NO 240	10,483	18,136	1994	na		DH
B NO 242	11,089	22,658	2004	na		DH
B NO 245	19,049	26,309	1997	na		DH
B NO 255	11,854	18,944	1979	na		DH
B NO 265	11,854	18,944	1979	2002	na	DH
B NO 275	11,854	18,944	1981	2004	na	DH
CARIBBEAN	8,327	17,034	1995	na		DH
CASABLANCA	7,001	12,247	1987	na		DH
CAPELLLA	5,790	10,854	2002	na		DH
COMMENCEMENT BAY	6,040	11,703	2003	na		DH
DBL 70	5,248	10,277	1972	na		DH
DBL 78	5,559	12,579	2000	na		DH
DBL 81	5,896	15,854	2002	na		DH
DBL 82	5,896	15,854	2003	na		DH
DBL 101	7,159	15,852	2002	na		DH
DBL 102	7,159	15,852	2003	na		DH
DBL 103	7,132	14,215	2005	na		DH
DBL 105	8,505	16,574	1982	2003	na	DH
DBL 134	9,514	18,742	1986	1994	na	DH
DBL 140	10,303	20,313	1999	na		DH
DBL 151	9,741	19,995	1981	na		DH
DBL 152	9,741	19,995	1982	na		DH
DBL 155	11,962	19,984	1974	2004	na	DH
EVERGLADES	15,126	24,800	1980	2000	na	DH
ENERGY 11103	8,343	18,512	2005	na		DH
ENERGY 11104	8,268	18,572	2005	na		DH
ENERGY 13501	9,787	20,000	2005	na		DH
ENERGY 13502	9,787	20,000	2005	na		DH
ENERGY 8001	5,752	10,531	1996	na		DH
GEORGIA	8,460	18,437	2005	na		DH
HILO BAY	5,058	10,614	2004	na		DH
KEY WEST	10,256	21,500	2004	na		DH
LEMON CREEK	7,001	13,608	1987	na		DH
LEO	5,954	10,891	2003	na		DH
M 192	11,796	19,958	1979	1998	na	DH
M 214	14,480	20,629	1975	2004	na	DH
M 244	16,021	26,853	1971	2000	na	DH
M 252	16,928	27,730	1972	2002	na	DH
M 254	16,972	27,888	1970	2002	na	DH
M 300	16,553	37,507	1979	na		DH
MARITRANS 400	27,471	59,430	1981	na		DH
MASSACHUSETTS	10,736	21,246	1982	na		DH
NEW HAMPSHIRE	8,460	18,542	2004	na		DH
NOA	4,826	10,614	2002	na		DH
PENN NO. 90	7,592	15,000	2002	na		DH
PENN NO. 120	9,424	18,000	2002	na		DH
PENN NO. 121	9,424	18,000	2003	na		DH
PORTLAND	6,917	12,969	1987	na		DH
POSEIDON	6,744	15,241	1973	na		DH
RTC 100	7,311	14,382	2005	na		DH
RTC 101	7,311	14,382	2005	na		DH
RTC 135	10,077	21,440	1999	na		DH
RTC 145	10,460	22,545	2002	na		DH
RTC 150	10,460	22,545	2003	na		DH
RIGEL	5,669	12,249	1993	na		DH
SANSANOA	5,790	12,467	2001	na		DH
SPRING CREEK	7,001	13,608	1987	na		DH
SUNSET BAY	7,552	11,900	2004	na		DH
TENNESSEE	5,688	12,319	2003	na		DH
THE PATRIOT	5,826	10.433	2004	na		DH
TMI 17	6,840	15,876	1996	na		DH
YUCATAN	11,432	21,146	1998	na		DH
Total	**947,074**	**1,858,692**				
Total (DH)	**732,800**	**1,402,037**				

Hull codes: SH - single hull, DB - double bottom, DH - double-hull.
* Last year/partial year of operation in U.S. trades. For example, a vessel with a January 1, 2007 phase-out date would have a 2006 phase-out year, while a vessel with a March 1, 2006 phase-out date would have a 2006 phase-out year. na: not applicable.
OSRV - Oil spill recovery vessel, exempt from OPA-90 double hull requirements.

Source: U.S. Army Corps of Engineers, Vessel Master File, January 2006; American Bureau of Shipping, Record 2006.

Coal and Coke

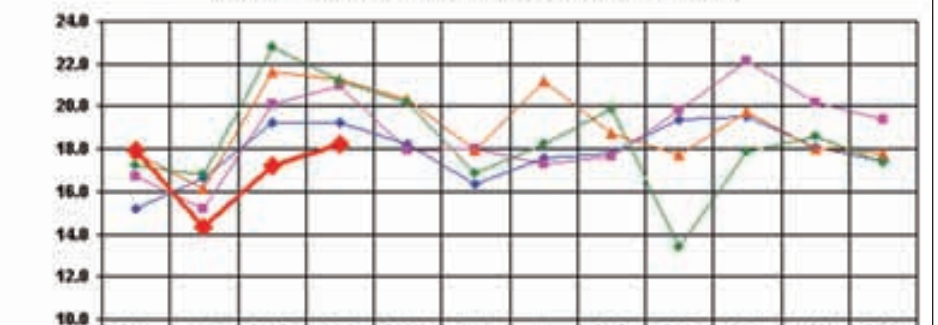
Monthly Tonnage Indicator for Internal U.S. Waterways



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2002	11.9	11.5	11.9	11.9	11.9	11.8	12.0	12.2	12.5	13.1	12.9	11.9
2003	11.3	10.6	12.0	11.6	11.0	11.6	11.3	12.2	11.1	11.7	10.6	11.9
2004	11.0	11.4	12.0	12.5	12.1	12.4	12.4	11.7	11.4	12.9	12.2	12.4
2005	9.1	12.8	14.2	13.2	14.5	13.5	13.4	13.8	10.7	13.1	12.4	13.3
2006	13.6	12.9	13.8	13.2								

Petroleum and Chemicals

Monthly Tonnage Indicator for Internal U.S. Waterways

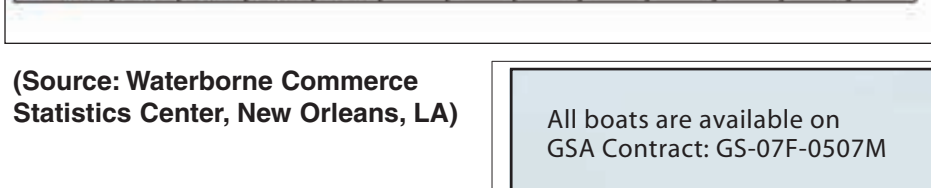


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2002	15.2	16.7	19.3	19.2	18.2	16.4	17.6	17.8	19.4	19.5	18.1	17.4
2003	16.7	15.2	20.1	20.9	17.9	18.0	17.3	17.7	19.8	22.1	20.2	19.4
2004	17.8	16.1	21.6	21.3	20.3	18.0	21.2	18.7	17.7	19.7	18.0	17.8
2005	17.2	16.8	22.8	21.2	20.2	16.8	18.3	19.9	13.4	17.9	18.6	17.3
2006	17.9	14.3 *	17.2 *	18.2 *								

*IHNC (Inner Harbor Navigation Canal) data not available.

Farm and Food Products

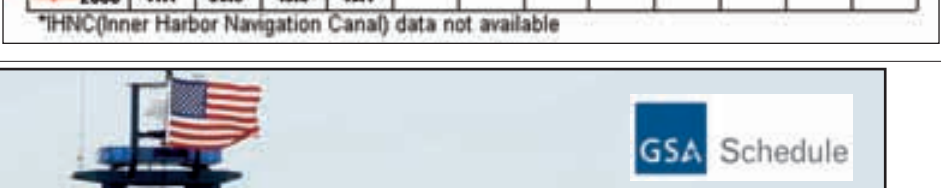
Monthly Tonnage Indicator for Internal U.S. Waterways



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2002	6.49	5.64	7.76	8.09	7.40	9.59	9.89	7.78	4.42	7.79	10.55	9.56
2003	6.17	4.13	6.57	6.85	6.55	7.34	7.90	6.42	3.55	6.29	8.69	9.60
2004	5.17	3.17	4.66	5.54	5.97	5.91	5.82	5.18	1.92	5.15	7.33	7.64
2005	4.14	3.24	3.85	4.93	5.80	5.91	6.17	6.13	2.47	3.54	5.52	4.44
2006	3.49	3.16	3.72	4.9								

All Commodities

Monthly Tonnage Indicator for Internal U.S. Waterways



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2002	41.3	40.5	45.9	47.2	47.4	48.8	50.9	48.8	44.9	50.3	50.7	46.4
2003	39.7	36.0	45.7	47.5	45.5	46.6	47.9	47.1	43.7	49.6	47.9	50.5
2004	43.6	40.7	47.5	49.2	49.4	48.9	51.1	50.4	43.5	53.2	50.3	48.2
2005	41.0	41.5	51.0	51.0	54.7	49.3	50.5	47.1	36.7	44.8	44.9	43.2
2006	41.1	39.0*	46.6*	46.1*								

*IHNC(Inner Harbor Navigation Canal) data not available

(Source: Waterborne Commerce Statistics Center, New Orleans, LA)

Double Hull Tankers Results

Double Hull Tankers, Inc. announced results for the period from January 1 to March 31, 2006. Total revenues for this period were $24.2 million and net income was $11.7 million, or $0.39 per share (diluted). On October 18, 2005, having completed its initial public offering, DHT acquired seven double hull crude oil tankers from Overseas Shipholding Group, Inc. (OSG) and commenced operations as an independent tanker company. DHT's modern fleet consists of three Very Large Crude Carriers (VLCCs) and four Aframax tankers. From the same date, all seven vessels have been chartered to OSG for periods ranging from five to six and one-half years. OSG in turn employs the three VLCCs in the Tankers International (TI) pool, the largest commercial pool for VLCCs, and the four Aframaxes in the Aframax International (AI) pool, the second largest commercial pool for Aframaxes.

J. Ray McDermott Celebrates 50 Years in Morgan City

1956: Elvis released his first album; the film debut of Invasion of the Body Snatchers was frightening American audiences; My Fair Lady opened on Broadway; and J. Ray McDermott began operations at the offshore industry's first dedicated steel fabrication yard near Morgan City, Louisiana. Among the major events of early 1956, many are now trivia, but the Morgan City "fab yard" continues to have a profound and lasting effect on the region and the world.

Since its humble beginnings on April 1, 1956, J. Ray's Morgan City fabrication facility has built more offshore structures than any other fabrication facility and has served as the model for new offshore fabrication yards around the globe.

"Starting with the first shallow-water tubular steel jackets for oil and gas development in the Gulf of Mexico, J. Ray has amassed an unequaled base of experience," said Morgan City Fabrication General Manager Steve Becnel. "Consistent delivery of high quality products on schedule and with a can-do spirit has earned J. Ray its reputation as a world leader in the marine construction industry. When the industry needed larger structures for deeper water or unstable bottom conditions; when it needed lighter and stronger structures; when it needed lightweight tripod platforms for marginal field developments; when it needed large topsides for tension leg platforms; when it needed compliant towers and subsea templates; the Morgan City fabrication yard not only delivered those products, but was an active partner in the design process to ensure effective constructability."

Morgan City group in the 1960s.

How It All Began

In 1923, an East Texas wildcatter gave R. Thomas McDermott a contract to build 50 wooden drilling rigs. McDermott, who was 24 years old, asked his father, J. Ray McDermott, to supervise construction of the rigs, and the company that is now McDermott International, Inc. was born. R. Thomas named the company after his father, and over the next 20 years, J. Ray McDermott & Co. grew, first establishing itself in Texas and then moving into the oil fields of south Louisiana.

In the late 1940s, McDermott was using floating equipment for marshland work. As interest in the Gulf picked up, the company formed joint ventures and made acquisitions that allowed it to pioneer the construction and installation of platforms and pipelines to support drilling and development near shore. By the early 50s, the company had leased land on Bayou Bouef near Morgan City to store and coat pipe. On April 1, 1956, this property officially became the offshore industry's first dedicated steel fabrication yard.

Projects of Historical Significance

One year after the yard opened, McDermott set a new depth record when it finished a jacket for 100 ft. of water. Two years later, the company built one for 200 ft. of water. In 1965, yet another record was set when a platform was built for 285 ft. and again in 1967 with one for 340 ft.

The jackets and topsides built at Morgan City over the past five decades are a litany of the offshore industry's most significant projects, including Shell Cognac, Union Oil Cerveza and Cerveza Ligera, Shell Boxer, Ram Powell and Brutus, SOHIO Snapper, Freeport McMoran Main Pass, Mobil NGL and EKPE, Shell Auger, Ursa and Mars, Oryx Neptune,

Shell Cinnamon, Chevron Genesis, Exxon Mobil Mobile Bay, Kerr McGee Nansen and Boomvang, Marathon South Pass 89C, British Gas Hibiscus and more. At the time they were built, these projects set the standard for offshore development.

On November 20, 2000, J. Ray signed an exclusive agreement to fabricate topsides for four BP deepwater projects in the Gulf of Mexico. Over the next four years, extending into early 2005, more than 70,000 tons of steel were transformed on the Morgan City yard into four of the gulf's largest deepwater production facilities: Holstein, Mad Dog, Thunder Horse and Atlantis. With as many as 3,500 employees and contractors working at the height of the BP Deepwater Development Program, Morgan City's attention to safety programs, procedures and tools translated into achieving safety statistics. J. Ray's consistent safety record at the Morgan City facility, including a Total Recordable Incident Rate (TRIR) of 0.00 in 2005, led to the company's coveted Five Star Safety Award.

During its 50th Anniversary celebration on April 28, J. Ray President and Chief Operating Officer Bob Deason will give special recognition to the thousands of employees past and present, who have made the fabrication facility successful over six momentous decades. Mr. Deason will honor the 12 most senior current employees, whose combined seniority equals 470 years: Bobby Hemel (46 years), Chester Blanchard (44 years), Lawrence Mayet (43 years), William Clark (42 years), Leonard Buggage Sr. (42 years), Allen Leger (39 years), Dale Giroir (38 years), Everett Clause Jr. (36 years), Jerry Gray Sr. (35 years), Douglas Sanchez (35 years), Dane Hebert (35 years) and Francis Sick (35 years).

"Today, as J. Ray McDermott's Morgan City facility celebrates 50 years of success, it also looks ahead to a prosperous future," said Mr. Deason. "Adjusting to market conditions, the Morgan City yard has repositioned itself to be competitive on small and non-traditional projects as well as on a new cycle of deepwater jackets, platforms and subsea systems for the Gulf of Mexico and beyond. Through continuous improvements and investments in infrastructure, and with the enthusiastic participation of our highly skilled and dedicated workforce, J. Ray McDermott remains the leading provider of engineering, procurement, construction and installation in the global oil and gas industry."

Ice Class Tugs from Irving Shipbuilding

Nordane Shipping of Svendborg, Denmark took delivery of the first of two Ice Class 1A FS tugs from Irving Shipbuilding Inc of Canada in late January 2006. To ensure the lowest possible noise levels and to comply with the stringent Danish Maritime Authority regulations, floating floors are fitted throughout together with double thickness joiner panels and extensive insulation in the engine room.

Two remote-controlled FiFi monitors supplied by FFS capable of a discharge rate of 1,200 m3/h each are fitted just aft and above the wheelhouse. The monitors are supplied by a dedicated pump of 2,700 m3/h capacity, driven off the front end of the port main engine. A water curtain of 300m3/hr is also supplied by the pump, or alternatively foam can also be supplied at 300 cu. m./hr.

Below the waterline, the tug is fitted with a large "escort" keel forward to provide effective indirect towing capability and enhance course keeping, especially when running astern. The forward end of the skeg has been fitted with an icestop, designed to prevent the hull riding-up onto the ice. T he aft end is fitted with two iceknives to divert large pieces away from the propellers.

Stevns Iceflower is the third iceclass vessel delivered by Irving Shipbuilding Inc since September 2005. Measuring 30.8m x 11.14m, the LR-classed Stevns Iceflower is powered by a pair of Caterpillar 3516BHD diesels, developing 2,500hp each at 1,600 rpm. Heavy duty 2.4m diameter controllable pitch US255 Z drives were supplied by Rolls-Royce Aquamaster.

Trials results were even better than the builder had anticipated. A speed of 14 knots was achieved, together with a maximum bollard pull of 60.4 tons ahead, 56.9 astern.

To provide extra flexibility to help secure niche charters, a Kamewa 45TV bow thruster of 150kW is also fitted. A uxiliary power is provided by two Caterpillar C9 gensets developing 165kW each.

F or towing and anchor-handling operations, a set of 200mm towpins is installed in conjunction with a 150 tonne Ridderinkhof aft towing winch, Ridderinkhof tugger winch/capstan, a 75 tonne Washington Chain tow-hook and a stern roller. The frequency-controlled aft winch is a single drum type (complete with spooling gear) capable of storing 762m of 51mm wire.

T he 150 ton Ridderinkhof electric line handling winch on the raised foredeck is capable of storing 400' of 3 ¼ Spectra line. This winch is also fitted with heavy duty spooling gear.

Comfortable accommodation for 6 is provided (all in single cabins). The Captain and Chief Engineer's cabins are located on the main deck, the remainder on the lower deck.

Circle 99 on Reader Service Card

CEO Six Pack

(Continued from page 24)

Such an approach would require greatly improved communication between the Corps of Engineers and the inland navigation industry, and better, more effective (and reflective) policymaking on the part of the Congress and Administration. In 2005, Waterways Council and the Corps of Engineers took steps to move in the direction of this type of approach and I am encouraged that we will continue to make progress.

By working closely with the Corps to inventory, value and prioritize O&M navigation projects, the inland navigation industry stands the best chance of obtaining additional resources necessary for adequately funding O&M on a sustained basis, without the imposition of new user fees.

Pete Lilly, Chief Operating Officer
CONSOL Energy Inc.

MN: What do you consider to be the greatest challenge(s) to profitably running your company today?

PL: Our greatest challenge is to have the value to the nation of the inland waterways transportation industry be understood by policymakers and supported by Americans who benefit directly from our efforts. Towboats and barges are largely invisible to the people of our country, because we operate at a distance from main street markets. Very few people are aware that a jumbo barge can carry the equivalent of 15 railcars or 60 trailer trucks, or that barging is the most environmental friendly method of transportation. The delivery of cargos like coal, petroleum, and chemicals have arrived quietly and dependably through the locks for over a hundred years; but people probably do not know that the locks had an original design life of 50 years and that many of them are now in serious disrepair. Without proper infrastructure, it is difficult for a company like ours to make investment decisions. We need support at home by the constituents of the policymakers that will lead to adequate funding to maintain the inland waterways navigational infrastructure that is the envy of the world.

MN: What is the most important message about the inland waterways industry that needs to be conveyed to the media and policymakers?

PL: The most important message about the inland waterways that I would like to convey to the media and policymakers is the enormous value that the waterways bring to America's economy, environment, national security and quality of life. The towboat and barge industry moves over 800 million tons of cargo each year, including more than 60 percent of U.S. export grain, energy sources such as coal and petroleum, and other bulk commodities that are the building blocks of the U.S. economy. Energy is the lifeblood of the American economy, and barge transportation on the inland waterways keeps vital energy sources flowing efficiently and economically. The cost-efficiency of barge transportation helps American exports stay competitive in global markets. The strength of the intermodal transportation links created by the inland waterways is critical to the flow of America's commerce.

In addition, the industry's energy efficiency means that it is the most environmentally-friendly mode of surface transportation. Working closely with the Coast Guard, the industry must comply with strict safety and environmental regulations, relieving the burden on our often clogged highways and overburdened rail networks. Consider this equation: 24-barge tow = 180 rail cars = 1,440 trucks. The tugboat, towboat and barge industry comprises the largest segment (fully 80%) of the U.S.-flag fleet. Vital to the transport of equipment and supplies to the theater of battle, the U.S.-flag fleet has worked in support of our military during every major conflict this century. Furthermore, the barges, tugboats and towboats that ply America's waterways are American-owned, America-built, and American-crewed, contributing to U.S. national security.

MN: What is the most pressing challenge you feel is facing the inland waterways industry today?

PL: The most pressing challenge facing the inland waterways is the lack of adequate investment in the navigational infrastructure. We as a nation need to make the investment necessary now to maintain and

improve the infrastructure in order to meet the demands of the future. The U.S. Department of Transportation has projected that the demand for waterborne commerce will more than double by the year 2025. Given the diverse and widely shared benefits of a sound waterways infrastructure, the need is clear for the U.S. to continue to invest in proper upgrades and maintenance of the inland locks and dams system. Many of the inland locks and dams have outlived their design lives of 50 years, and many are too small to efficiently handle the large, multi-barge tows that transit them daily.

The barge and towing industry pays more than $100 million a year in fuel taxes to support the construction and rehabilitation of the locks and dams that make safe and efficient barge transportation possible. The proceeds of this fuel tax are deposited into the federal Inland Waterways Trust Fund, which is used to partially fund construction and rehabilitation costs for locks, dams, and infrastructure development on our nation's waterways. Through the trust fund, the industry pays 50 percent of the cost of constructing shallow-draft lock and dam replacements and other waterways improvements. The remaining 50 percent of the cost is derived from appropriations from the general fund. In recent years, however, revenues and interest paid into the Trust Fund have consistently exceeded the general fund outlays with the result that the Trust Fund currently has a balance of approximately $350 million.

As the demand for efficient waterways navigation, flood control, coastal protection, environmental restoration, water recreation, hydropower, and reliable water supply increases, so must the level of federal investment. Aging facilities on the inland waterways are requiring increased maintenance to avoid failure. Unanticipated closures of a lock — blocking or delaying river traffic — can result in millions of dollars per day in direct and indirect costs. Lock delays due to aged facilities cost millions per year. Consumers ultimately bear these costs.

Tim Parker, President
Parker Towing

MN: What is the most important message about the Inland Waterways industry that needs to be conveyed to the media and policy makers?

TP: That we can play a critical role in keeping America's industrial base in a solid, globally competitive position with low (relative to rail or truck) ton mile cost and in an environmentally friendly manner, particularly for export/import related business. As a country we are in the early stages of recognizing the value of transportation options that reduce stress on our nation's highways. The railroads have certainly done a better job than we have in publicizing their success in this area but I think we have a lot of upside PR potential. A floating ton is a cheaper ton in most cases for high volume bulk commodities and many semi-finished products that originate and/or terminate close to our Inland Waterway system. As we (inland waterway carriers) move into the general cargo world, the modal competition becomes more intense but the cargo options become larger. I believe we will have the opportunity in the next few years to capture more nontraditional cargo to the river, to include containers in selective markets. There are logistical challenges to bringing containers to "brown water" but they are not insurmountable. It may take an investment of tax dollars to jump start container operations in some inland markets, but I think this can be fully justified. Our inland river system has always served a wide variety of interest to include

Circle 277 on Reader Service Card

flood control, hydro-electric generation, industrial water supply, municipal water systems, recreations, etc. Navigation interests can and have lived side by side with these other users for the most part, for generations.

MN: What do you hope the industry looks like in the next decade?

TP: It would be my hope that we can move in the direction that much of the European waterways have, namely be looked upon as a "green" alternative by the environmental community and policy-makers. We can take pressure off the nation's highways and railroads. We certainly have our own infrastructure needs but at the same time there is no reason why our cargo base should not grow both in terms of volume and variety.

We have been an industry that has been slow to adapt to technological changes but we are starting to make some progress as inland carriers deal with fuel management, GPS equipment, tracking options and electronic charts to name a few. We have challenges ahead in terms of continuing to recruit people to choose river life as a vocation and increased licensing requirements for wheelhouse personnel will merit constant attention. I hope the various inland waterway groups will be speaking more off the same page, staying on message and not competing any more than necessary.

MN: If you could have the federal government change one policy what would it be?

TP: The Office of Management and Budget has been a thorn in the side of our industry for many years. No other beneficiary of the Federal Treasury has to withstand the cost benefit analysis that the inland waterway sector does and there has been blatant discrimination against our mode of transportation by this single department. If all we can accomplish is to move them into more neutral posture that would be a huge improvement. Closely behind this would be runaway Corps reform proposals.

Unreasonable Corps reforms efforts can absolutely destroy this industry and there are those in Washington who would use this "Trojan horse" to attempt to accomplish that goal. We must make sure that Corps reforms are reasonable and balanced.

Meet the "CEO Six Pack"

Looman Stingo

Looman Stingo is senior vice president, logistics for Holcim (US) Inc. He joined the company in this capacity in 1997. Prior to joining Holcim, he spent 23 years with Ethyl Corporation of Richmond, VA. During his employment at Ethyl, he held a number of domestic and international positions and spent eight years in Belgium and almost two years in Singapore. Mr. Stingo's career at Ethyl culminated with his appointment as worldwide director of logistics. Prior to his tenure at Ethyl, Mr. Stingo sailed with several companies out of New Orleans and spent seven years at Ingalls Shipyard in Pascagoula, MS rising to the position of manager of nuclear overhaul engineering. He received a B.S. from the U.S. Merchant Marine Academy and his M.S. from the University of South Alabama. Holcim (US) Inc., with corporate headquarters in Waltham, MA, is one of the largest manufacturers and suppliers of cement and mineral components in the United States.

Sal Litrico

On July 1, 2004, Sal Litrico became President of TECO Transport. Prior to that, Litrico was Vice President of TECO Ocean Shipping, having joined that company in January 1994. Previously, Litrico was employed by Maritrans, Inc. as Vice President of Operations & Maintenance. Before that, he sailed aboard merchant vessels for five years and has a current Master's license. He obtained a Bachelor of Science degree in Business at the New York State University Merchant Marine Academy (Fort Schuyler). TECO Energy is an S&P 500 energy company headquartered in Tampa, Florida. TECO Energy's five business units include Tampa Electric, Peoples Gas System, TECO Coal, TECO Transport, and TECO Guatemala. TECO Energy is traded on the New York Stock Exchange under the symbol TE.

Nelson Jones

Nelson Jones has served as President of Madison Coal and Supply Company, and has focused on the company's Construction and Marine Towing concern since 1980. Prior to that, he worked with Materials Transfer and Salvage (Nitro, West Virginia) in the marine contracting and towing division. Before that, Mr. Jones operated an excursion boat as First Mate, the M/V P.A. Denny, with Pratt Mining Marine Division. Jones received an Associate Degree in Business Management and Marketing from Morris Harvey College in 1977. Madison Coal and Supply Company is a family owned company founded in 1915. Their well-maintained fleet consists of 30 towboats, 15 floating cranes, a number of deck and hopper barges and variety of excavators, dump trucks, dozers and wheel loaders that support their construction operations. Their management team consists of over 183 years of marine transportation and construction experience.

Daniel P. Mecklenborg

Dan Mecklenborg is Senior Vice President, HR, Planning & Analysis, & Chief Legal Officer for Ingram Barge Company. He has 25 years of experience in the inland navigation industry. Dan previously served as Chairman of the Inland Waterways Users Board and currently serves on the Board of Directors of Waterways Council, Inc. Ingram Barge Company, headquartered in Nashville, TN, is the leading barge transportation company in the US, with a fleet of more than 100 towboats and nearly 4,000 barges. Ingram's distinctive flag will be seen flying on towboats and barges along the entire Mississippi River system. Other Ingram operating units include Ingram Materials (sand dredging), Custom Fuel Services (diesel fuel and supplies), Triangle Fleet (ship anchorage in Louisiana), Ingram Towing (towing on the Gulf Intracoastal and several bulk commodities terminals in Florida, West Virginia and Tennessee.

Pete Lilly

Peter B. Lilly was named Chief Operating Officer for CONSOL Energy Inc. effective October 28, 2002. Lilly is responsible for all aspects of the company's coal production, marketing and sales. Prior to joining CONSOL Energy, Lilly had been President and Chief Executive Officer of Triton Coal Company LLC and Vulcan Coal Holdings, LLC, in St. Louis.

A native of Beckley, West Virginia, Lilly is a 1970 graduate of the U.S. Military Academy at West Point, with a Bachelor of Science degree in general engineering and applied science. He obtained his Master of Business Administration degree in industrial marketing and operations management from Harvard University in 1977. In addition, he completed the advanced executive program at Northwestern University's Kellogg School in 1988. Through expansion and acquisitions, CONSOL Energy has evolved from a single-fuel mining company into a multi-energy producer of coal, gas and electricity. CONSOL produces both high-Btu coal and gas, which collectively fuels two-thirds of all U.S. power generation, from reserves located mainly east of the Mississippi River. CONSOL Energy is a major fuel supplier to the electric power industry in the northeast quadrant of the United States. In addition, CONSOL Energy has expanded the use of its vast property holdings by brokering various industrial and retail development projects and overseeing timber sale and forestry management activities both in the U.S. and abroad.

Tim Parker

Since 1974, Tim Parker has served as President of Parking Towing Company in Tuscaloosa, AL, one of the leading carriers on the inland waterways system. Today the company has grown into one of the largest barge lines in the Southeast, launching the region's most powerful fleet of towboats that range from 1,000 to 4,200 horsepower.

Parker received a Bachelor of Science degree in transportation from the University of Alabama School of Business. His is also a graduate of Harvard Business School's owner/President Management Program. He serves as Chairman of the Board with the Alabama State Port Authority, is a past member of the Inland Waterways Users Board, and he served three terms (12 years) in the Alabama State Legislature.

Parker Towing Company was founded in 1940 on the banks of the Black Warrior River in Tuscaloosa, AL and today has grown into one of the largest barge lines in the Southwest, putting the region's most powerful towboats and newest fleet of barges at the service of its customers. Parker Towing primarily transports coal while its open and covered hopper barges carry a variety of bulk commodities including finished cement, cement clinker, metallic ores, petroleum and metallurgical cokes, aggregates, ferro-alloys, steel products, scrap metals, machinery and project cargo.

Kidde Fire Systems SBS-Fire Protection System

Kidde Fire Systems announces its new SBS Fire Protection System for marine applications. Developed for use in small to medium sized commercial vessels, the SBS Fire Protection System offers high-performance, clean agent fire suppression with optimized fire detection, fire suppression agent distribution and cylinder placement. It also features a patent-pending thermobulb heat detector, developed to react to the elevated temperature associated with machinery space fire.

The SBS System is suitable for both gas and diesel powered vessels and is offered in two basic configurations: the Sentinel and the Sentinel PRO, both customizable for specific applications.

Circle 11 on Reader Service Card

Drew Marine Diesel Performance Analyzer

Ocean-going vessels require large amounts of fuel to operate, so diesel engine performance is paramount to a ship owner's bottom line. Drew Marine, a business group of Ashland Specialty Chemical, a division of Ashland Inc., has introduced an upgrade to its diesel performance monitoring system that improves bottom-line performance for this industry.

The Drew Diesel Performance Analyzer IV (DPA IV) is the latest diesel engine performance innovation from Ashland for the merchant marine industry. Most marine diesel engines operate on lower-quality fuels that can cause ignition delays and incomplete combustion. The DPA IV sys tem relies upon a computer interface with sensors attached to the engine. These sensors capture real-time information providing specific engine analysis traits to the ship's engineer.

Circle 12 on Reader Service Card

Easy-MarkLabeling Software

Panduit Corp., Tinley Park, IL, introduces Easy-Mark Labeling Software. The patent pending software simplifies label creation for customer applications such as Network, Panel Building and Construction & Maintenance. Generate labels quickly and easily with new market specific labeling application tools that assist in creating optimum signs, pipe markers and labels for many common labeling applications. Easy-Mark™ saves time and money in creating labels for wire/cable, network components and safety identification.

Circle 13 on Reader Service Card

LADD Industries Product Training DVD

LADD Industries Inc., exclusive authorized U.S. distributor of Deutsch Industrial Products line of electrical connectors, is now offering a new product training DVD. The DVD provides assembly instruction and product overviews for key Deutsch IPD product lines and LADD value-added products. Training topics include wire crimping, DT, HD 10, HDP20, HD30, and DRC series connectors, and accessories. The LADD training DVD allows users to gain an overview and learn proper assembly of the product line. In addition, assembly tips and information for identifying proper crimps and accessory use are given. LADD's product training DVD is designed to train new employees, production staff, engineers, and maintenance and repair technicians.

Circle 14 on Reader Service Card

Furuno FR8062/8122/8252 Series Radars

Furuno has introduced the FR8062/8122/8252 Series X-band radars, designed to suit all types of vessels. Offering a variety of power levels and range scales, the new series includes Furuno's 6 kW model FR8062 (72 n.m. max. range), 12 kW model FR8122 (72 n.m. max. range) and 25 kW model FR8252 (96 n.m. max. range).

Ideal for fishing boats and workboats, these advanced Furuno radars incorporate state-of-the-art video processing technology and logarithmic amplifiers with automatic tuning and anti-clutter controls. This dynamic picture quality is clearly shown on the FR8062/8122/8252 high-resolution 12.1-inch Color LCD displays. The use of a portrait style LCD helps operators observe the area ahead of the vessel. Its full-screen echo presentation capability gives a wider overview of the surrounding area.

The FR8062/8122/8252 series feature true color targets, and utilizes different colors according to their strengths. Marks, symbols, lines, text and echoes are all displayed in different colors to easily distinguish one from the other. When connected to appropriate sensors, the FR8062/8122/8252 series can display True Echo Trail to present true target movements in accordance with their speed-over-ground and course-over-ground. Each of the FR8062/8122/8252 radars is available with a 4- or 6-ft., open array antenna. They offer additional flexibility for river use and high-speed craft through their high-speed antenna rotation speed. The antenna rotation speed can automatically be adjusted to achieve optimum detection, making them perfect for displaying crisp radar images in intricate waterways or congested sea areas.

Circle 15 on Reader Service Card

Thermo Electron Orion 2-Star Electrochemistry Benchtop pH Meter

Thermo Electron Corporation has added the Orion 2-Star benchtop pH meter to its Orion Star Series, a line of meters, electrodes, accessories and solutions for electrochemistry measurement. This latest offering from Thermo Electron's Water Analysis Instruments division extends the capabilities of the Orion Star Series by offering an alternative for general purpose pH measurement without sacrificing the accuracy and ease-of-use.

The new Orion 2-Star benchtop pH meter features a user interface with a simple push-button keypad and a pullout quick-start guide. Other features include one, two and three-point calibration; auto calibration compatible with NIST and DIN buffers; and a 50-point data log that allows customers to store information within the unit.

Circle 16 on Reader Service Card

SeaWave&Rydex New Regulatory Suite

SeaWave&Rydex unveiled the SeaWave&Rydex Regulatory Suite, a collection of hardware and software products aimed at regulatory compliance for vessel and port security. The SeaWave&Rydex Regulatory Suite currently includes SSAS, eNOAD, and Notice to Mariners, all of which simplify the process to meet and exceed regulations using proprietary SeaWave&Rydex technology.

SeaWave&Rydex SSAS (Ship Security Alert System) is an easy-to-use solution for global vessel security and is type approved for use with the newly introduced SeaWave Integrator 4. The Integrator is a voice and data communications router that features redundancies using built-in Iridium and GSM, as well as easily attaching to Inmarsat B and Fleet terminals. SeaWave&Rydex SSAS does not require external power, as it draws power from the Integrator via USB. SeaWave&Rydex SSAS is configured and managed using a shore-based Web portal and purchase includes the main control unit and 2 alert buttons (up to 4 buttons can be supported).

SeaWave&Rydex eNOAD (electronic notice of arrival and departure) simplifies the reporting process by retaining previously entered information in its database, thereby eliminating duplication of effort. Crew and passenger records can be deactivated and reactivated when necessary and copied to other vessels. Likewise, previously filed notices can be copied to reduce data entry and transcription errors. Information is sent via email using the Integrator, NavSeries or rmx2 software and any number of internal company recipients can receive a copy. eNOAD can also be installed in a shore-side office, whereby eNOAD reports can be submitted for a fleet of vessels, as the software is able to handle any number of ships. SeaWave&Rydex eNOAD is currently available at no additional cost to SeaWave&Rydex customers.

SeaWave NTM (Notice to Mariners) automates the delivery of updated Notice to Mariners for customers using the SeaWave Integrator and SeaWave NavSeries products. Notices can be scheduled to automatically download when updates become available, making it easy to ensure that vessels remain compliant. SeaWave NTM is currently available through the Web-based SeaWave client and provides notices from the United States Coast Guard (USCG), United Kingdom Hydrographic Office (UKHO), and National Geospatial (Intelligence) Agency (NGA).

Circle 17 on Reader Service Card

Cranesmart

Cranesmart Systems Inc. leads the industry with wireless crane safety equipment. We are a specialty manufacturer of Cranesmart load monitors, anti-2-block systems, LMI's (load moment indicators), wind speed indicators and boom angle indicator systems for all cranes and other winch line applications. Over 25,000 systems in use.

Circle 101

Selco

The fire detection unit FMS 3000 is an easy to operate system equipped with 8, 16 or 24 detection loops. It is type approved by GL and LRoS. Designed with 24V loop voltage the FMS 3000 is compatible to a wide range of fire detectors and ideal system for new installation as well as a replacement units.

Circle 102

Fixturlaser

The Fixturlaser Cardan Fixture is a set of fixtures to be used together with the laserbased shaft alignment systems, Fixturlaser Shaft200 eller Fixturlaser Shaft300. The new cardan fixture is rigid and can be mounted anywhere on the machine's flange. Its features result in high measurement accuracy and repeatability.

Circle 103

Hernis

Hernis Scan Systems A/S have recently received DNV type approval for their camera systems, fulfilling all strict requirements for cameras intended for onboard installations on vessels or on oil platforms. The increased use of cameras for safety applications results in a demand that the products should continue to function satisfactory.

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

MAN B&W

Man B&W Diesel has settled a GenSet re-powering contract with QGP. The company's submersible drilling vessel, Atlantic Star, will be undergo a refurb, which includes the replacement of the electrical power plants' original diesel generators. The new power source will be based on four MAN B&W Diesel type 7L27/38 Holeby Generating Sets.

Circle 106

Cat Pumps

Cat Pumps are triplex, positive displacement, reciprocating, high pressure pumps. They are designed to be cost-effective pumps for which efficiency and low pulsation can be achieved. Each Cat Pump has three synchronized piston or plunger rods delivering consistent flow.

Circle 107

Miller

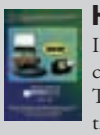
Miller Electric's new Dynasty 700 AC/DC TIG/Stick inverter features Independent AC amperage control and four AC waveshaping options. It can dramatically increase travel speeds while decreasing cycle times and the need for rework.

Circle 108

Dickinson

Dickinson Marine manufactures diesel cookstoves, heaters and marine products which have been an important part of the commercial and pleasure boating industry since 1932. The barbecues are manufactured of stainless steel in an octagonal shape that provides strength and rigidity.

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

ESL Power Systems, Inc.

Plug into Shipyard Safety with ESL's industrial electrical power systems. Built for Shipyard applications, the safety-interlocked power distribution solutions are marine grade, custom-engineered and provide improved power delivery, flexibility and superior safety protection.

Circle 111

FloaTEC

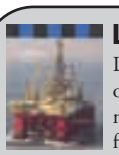
FloaTEC, LLC is a joint venture company created by J. Ray McDermott and Keppel FELS to deliver deepwater floating production systems (FPS). The company boasts an unmatched portfolio of multiple FPS solutions for its clients. FloaTEC can deliver an unbiased solution that works best for the product.

Circle 112

Stinger

Stinger units are self-activating fire suppression systems designed to protect compartments from 25 to 175 cu. ft. in volume. Available in six models, they are ideal for engine compartments and ancillary protection in sections of vessels, such as bow thruster compartments, wiring harness consoles and flammable liquid storage cabinets.

Circle 113



Lankhorst

Lankhorst mouldings offer thick-walled moulding technology for recycled plastics. It offers innovative solutions for products that can deal with impact, technical solutions that can withstand any tide, not only designed to perform , but also foreseen to be used again after a long service life.

Circle 114

Cat Pumps

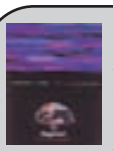
Cat Pumps introduces the new Mag-Jet Valve for jetting. The Mag-Jet uses a special SS magnetic valve and a super strong corrosion resistant magnet to hold one inlet valve open, creating a strong pulse-jetting action to power nozzles through the toughest clogs.

Circle 115

CCWS

Designed by Coffin World Water Systems (CWWS), ULTRA-SEP Bilge Water Separators were the first systems in the world certified by the USCG to the standard of the IMO's new resolution MEPC.107.(49). USCG certificates of approval issued to all eight available ULTRA-SEP models.

Circle 116



Magnetrol

Magnetrol International, an innovator a in process control level and flow instrumentation, released the Echotel Model 961 Single-Point and 962 Dual- Point ultrasonic level switches. The Echotel Model 961/962 switches are engineered to keep process level measurement on a steady, uninterrupted course.

Circle 117

Marine Safe Electronics

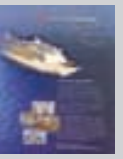
Marine Safe Electronics of Canada ltd. incorporated in 1972 and operating as MSE of Canada Ltd., manufactures and distributes insulation fault detectors for electrical motors, generators, transformers, power and control systems. Recently specified by Alstom and ABB for LNG owners/operators.

Circle 118

Weir

With a crange of engineered products, Weir Valves & Controls has developed an extensive global installed base and expertise across a wide range of industry sectors: including Power Generation, Oil & Gas, Refining, Petrochemical, Chemical, Pulp & Paper, and Desalination.

Circle 119



American Technology

American Technology engineers comprehensive audio solutions to complete your security program. With NeoPlanar you can broadcast clear, intelligible messages across piers, decks, and terminals.

Circle 120

Lexycom

Lexycom Technologies Inc., introduced the Tiamis-800 - a data diverse, 824-960 MHz, OEM, software defined radio. The Tiamis-800 is a fully digital, user programmable data transceiver that utilizes frequency hopping spread spectrum technology. The Tiamis-800 would be an off the shelf match for use in AUV applications.

Circle 121

FCI Watermakers

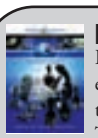
FCI Watermakers offers the Neptune, now available in a wall-mount configuration, ideal when water demands are high, but space is limited. Combining modular flexibility with the convenience of a framed unit, the Neptune is suitable for large yachts, commercial vessels and island homes.

Circle 122

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 123



Feteris

Feteris supplies the latest joysticks and potentiometers for DP and Thruster applications. Configure your joystick from a list of standard models and options, or custom design a handle to meet your specific needs. Feteris joysticks and potentiometers are suitable for all types of marine applications and conditions.

Circle 124

Adveto

Adveto Advanced Technology from Sweden celebrates its 20th Anniversary by launching three versions of its new type approved ECDIS-4000 full scale systems offering precision navigation together with ECDIS and ENCs

Circle 125

ADVERTISER INDEX

Get free information fast.
Circle the corresponding **Reader Service Card Number** on the opposite page.

GET FREE INFORMATION AT: WWW.MARITIMEEQUIPMENT.COM/MN

Page	Advertiser	R/S#
46	A.C. MARINE & INDUSTRIAL SUPPLY CO.	200
17	AER SUPPLY, INC.	201
41	AURAND MANUFACTURING	202
21	BLUDWORTH COOK MARINE, INC.	203
23	BOLAND INDUSTRIAL CONSULTING	204
33	BOLLINGER SHIPYARDS, INC.	205
19	BRADEN CARGO GEARMATIC/PACCAR WINCH DIV.	206
41	BREAUX BAY CRAFT	207
8	BTMC CORPORATION	208
15	CALIFORNIA MARITIME ACADEMY	209
47	CAROLINA COCKPIT	210
18	CLEAN SEAL, INC.	211
40	COMMERCIAL & MARINE INSURANCE BROKERS, INC.	212
C2	CRANESMART SYSTEMS	213
37	CREATIVE SYSTEMS	214
25	CUMMINS, INC.	215
27	DAMEN SHIPYARD	216
32	DEFELSKO CORP.	217
50	DESMOND STEPHAN MFG. CO.	218
9	DOLPHIN MARINE	221
39	DONJON MARINE CO., INC.	222
49	DURABAK	223
36	DYNAMOLD, INC.	224
34	EMPCO LITE	225
34	E-PAINT	226
18	FCI WATERMAKERS	227
5	GLOBAL MARINE POWER, LLC	228
6	GREAT AMERICAN INSURANCE CO.	229
43	GUASCOR, INC.	230
50	H.O. BOSTROM	231
46	HARCO MANUFACTURING CO.	232
24	HARRIS ELECTRIC	233
29	HARVEY GULF MARINE	234
14	IMES, INC.	235
36	INDUSTRIAL POWER SYSTEMS	236
39	IN-MAR SYSTEMS	237
11	INTERNATIONAL BOAT & MARINE AUCTION SERVICES	238
40	J.A. MOODY EQUIPMENT SPECIALISTS, INC.	239
6	J.W. FISHER	240
7	JACK VILAS & ASSOCIATES, INC.	241
36	JAMESTOWN MARINE SERVICES, INC.	242
16	JASTRAM ENGINEERING, LTD.	243
48	JOINER SYSTEMS	244
12	KOBELCO EAGLE MARINE INC.	245
36	KVICHAK MARINE INDUSTRIES, INC.	246
37	LADD INDUSTRIES	247
10	M&L ENGINE	249
37	MANSON CONSTRUCTION CO.	250
49	MARINE SECURITY SERVICES	251
51	MARINERS HOUSE	252
24	MARITIME INTERNATIONAL, INC.	253
42	MARITIME PROFESSIONAL TRAINING	254
13	MAS/MEDAIRE, INC.	257
48	McALLISTER TOWING	255
32	MCDONOUGH MARINE	256
2	MISSION MARINE	258
45	MOOSE BOATS	259
48	NABRICO MARINE PRODUCTS	260
39	NAUTICAN RESEARCH & DEVELOPMENT LTD.	261
46	NORTHEAST MARITIME INSTITUTE	262
35	NORTHWIND MARINE	263
37	NOXUDOL	264
12	PROTECH ARMORED PRODUCTS, INC.	265
32	PULLMASTER WINCH CORP.	266
C4	R.W. FERNSTRUM & C0. INC.	267
31	RAPP HYDEMA	268
51	ROBERTS ELECTRIC, CO.	269
28	SALT AWAY PRODUCTS, INC.	287
28	SCHUYLER RUBBER CO.	271
14	SELCO USA	272
16	SEWARDS SHIP'S DRYDOCK, INC.	273
53	SIMPLEX AMERICAS, LLC	274
3	SKIPPERLINER	275
49	SKOOKUM	276
52	SNAME	277
35	SPI/MOBILE PULLEY & MACHINE WORKS , INC.	278
41	STELLAR MARINE	279
39	SUNY MARITIME COLLEGE	280
41	SUPERIOR ENERGIES, INC.	281
C3	TIDEWATER, INC.	282
38	TUF-STUF	283
32	VIKING TERMINAL MARINE	284
1	WATERMAN SUPPLY	285
47	WING INFLATABLES	286

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

Service Representative - 5261BR

Job Location: USA, Miramar, FL
For more than 100 years Rolls-Royce has been a global leader in pioneering gas turbine technology for aerospace, power generation, and marine propulsion. Our name, world famous for its reputation for engineering excellence, also represents reliability, integrity, and innovation.
Rolls-Royce is pleased to announce an opening for a Service Representative in our Miramar, FL facility.The successful candidate will:
Under the direction of the Service Manager, establish a rapport with customers, visit as required and provide a point of contact for product support within the organization. Provide technical assistance, especially in regards to controls and electrical system, to our customers in addition to support of all Rolls-Royce Marine products. Advise customers and principals of upgrade opportunities on older vessels within the area. Compile comprehensive reports of activities and repairs to customer's equipment. Be available for Service Support on a 24-hour basis, including weekends and holidays. Maintain personal transportation sufficient for Service Support duties. Possess a current, valid passport for overseas travel. Provide an interface between the customer and the manufacturing base. Assist customers in fault diagnosis and possibilities for repair of Rolls-Royce Marine products. Supervise, or undertake as required, the installation, commissioning and overhaul of our products, providing both customers and factory representatives with field reports and practical advice learned from field experience. Provide receipts and details of costs to allow for correct invoicing of our customers. Undertake product training as dictated by the Service Manager. Identify and pursue new customers and markets.
Position requirements include:
A high school graduate plus a two year associate degree in Marine Engineering or equivalent. Not less than 6 years relevant experience in Marine Engineering or equal. Result-oriented, organized, analytical and co-operative. Familiarity with work on marine hydraulic-and mechanical systems is a plus.
In addition to competitive pay and bonus programs, Rolls-Royce offers comprehensive benefits including medical, dental, vision, 401k, and tuition reimbursement, among many others.
Rolls-Royce is an equal opportunity employer who recognizes the power of diversity and the strength it brings to the workplace. Join us, and realize your most ambitious goals while discovering the power within.
To learn more about Rolls-Royce and to apply to this or other positions, please visit our website at http://www.rolls-royce.com/
No agency inquires please.
Angie Remaklus
Rolls Royce of North America
Email: angie.k.remaklus@rolls-royce.com
Web: http://www.rolls-royce.com/careers/default.jsp

Service Representative - 5261BR

Job Location: USA, Miramar, FL
For more than 100 years Rolls-Royce has been a global leader in pioneering gas turbine technology for aerospace, power generation, and marine propulsion. Our name, world famous for its reputation for engineering excellence, also represents reliability, integrity, and innovation.
Rolls-Royce is pleased to announce an opening for a Service Representative in our Miramar, FL facility.
The successful candidate will:
Under the direction of the Service Manager, establish a rapport with customers, visit as required and provide a point of contact for product support within the organization. Provide technical assistance, especially in regards to controls and electrical system, to our customers in addition to support of all Rolls-Royce Marine products. Advise customers and principals of upgrade opportunities on older vessels within the area. Compile comprehensive reports of activities and repairs to customer's equipment. Be available for Service Support on a 24-hour basis, including weekends and holidays. Maintain personal transportation sufficient for Service Support duties. Possess a current, valid passport for overseas travel. Provide an interface between the customer and the manufacturing base. Assist customers in fault diagnosis and possibilities for repair of Rolls-Royce Marine products. Supervise, or undertake as required, the installation, commissioning and overhaul of our products, providing both customers and factory representatives with field reports and practical advice learned from field experience. Provide receipts and details of costs to allow for correct invoicing of our customers. Undertake product training as dictated by the Service Manager. Identify and pursue new customers and markets.
Position requirements include:
A high school graduate plus a two year associate degree in Marine Engineering or equivalent. Not less than 6 years relevant experience in Marine Engineering or equal. Result-oriented, organized, analytical and co-operative. Familiarity with work on marine hydraulic-and mechanical systems is a plus.
In addition to competitive pay and bonus programs, Rolls-Royce offers comprehensive benefits including medical, dental, vision, 401k, and tuition reimbursement, among many others.
Rolls-Royce is an equal opportunity employer who recognizes the power of diversity and the strength it brings to the workplace. Join us, and realize your most ambitious goals while discovering the power within.
To learn more about Rolls-Royce and to apply to this or other positions, please visit our website at http://www.rolls-royce.com/
No agency inquires please.
Angie Remaklus
Rolls Royce of North America
FL
Email: angie.k.remaklus@rolls-royce.com
Web: http://www.rolls-royce.com/careers/default.jsp

Operations Technical Manager

Job Location: USA, Yonkers, NY
Seeking detail oriented engine or deck officer with 5-10 years sea experience (bulk carriers ideal) to sit with Operations Dept for a growing fleet to be responsible for technical matters that directly affect commercial trading such as grab and hold maintenance issues. Competitive salary/bonus/benefits. Fax or email resume and salary req. to 914-961-6425, zrm@nyc.tbsship.com
Zack Mallin
TBS Shipping Services Inc.
612 East Grassy Sprain Road
Yonkers NY 10710 USA
Fax: (914) 961-6425
Email: zrm@nyc.tbsship.com
Web: http://www.tbsship.com

Port Engineer

Job Location: USA, Scarsdale, NY
PORT ENGINEER Growing International dry cargo carrier based in Westchester, NY seeking 2-3 experienced marine engineers for Port Engineer position. Responsible for vessel performance and supervision worldwide, including drydocking & repairs. Must be willing to travel extensively. Qualified candidate must possess hands-on experience & at least 5 years as Port Engineer. Please send resume to zrm@nyc.tbsship.com or fax to (914) 961-6425. Please include the heading PORT ENGINEER on all transmissions.
Zachary Mallin
Roymar Ship Management Inc.
455 Central Park Ave
Scarsdale NY 10583 USA
Fax: (914) 961-6425
Email: zrm@nyc.tbsship.com
Web: http://www.tbsship.com

Hydro-Mechanical Field Service Technicians

Job Location: USA, Ft. Lauderdale, FL & Seattle, WA
Based in the Ft. Lauderdale, FL and Seattle, WA areas, each position requires strong hands-on technical knowledge troubleshooting, repairing and installing electronic controls and hydro-mechanical components and systems on yachts. This is a mobile operation; a van and tools are provided. The ability to work independently with minimum direct supervision is required. Ability to efficiently and professionally interact with customers is critical. Military training, technical degree or demonstrated equivalent work experience skills required.
Fluid power and marine industry experience is highly desirable.
This is an exciting opportunity to join a growing precision machining and manufacturing company with a highly successful luxury yacht motion control solutions product line. VT Naiad Marine is a well established company with a market leading brand and is a subsidiary of a larger government services/shipbuilding corporation. We offer excellent benefits including medical, dental, 401(k) with immediately vested match, etc. Send resume with recent salary history in confidence to: Human Resources, Naiad Marine, Inc., Head Office, 50 Parrott Drive, Shelton, CT 06484, or email: HR@Naiad.com.
Human Resources
Naiad Marine, Inc.
Head Office
50 Parrot Dr.
Shelton CT 06484 USA
Phone: 203-929-6355
Fax: 203-929-3594
Email: HR@Naiad.com
Web: http://www.naiad.com

Sales Engineer/Product Specialist

Job Location: USA, Gulf Region
Sales Engineer/Product Specialist
W&O Supply, Inc., the industry's leading distributor of marine valves, pipe, fittings, and valve automation services is seeking a Sales Engineer/Product Specialist in the Gulf Coast Region. We are growing. Come join us in this exciting growth opportunity.

The successful candidate will manage a select portfolio of Engineered Products and Valve Automation to the Marine Industry in the Gulf Region. Position requires direct contact with Naval Architects, Marine Engineers, Owner/Operators and Construction/Repair Yards. Applicants must have;

- Background in Naval Architecture
- Marine Engineering
- Ship Construction
- Or Related Experience
- Experience with Marine Electrical Systems is desired

Travel requirements are two weekly trips per month.
We hold the highest performance standards, and we reward it with a competitive compensation package:

- Competitive salary plus commission
- Generous 401K plan
- Full Medical, Life and Dental benefits
- Tuition Reimbursement

Send resumes via e-mail to david.black@wosupply.com or fax to the attention of David Black at 904-354-2529. Visit our website at www.wosupply.com.
W&O Supply, Inc. is an Equal Opportunity Employer and Drug Free Workplace
David Black
W&O Supply, Inc.
3485 Evergreen Ave.
Jacksonville FL 32206 USA
Phone: 904-899-4818
Fax: 904-899-4918
Email: david.black@wosupply.com
Web: http://www.wosupply.com

Project Manager

Job Location: USA, West Palm Beach
Project Manager needed for our Service Department. This is a high-profile position requiring exper. in scheduling, budgeting, materials, and resource skills. Supervision of approx. 10 technicians and support staff. Marine experience and four year degree preferred.
Midge Reichert
Larry Smith Electronics Worldwide
1619 Broadway
Riviera Beach FL 33404 USA
Fax: 561-844-1608
Email: mreichert@marine-electronics.com
Web: http://www.marine-electronics.com

Service Assistant/Coordinator

Job Location: USA, Seattle, WA
For more than 100 years Rolls-Royce has been a global leader in pioneering gas turbine technology for aerospace, power generation, and marine propulsion. Our name, world famous for its reputation for engineering excellence, also represents reliability, integrity, and innovation.
Rolls-Royce is pleased to announce an opening for a Service Assistant/Coordinator in

our Seattle, WA facility.
Due to increasing workload from an expanding service business, Rolls-Royce Commercial Marine has to increase the back-up personnel to support an expanding pool of Service engineers.The successful candidate will: Post all job costs and worked time to the relevant service job and close these jobs for invoicing once completed. Maintain a utilization chart using Microsoft Project of utilization and availability of Service Engineers. This requires the knowledge of the capabilities of each of the engineers as well as their availability. Write up service estimates and quotes, with options for customers to ensure a timely process of the work. Open up Service Jobs in Lotus Notes Symfoni and forward jobs to the appropriate recipient. Write up RFQ's and PO's to vendors. Ship tools and supplies to engineers in the field. Write up parts lists from engineering drawings. Keep Long Beach & Vancouver engineers updated on Rolls Royce Programmes that are ongoing.Position requirements include: High school graduate plus two year associate degree in business or equivalent. Not less than five years of relevant experience. Excellent Oral, Written and Interpersonal Skills. Strong Analytical and Organizational Skills. Attention to Detail and Good Computer Skills a must.In addition to competitive pay and bonus programs, Rolls-Royce offers comprehensive benefits including medical, dental, vision, 401k, and tuition reimbursement, among many others.
Rolls-Royce is an equal opportunity employer who recognizes the power of diversity and the strength it brings to the workplace. Join us, and realize your most ambitious goals while discovering the power within.
To learn more about Rolls-Royce and to apply to this or other positions, please visit our website at http://www.rolls-royce.com/
No agency inquires please.
Angie Remaklus
Rolls Royce of North America
Email: angie.k.remaklus@rolls-royce.com

maritime recruiters

Administration – Construction
Crewing – Engineering
Finance – M & R
Operations – Sales

(Established 1969) P O Box 260 • Mercer Island, WA 98040 • **206-232-6041**

USCG Licensed Engineer - USCG Licensed Chief Engineer needed immediately with HP Endorsements above 5,800 hp and tonnage greater than 4,500 tons, for a 367' at-sea Fish Processing vessel off the coasts of Washington and Oregon, and operating in the Bering Sea Alaska. Must have a minimum of a Fishing Industry Chief Unlimited License along with a current STCW 95 certificate.

Competitive wages with benefits (Company paid Medical, Dental, Vision, Rx, Life Insurance policy, and 401k plan with company match).

Permanent position available immediately. Accepting Assistant Engineer resumes as well.

Please fax or e-mail resume to:
Supreme Alaska Seafoods, Inc
Tel: (206) 281-8311 • Fax: (206) 281-8481
Email: employment@supremealaska.com

Superintendent - Tanker Operations

Miami-based International Shipping Co. needs experienced Tanker Master for office-based position of Superintendent - Tanker Operations. Req'd: Previous experience with Oil Majors for vetting inspections; preparation of vessels for vetting; conversion of OBO's; dealing with Regulatory Bodies/Coast Guard, a must. Experience with chemical tankers, offshore vessels and int'l crew, a plus. Excellent Benefits pkg. - health, dental, retirement. Compensation commensurate with experience. E-mail Resume to: resourcesc@gmail.com. DFWP.

Mates, AB's, OS's
Captains, Engineers
Tankermen

Let us find the best job for you!
PROGRESSIVE MARINE

Companies looking for qualified crew members, please call:
TEXAS - 281-689-7400 Fax: 281-689-7711
LOUISIANA - 504-834-1114 Fax: 504-834-1181

PORT ENGINEER

McAllister Towing is hiring Port Engineers for the ports of New York, NY and Norfolk, VA.

This shore based position is responsible for the repair, maintenance and modifications of vessels and equipment assigned to the Port of New York or Norfolk, VA which include both ocean and coastal towing tugs and company vessels calling on the port.

Applicants must possess current USCG Merchant Mariner's Document, have two years experience on tugs, EMD engine experience, familiarity with operations of shipboard systems and a 4000 hp DDE license is preferred.

Send resume to:
Martin Costa, Engineering Manager
McAllister Towing of New York
3165 Richmond Terrace
Staten Island, NY 10303
operations@mcallistertowing.com
(please specify port of preference)

FAIRFIELD INDUSTRIES

Fairfield is known the world over for its development and use of advanced technology for both acquisition and processing of seismic data utilized in the exploration of oil and gas. We operate Seismic Crews in the Gulf of Mexico. Our Marine field operations are based out of Lafayette, LA.

Our crew works a 28/28 schedule with accrued paid time off.

(Daily Compensation is paid during 28 days scheduled to work AND during the 28 days off)

We are currently seeking qualified candidates for this position:

Chief Engineer Unlim. HP	**(USCG Licensed - 3rd Asst/DDE/Chief Engineer Unlim. HP)**
Oiler/QMED	**(USCG MMD/STCW)**
Marine Diesel Mechanic	**(Unlicensed Engineer)**
Compressor Mechanic (2K psi)	**(Maintaining Multi-stage Compressor & related Diesel Eng.)**

Other positions we frequently recruit for and will accept Applications/Resumes:

A/B Seaman	**(USCG MMD/STCW)**
Master/Mate	**(USCG Licensed unlimited tonage)**
Navigator/Surveyor	**(Seismic Navigation system experience required)**

Fairfield offers an excellent benefits package including life, health, dental, vision, long-term disability insurance, and 401(k) - Contribution required.

Qualified applicants are encouraged to submit a resume to e-mail listed below. USCG licensed candidates should send copies/images of License, STCW, MMD & Drivers license. You may forward a resume & salary history (include schedule) to jhodge@fairfield.com or fax it to Jeff Hodge - H. R. Representative @ 337.232.2313.

Questions? Call 281.615.8499 for Jeff Hodge. Or Toll Free @ 800.231.9809 Ext. 7642

Fairfield Job Descriptions: http://www.fairfield.com/joblisting2.html
Fairfield Data Acquisition Fleet: http://www.fairfield.com/fleetlist.html

Fairfield Industries is an equal opportunity employer.

TECO OCEAN SHIPPING

TECO Ocean Shipping is accepting applications for all limited and unlimited licensed and unlicensed positions.

Must have relevant USCG document, STCW 95 endorsement (AB/QMED) with current U.S. Passport; minimum A/E license is DDE unlimited and Mate is 1600-ton oceans endorsement.

As a **TECO Ocean Shipping** team member, you'll enjoy the following benefits:

- Equal time
- Medical/dental benefits
- Paid holidays
- Tuition reimbursement program for approved classes
- 401k Savings Plan with a company match
- Performance-based incentive compensation program
- Retirement plan
- Paid Travel

TECO Ocean Shipping - Marine Human Resources
1300 East 8th Avenue, Suite S-300 Tampa, FL 33605
Fax: 813-242-4849
or APPLY ONLINE at *www.tecooceanshipping.com*

EOE

VESSELS FOR SALE

www.MaritimeEquipment.com

VESSEL FOR SALE

41 Meter High-Speed Catamaran

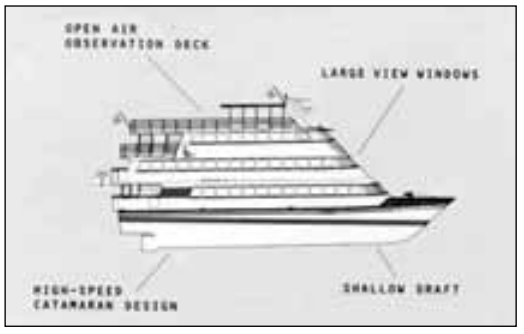
The Flying Cloud, built by Derecktor Shipyards in 2000, has a service speed of 32 knots and a top speed of 34 knots. The vessel was recently re-powered with a set of new MTU 16V4000 engines and Reintjes reduction gears. The engine manufacturer's 2-year warranty is transferable. The Flying Cloud has Kamewa waterjets, a full MDI ride control system with both t-foils and stern-mounted interceptors, a fully integrated bridge with 2 Raytheon ARPA radar sets, Vistar night vision, TRANSAS chart plotter, CCTV system, port and starboard wing controls and is USCG-certified for 300 passengers and crew. The vessel is currently operating between Hyannis, MA and Nantucket Island and is expected to be available in the fourth quarter of 2006 upon the delivery of a new replacement vessel.

For more information, call or contact
Wayne C. Lamson, General Manager
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
P.O. Box 284 Woods Hole, MA 02543
Phone: (508) 548-5011, Ext. 200
Fax: (508) 548-0920
E-mail: wlamson@steamshipauthority.com

Investors wanted for purchasing vessels in fast growing shipping company in key cargo markets.
Call Abe 610-737-7464

U.S. Flag Catamaran Overnight Mini-Cruise Vessel
"Executive Explorer"

US Marshall Sale, Ballard WA, June TBA 2006



File: PC10436 - 104'/95.8'x36.9'x10.8', Built 1986 U.S. Flag. Repowered and totally refurbished 2005. Fully SOLAS USCG Cert. 49 overnight pax in 24 cabins. 18 crew berths. 2xCummins, 2700 BHP. 16-18 kn. Further details available on our website. Contact us for inspection arrangements.

Marcon International, Inc.
Tel: 360-678-8880 • Fax: 360-678-8890
e-mail: info@marcon.com
www.marcon.com

Southern Scrap Recycling
® Metal Recyclers Since 1900

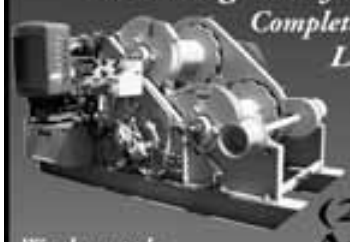
We buy barges and other marine vessels for scrap. Serving the inland waterways and Gulf coast area.

MOBILE • MORGAN CITY • NEW ORLEANS

Call 1-800-467-2727 ext. 359

ANCHOR / SPUD WINCHES
www.rasmussenco.com

Used Skagit / Clyde / Manitowoc
Complete Mooring Systems
Large Inventory
2, 3, & 4 Drum
Rental / Sales
In Stock



(2) Rebuilt Amcon 150
2 Drum Diesel Winches
Air Controlled
GM Diesel, TC
$95,000.00 / ea.
FOB: Belle Chasse, LA

We also supply . . .
- *Wire Rope*
- *Lashing Gear*
- *Synthetic Rope*
- *Berger Fairleads*
- *Barges*

RASMUSSEN Equipment Company
Rental/sale terms available at www.rasmussenco.com

CATAMARANS

NEW

• 63 x 24 POWER CAT USCG Stability test for 149 PAX
• Available as single or double deck
• fast delivery • Twin Diesel Base price $299,000

All new Offshore 53' catamaran, Twin diesel, 49 passengers, Base price $199,000.

CALL RON COOPER
(727) 367-5004
www.coopermarine.com

Geo-Cat

4817 South Lewis Street • P.O. Box 9622
New Iberia, LA 70562-9622
(337) 367-1541 • Fax (337) 364-7493
email: david@geoshipyard.com
www.geoshipyard.com

New Products

New Products

Professionals

Professionals

Barges for Rent

It's Your HEADQUARTERS
It's Your WAREHOUSE
It's Your COMMAND CENTER
...TO GO

Tidewater Can Refit These Vessels For Uses Including:

- Coastal Container & Cargo
- Short-Sea Shipping
- Fishing & Fish Processing
- General Cargo - Non-Oilfield
- Salvage Assist
- Dive Support
- Construction Assist
- Mobile Warehouse
- Mobile Command Center
- Expedition Boat
- Yacht Tenders and Shadow Vessels

B U I L T T O A B S C L A S S & U S C G S T A N D A R D S

ALLIED RICHARD BERTRAM
MARINE GROUP

For The Exclusive Shadowboats Distributor
Contact David Gennett: 954.462.5527
www.arbmg.com/shadowboats

TIDEWATER
A Tidewater Marine, LLC Product

For Information on Tidewater Refit Vessels
Contact Richard Heausler: 504.568.1010
rheausler@tdw.com

Circle 282 on Reader Service Card