

Marine

News

NOVEMBER 2010

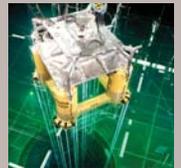
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Workboat Annual



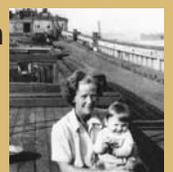
Tech File **DEEPWATER**

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Photo Don Horton



Photo Crowley Maritime



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POSTMASTER Time Value Expedite



On the Cover

Workboat Annual

Dragging feet on green-lighting offshore O&G projects ... attacks on the Jones Act ... a sour economy. Through it all, the maritime industry maintains a steady course ahead. Read about the state of our business, starting on page 34.

Pictured is a 2800-hp HandySize Class tug.



Photo: The Great Lakes Towing Company

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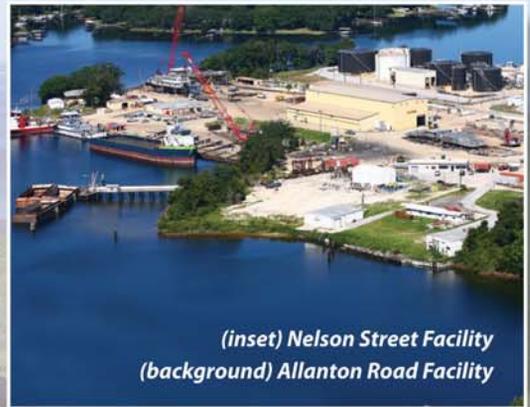
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This issue of *MarineNews* touches on the public standing of the workboat industry of both modern and historical times. In our Insights section, Jennifer Carpenter, Senior Vice President of National Advocacy for the American Waterways Operators (AWO), talks about the professional association's current plans to bring more recognition to an industry that works too quietly in the shadow of land and air based modes of transportation. Contrast this with our feature story about the little known WWII merchant mariners of coastal tugs and barges, in which Don Horton, now 78 years old, describes his family's work on these vessels beginning in 1942 and the loss of his brother to a German U-boat off the East Coast. He explains how these tugs and barges provided a vital service to the war effort, how coastal mariners faced great threat to life and limb, and how, even in those days, they remained obscure in the eye of the public. It is a reminder, as we celebrate our veterans during the month of November, to demonstrate our appreciation for the merchant mariners who served on both sea-going and coastal vessels, which transported 99 percent of the war materials during the Second World War.



Meanwhile, for today's coastal and inland mariners, it seems that the modern day formula for capturing the general public's attention could be reality television. Maybe Miracle Marine, who will be presenting a new workboat to Collins River Logging, the stars of the History Channel's "Ax-Men" show, has some tips to share (see coverage of Miracle Marine's boat on pg 66).

Before I sign off I want to invite readers to look me up in December at the 2010 International WorkBoat Show in New Orleans. Visit our publishing group's booth (#1735) featuring *MarineNews*, *Maritime Reporter & Engineering News*, *Marine Technology Reporter* and our newest print publication, *Maritime Professional*, a companion to the popular blog site (www.maritimeprofessional.com).

Raina Clark, Managing Editor, rainaclark@marinelink.com

Want to hear more from behind the editor's desk? [Visit the MarineNews Notes blog at www.MaritimeProfessional.com.](http://www.MaritimeProfessional.com)

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In spring 2010, the world deepest tension leg platform (TLP) was tested at MARIN for Chevron U.S.A. Inc. and FloaTEC. The Big Foot TLP measures 5,187 ft and represents MARIN's 9,000th test model since the maritime research institute opened in 1932. This extended tension leg platform, designed by FloaTEC, will be located at the Big Foot Field development at the Walker Ridge Block 29 in the Gulf of Mexico. The platform will be a local host with dry trees and the associated top tensioned risers (TTRs) with full drilling, workover and sidetrack capability on the topsides. Chevron is the operator of Big Foot and the co-owners are Statoil USA E&P and Marubeni Oil & Gas (USA) Inc. The two milestones were celebrated together with representatives of the clients involved. Ming-Yao Lee, Team Manager Offshore & Marine Structures of Chevron and Edward Huang, FloaTEC Director Engineering, baptized the Big Foot model 9000 in the presence of MARIN President Arne Hubregtse and Bas Buchner, Vice President and Manager Offshore. The model tests focused on the behavior of the platform in Gulf of Mexico hurricane conditions. The large water depth required the use of the 30-meter deep pit in the MARIN Offshore Basin. Together with its dedicated wave generators, wind fans and special current generation system, the basin offers unique possibilities for modeling realistic currents, waves and wind at scale. Previously, this special pit was used for other major deep water projects, such as Shenzi, Pony, Okume, Ormen Lange, West Seno TLPs and the Perdido Spar.

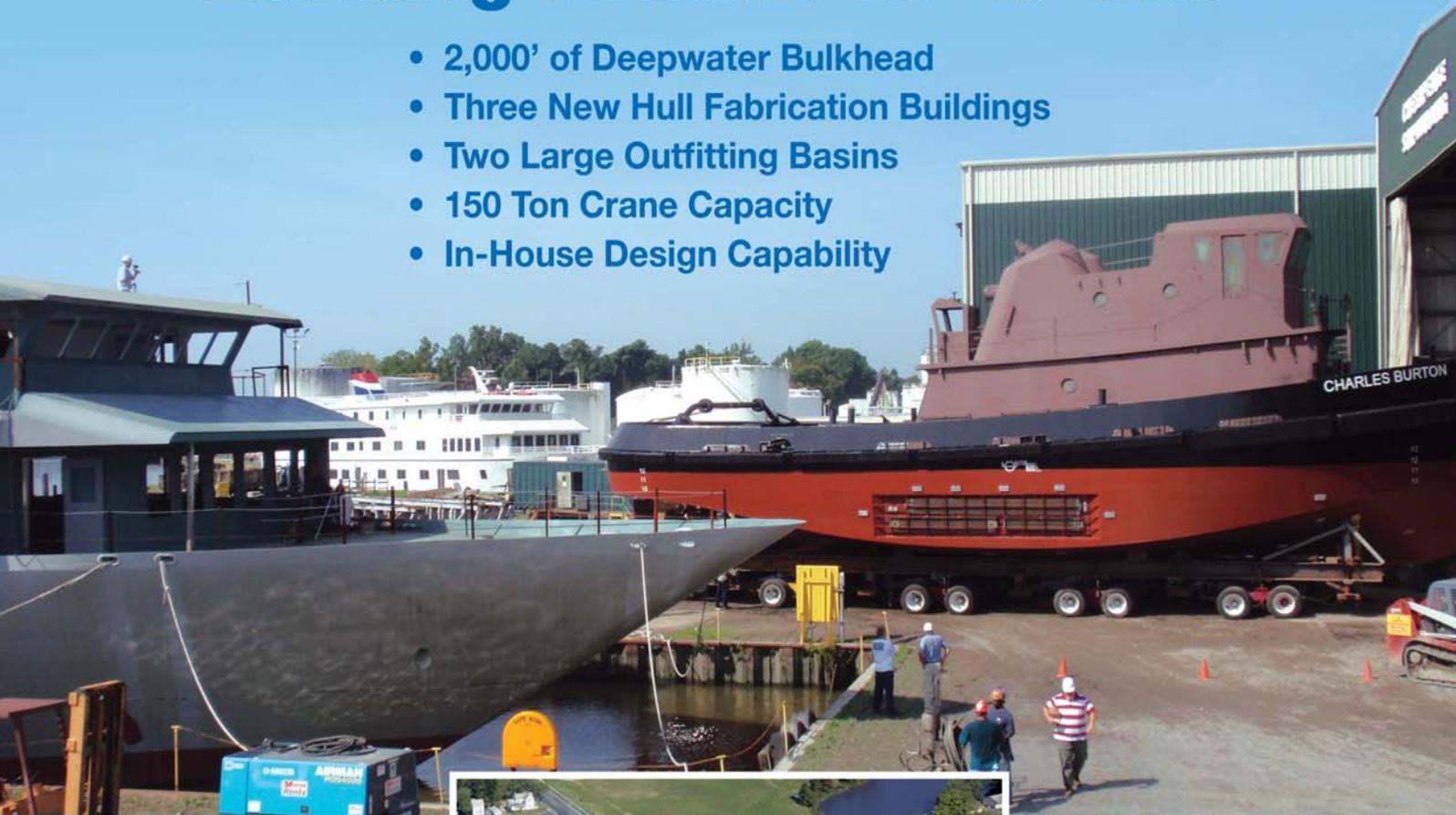
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Jennifer Carpenter

Senior Vice President - National Advocacy, The American Waterways Operators

MarineNews spoke with Jennifer Carpenter, Senior Vice President of National Advocacy for the American Waterways Operators (AWO), about the organization's strategic plan, how it is going about increasing public awareness for the industry and what you can do to help.

What is AWO 21? Can you summarize the main objectives of AWO's strategic plan?

AWO 21 is AWO's strategic plan, approved by our Board of Directors last October, which lays out AWO's vision, mission, values, goals, and objectives. In other words, it

describes why AWO is here, what AWO members care about, and how we're going to spend our time and our money as a trade association. AWO 21 says that there are seven core things that we will do: promote positive public awareness of the tugboat, towboat and barge industry; lead and support members in continuously improving safety, security and environmental stewardship; promote our industry's interest with Congress, the Administration and federal agencies; influence state and federally-proposed regional initiatives that broadly affect our industry;



But, as important as it to plan, it's also essential to be nimble. Six months ago, none of us knew that we were on the verge of mounting perhaps the most intense advocacy campaign in AWO history, to beat back damaging legislation in the wake of the Deepwater Horizon disaster that would have a devastating effect on AWO members, even outside the oil transportation industry.

promptly inform and engage AWO's membership on public policy issues; and govern and manage the association effectively and efficiently. That's what our \$5 million budget, our 20-member staff, and our members' "sweat equity" are here to accomplish.

What does your national advocacy plan for AWO members look like?

At AWO, we plan our advocacy work with an eye toward building capacity and achieving results on priority issues defined by our membership. To build capacity, we are continually refreshing and executing plans to develop a strong, nationwide network of AWO member grassroots relationships with Members of Congress and their staffs, increase the size and reach of the AWO PAC and political fundraising program, and build relationships with decision makers in the Administration and throughout the key federal agencies that impact our members' business. To achieve results on priority issues — like effectively managing the transition to towing vessel inspection, developing more practical ways of regulating ballast water and other vessel

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discharges, and working with our partners at Waterways Council, Inc., to improve the reliability and ensure needed funding to modernize and maintain our inland waterways infrastructure – we develop and execute issue-specific gameplans.

But, as important as it to plan, it's also essential to be nimble. Six months ago, none of us knew that we were on the verge of mounting perhaps the most intense advocacy campaign in AWO history, to beat back damaging legislation in the wake of the Deepwater Horizon disaster that would have a devastating effect on AWO members, even outside the oil transportation industry. It was totally unplanned, absolutely critical, and a dramatic reminder of why it's so important to focus on building capacity . . . you never know when you're going to have to draw on every advocacy resource available to you. We've been successful to date in stopping bad legislation that would hurt our industry, but we're not out of the woods yet. The challenge will continue in the lame-duck session of Congress and into the 112th Congress.

What are the obstacles to better political and public awareness of the industry? Why is the industry not better known?

I think there are a couple of key reasons. First, the average American doesn't take a barge to a business meeting or sit in traffic behind a tow on the way to work in the morning. Unless they live in a port or river city – and, frankly, even if they do – most people don't have the same day-to-day contact with barges and towing vessels that they do with airplanes, trucks, and even trains.

That means that we, as industry advocates, need to make

an extra effort to tell our industry's story – a story of incredible economic, environmental, security, and quality of life benefits for American citizens.

But, a second reason is that, historically, our industry hasn't been very comfortable doing that. We've tended to define "success" as being quietly excellent – moving cargo safely, reducing highway congestion, and keeping prices low for shippers and consumers. We still have to do those things, but we can't be quiet about them anymore. We have to tell our industry's story in ways that make it relevant to people in Washington, D.C., and around the country.

What do you think are the best ways to improve the public's awareness of waterborne commerce in this country?

We need to start by leveraging our strengths. Those strengths include the knowledgeable, passionate men and women who make their livelihoods in this industry and can tell its story with an authenticity that no one else can; our industry's customers – shippers who depend on the safe, low-cost, efficient transportation of their products and who have resources and relationships that we do not; and opinion leaders in communities across the country where the importance of barge transportation is clear. We need to bring all of these resources together to tell the story of our industry in a way that is creative, assertive, and relevant to the issues that Americans are concerned about today. I'm very excited about a new "Public Affairs Leadership Council" that we're just getting underway to help us get our arms around this challenge.

The Council is the brainchild of AWO's Chairman of the

Setting the Standard in Marine Compressed Air

Board, George Foster of JB Marine Service, and chaired by a respected and forward-looking industry leader, Mark Knoy of AEP River Operations. Mark and his Council of senior executives from tugboat, towboat and barge companies in both the brown-water and blue-water business are going to help us identify opportunities that we can seize and resources that we can leverage to expand our capacity to tell our industry's great story to the public.

What can AWO members and stakeholders do to help?

Start with what you know best: your company, your community, your industry. Recognize that your employees are a tremendous base of grassroots advocacy support and terrific ambassadors for our industry.

Give them the information they need to communicate with their Members of Congress on industry issues, and make sure they know what AWO is doing to try to make their industry stronger. Use the relationships you have in your community – civic associations, business groups, local media – to get the word out and build allies. Especially in this age of information overload, what makes a message relevant is its personal connection to the listener.

Our industry's messages will always be more relevant, and more memorable, when they're delivered by people from the community.

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reliability and safety as one of the fire departments primary requirements, the RIB features a reinforced vinylester hull and a heavy duty Hypalon tube with multiple air chambers, pressure relief valves, high profile rub-strake and tube reinforcing. The boat will be referred to as Marine Unit 3 and will be docked at Burroughs Wharf in the North End. It is named the Captain John F. Kenney. The late Captain Kenney was a 29 year veteran of the Boston Fire Department and a member of the Rescue Dive Team. He died at the age of 48 after a long battle with cancer.

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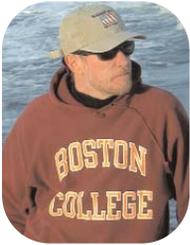
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Investigating the USCG's Administrative Law Judge System

By Randy O'Neill



"One man's justice is another's injustice; one man's beauty another's ugliness; one man's wisdom another's folly."

Ralph Waldo Emerson
Essays: Circles

On September 14, 2010, the Department of Homeland Security Office of the Inspector General posted its much anticipated report addressing the very serious allegations of misconduct made against the U.S. Coast Guard's Administrative Law Judge (ALJ) system by former ALJ Jeffie J. Massey. In short, the Inspector General's office concluded that it "was not able to substantiate" Judge Massey's allegations against her former superior, Chief ALJ Joseph N. Ingolia, and numerous members of his staff, members of the ALJ Docketing staff, members of the Coast Guard Commandant's staff and several USCG Investigating Officers who were involved in cases then pending before Judge Massey.

A Little Background

Among other allegations, the crux of Judge Massey's concerns was her belief that she was being "forced" to rule in favor of the Coast Guard in Suspension & Revocation (S&R) cases argued before her. She further believed that the line between the prosecutors (USCG) and the presiding judges (ALJs) in S&R cases was becoming increasingly blurred. In short, she believed she was being constrained from doing her job, much to the detriment of the mariners whose cases she was presiding over. Judge Massey attempted to address her concerns through normal ALJ channels and, believing she was being ignored at best and forced out at worst, went public with her concerns.

As a consequence of her decision, which resulted in a major expose in the *Baltimore Sun* newspaper, in September 2008, the USCG requested that the Department of Homeland Security's Office of Inspector General assess the validity of the former District 8 ALJ's allegations of bias and misconduct in the USCG's ALJ program, particularly in connection with the adjudication of cases involving the suspension and revocation of

The problem is that the Coast Guard's discovery regulations could be easily read to support Judge Massey's differing interpretation.

Merchant Marine credentials.

Four months later, in January 2009, the Inspector General's office initiated a review of several of Judge Massey's allegations including an investigation to determine whether the Chief ALJ's senior staff engaged in an improper ex parte meeting (one in which only one party of a dispute or legal proceeding is represented) with USCG attorneys and investigating officers relative to an open case before Judge Massey. In its recently released report, the Inspector General's office gave Judge Massey's account of several meetings involving USCG Investigating Officers (IOs) who served as prosecutors in Judge Massey's cases and representatives of the ALJ legal staff and representatives of the Commandant's office who would be drafting appeal decisions. No one disputed that Judge Massey's cases were discussed at these meetings, but the Inspector General found that those meetings/conversations were technically not ex parte because: the staff attorney was not "involved in any pending cases; and because the contacts were not made with the knowledge of the Chief ALJ." The Inspector General did acknowledge, however, that the meetings ... "left ALJ Massey with the impression that the Coast Guard was dissatisfied with her rulings and was, as a result, trying to get the Chief ALJ to discipline her and thereby force her to rule in the Coast Guard's favor."

Whether or not this conclusion adequately addresses Judge Massey's serious ex parte concerns, there seems little doubt that those meetings/discussions appear to have violated the regulation [33 CFR 20.206(a)&(b)] which precludes the USCG from attempting to supervise or direct the decision of an ALJ.

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In the Eyes of the Beholder

In its Misconduct Report, the Inspector General repeatedly chose to give more credence to the many unsworn statements of USCG officials rather than the sworn affidavit of Judge Massey. In one such instance, the Chief ALJ admittedly told Judge Massey that “she was the problem in District 8.” While, not surprisingly, Judge Massey interpreted that statement and similar ones in that vein to be his reaction to complaints by USCG Investigating Officers that, among other things, she was making them conduct discovery on cases before her that they didn’t believe warranted, she interpreted the Chief ALJ’s comment as a directive to rule in the Coast Guard’s favor. The Chief ALJ countered her interpretation of pressure being implied by stating that his intention was to convey to Judge Massey that she should “follow Coast Guard laws and regulations.” He further asserted that “the Coast Guard’s regulations only provide for limited discovery and that the need for discovery must be balanced by the need for speed and efficiency in hearings, while Judge Massey remained firm in her belief that broad pre-hearing discovery was a permissible tool to aid judicial economy.”

The problem is that the Coast Guard’s discovery regulations could be easily read to support Judge Massey’s differing interpretation.

Corrective Actions Proposed

While the purpose of this column is not the appropriate forum to dissect the lengthy Misconduct Report despite the troubling conflicts and potential fairness issues it raises, the accompanying 34-page document that was simultaneously released by the Inspector General’s Office appears to acknowledge that the current ALJ system needs some fine tuning if merchant mariners facing career-threatening suspension and revocation proceedings are to get a fair and balanced day in court.

In the preface to Recommendations to Improve the Coast Guard’s System for Adjudicating Suspension and Revocation Matters, (OIG-10-107) dated August 10, 2010, the Department of Homeland Security’s Inspector General, Richard L. Skinner, states “this report addresses certain issues related to the Coast Guard’s system for adjudicating suspension and revocation matters ... the recommendations herein have been developed to the best knowledge available to our office, and have been discussed

in draft with those responsible for implementation ... we trust this report will result in more effective, efficient and economical operations.”

Among the sections of the report listed on its Table of Contents that address “certain issues” include:

- The ALJ Program Needs to Review and Update Certain Policies and Procedures
- The S&R Program Needs to Improve Training and Provide Consistent and Effective Legal Support to Investigating Officers
- The Coast Guard Needs to Issue Commandant Decisions on Appeal in a Timely Manner and Make Decisions More Accessible to the Public
- The Coast Guard Needs to Develop Formal Protocol to Prevent Improper Contacts Among Personnel in the ALJ Program, the Office of Maritime and International Law; and the Officer of Investigations & Analysis

A Somewhat Pyrrhic Victory

While Judge Massey’s specific charges of past wrongdoing did not convince the Inspector General to take any action against those involved, her willingness to speak out at the cost of her ALJ career does not appear to be completely in vain. If indeed actions are taken in response to the Inspector General’s key recommendations, mariners facing S&R proceeding can feel more confident that their future cases will be adjudicated in a fair and impartial forum.

For full copies of both the Misconduct Report and the Recommendations to Improve the Coast Guard’s System for Adjudicating Suspension and Revocation Matters, please call the Office of Inspector General/(OIG) at (202) 254-4100, fax your request to (202) 254-4305 or visit the OIG website (www.dhs.gov/oig).

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Randy O’Neill is Senior Vice President of Lancer Insurance Company. Contact him at roneill@lancer-ins.com or (516) 431-4441, ext. 3300.



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USCG Marine Casualty Reporting Regs “Immediately” Means Now!

By Frederick B. Goldsmith



Most commercial mariners and their vessel operating employers probably know that when certain significant vessel-related events occur, these must be reported to the U.S. Coast Guard. In my experience, however, there is widespread uncertainty in the marine industry about what must be reported and, more significantly, when. Many companies learn the hard way about these requirements and end up paying healthy fines — anywhere from several hundred to thousands of dollars — for failing to “immediately,” as the regulations require, report such events. Thus, please consider this a quick refresher on the Coast Guard’s marine casualty reporting requirements.

What to Report, When, How, and to Whom

The Coast Guard’s marine casualty reporting requirements are spelled-out in a federal statute, called the “enabling legislation,” which is then further fleshed-out in U.S. Coast Guard regulations published in the Code of Federal Regulation, or CFRs. 46 CFR § 4.05-1, entitled “Notice of marine casualty,” states, in pertinent part:

“(a) Immediately after the addressing of resultant safety concerns, the owner, agent, master, operator, or person in charge, shall notify the nearest Sector Office, Marine Inspection Office or Coast Guard Group Office whenever a vessel is involved in a marine casualty consisting in —

(1) An unintended grounding, or an unintended strike of (allision with) a bridge;

(2) An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of a vessel, or that meets any criterion of paragraphs (a) (3) through (8);

(3) A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;

(4) An occurrence materially and adversely affecting the vessel’s seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or

Vessel operators and their crews get caught by the Coast Guard’s marine casualty reporting regulations in two ways. First, they’re unfamiliar with the laundry list of reportable events and thus fail to report an event they should have. Second, even if they know a reportable event has occurred, they take too long to tell the Coast Guard about it.

bilge-pumping systems;

(5) A loss of life;

(6) An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties; or

(7) An occurrence causing property-damage in excess of \$25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, drydocking, or demurrage.

(8) An occurrence involving significant harm to the environment as defined in §4.03–65.”

“Significant harm to the environment” as defined by 46 CFR § 4.03-65 is a lengthy definition, but subsection (a), reproduced below, refers to the “sheen” standard, which is a good rule of thumb. If the spill creates a sheen on the water, report it:

“(a) In the navigable waters of the United States, a discharge of oil as set forth in 40 CFR 110.3 [those that ‘[v]iolate applicable water quality standards’ or ‘[c]ause a film or sheen upon or discoloration of the surface of the water or adjoining shorelines or cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines.’] or a discharge of hazardous substances in quantities equal to or exceeding, in any 24-hour period, the reportable quantity determined in 40 CFR part 117;”

How does one “immediately” report? Usually, by calling



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the nearest Coast Guard Sector, Marine Inspection, or Group Office. Although, the regulations provide that if a company immediately sends in a completed Form CG-2692, then this will satisfy both the “immediate” notification requirement and the requirement to submit the more detailed written report, which is due to the Coast Guard within five days of the event.

These how-to-report aspects of the marine casualty reporting regulations appear in 46 CFR § 4.05-5, entitled “Substance of marine casualty notice.” This provision states that “[t]he notice required in §4.05-1 must include the name and official number of the vessel involved, the name of the vessel’s owner or agent, the nature and circumstances of the casualty, the locality in which it occurred, the nature and extent of injury to persons, and the damage to property.”

46 CFR § 4.05-10, entitled “Written report of marine casualty,” provides:

“(a) The owner, agent, master, operator, or person in charge shall, within five days, file a written report of any marine casualty required to be reported under §4.05-1. This written report is in addition to the immediate notice required by §4.05-1. This written report must be delivered to a Coast Guard Sector Office or Marine Inspection Office. It must be provided on Form CG-2692 (Report of Marine Accident, Injury or Death), supplemented as necessary by appended Forms CG-2692A (Barge Addendum) and CG-2692B (Report of Required Chemical Drug and Alcohol Testing Following a Serious Marine Incident).

(b) If filed without delay after the occurrence of the marine casualty, the report required by paragraph (a) of this section suffices as the notice required by §4.05-1(a).”

Form CG-2692 is available on the Coast Guard’s website, http://www.uscg.mil/forms/cg/CG_2692.pdf, and also on many USCG Sector and Group websites.

Civil Penalties

Civil penalties for failure to report or timely report a marine casualty can be harsh. In assessing a civil penalty, the Coast Guard Hearing Officer will consider a variety of factors, including the company’s violation history. 46 U.S. Code § 6103(a), entitled “Penalty,” provides that “An owner, charterer, managing operator, agent, master, or individual in charge of a vessel failing to report a casualty

as required under section 6101 of this title or a regulation prescribed under section 6101 or 6102 is liable to the United States Government for a civil penalty of not more than \$25,000.” Thus, the Coast Guard reporting requirements have teeth.

Conclusion: If You Wait, You’ll Pay

Vessel operators and their crews get caught by the Coast Guard’s marine casualty reporting regulations in two ways. First, they’re unfamiliar with the laundry list of reportable events and thus fail to report an event they should have. Second, even if they know a reportable event has occurred, they take too long to tell the Coast Guard about it. They’re concerned with what the Coast Guard will do to them, they want to take their time to investigate the situation and then report it, or they hope the Coast Guard will just not find out. You simply must know that the Coast Guard is dead serious about the “immediately reporting” language (“immediately after the addressing of resultant safety concerns . . .”) in 46 CFR § 4.05-1. Prudent companies report to the Coast Guard events they clearly must report under the regulations, and those that are even in the ballpark. They like having the reputation with local Coast Guard personnel as credible, up-front, and responsible vessel operators. On the other hand, when Coast Guard personnel find out about reportable events after the fact, and from second or third-hand sources, in my experience they are justifiably irked and suspicious, and a civil penalty typically results.

Please note the Coast Guard marine casualty regulations also address mandatory post-accident drug and alcohol testing and result reporting. I’ll address that aspect of the marine casualty reporting regulations in a future column.

MN

Fred Goldsmith, formerly general counsel of one of the country’s largest tug operators, is licensed in PA, WV, OH, and TX, and practices admiralty & maritime, railroad, personal injury, motorcycle, insurance coverage, and commercial litigation with Pittsburgh-based Goldsmith & Ogradowski, LLC (www.golawllc.com). You can reach him at fbg@golawllc.com or (877) 404-6529.

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No 911 to Save the Day Train Like It's Real

By Eric Helpenstell



You only get one chance at a first impression and the same rings true on an incident — you get one chance at an initial response.

The initial response phase of an incident is where all of the pre-planning, drilling and staging of equipment comes together. Many times I have shown up on an incident to find that the preplanning is going to lead to a seamless transition in operations and that everything that could be done is being done. Other times I arrive on scene and am surprised an incident did not happen earlier with the chaos around.

Many mariners have the mindset that help is a phone call away and I hear “This vessel is not mine ...I'll let it burn.” Then what? Where do you go when you are 300 miles off shore? Life rafts are great but are an absolute last resort. Professional mariners on the other hand know they do not have the advantage of a 911 call to solve their problems. While 911 is a tool dockside most times mariners will have to rely on each other onboard to react to an injury, fire in the galley, mechanical failure or other emergency.

Mariners participate in an oil spill response drill.



When is the last time you took out the backboard and strapped a crewman to it and extricated them from a compartment? You will quickly find out how difficult a task it can be on a tight quartered boat. This very drill on a tug in Valdez, Alaska made it clear that if a person goes down in either of the mid-level state rooms a backboard or stokes litter will not make the turns out of the compartment with an individual on it.

No one had known until this drill and valuable time would have been wasted placing a patient into a litter.

Think about this as well: Are your drills done at scheduled times so everyone expects it all week and merely walks through it? When you drill, do you do it with as much realism and energy as you can? Are your crewmen sweating after a fire drill or man overboard exercise? They should be. Train like its real — that's a common saying at fire departments around the world and should be common on your vessels. Real training, the kind that is as close to the real thing without injuring personnel, is the best and most remembered when the time comes to act.

When a drill is conducted with full turnouts, with mariners on their knees pulling hose through passageways and up ladders onto the next deck — they remember that. They remember the pain in their knees, that their gloves do not allow them to work the dogs on a door or flip breakers in a panel. They remember that the hose from fire station 1 will not reach all the way into the galley, but number 3 will. These things lead to refinement that will matter when it counts. Also use training companies that add as much realism as they can to their drills, like Fremont Maritime in Seattle. Take a fire fighting class there and you will lose weight.

When is the last time you took out the backboard and strapped a crewman to it and extricated them from a compartment? You will quickly find out how difficult a task it

TRAINING

can be on a tight quartered boat. This very drill on a tug in Valdez, Alaska made it clear that if a person goes down in either of the mid-level state rooms a backboard or stokes litter will not make the turns out of the compartment with an individual on it. No one had known until this drill and valuable time would have been wasted placing a patient into a litter. Are all of your medical supplies up to date? Does everyone know how to use them effectively?

Incident Command Structure or ICS is also critical in initial response. When your vessel is enlisted to aid a distress call do you know what to do and whom to report too? Taking the ICS 100 course will give you a foundation to start if you don't. ICS 100 lays down a common language for responders to any incident and forms a command structure that can be expanded or retracted with great ease, allowing responders to interact efficiently and safely. ICS was created when it became apparent neighboring fire departments had their own way of doing things with different terms for the same task. This created confusion and a lack of control that cost lives on large incidents. ICS 100 is also available for free online through the Federal Emergency Management Agency (FEMA). This class allows your crews to print off a certificate of completion for free as well. (You can find it at: <http://emilms.fema.gov/IS100A/index.htm>) The Independent Study Website also has dozens of other courses your crew may wish to take. You are almost as likely to respond in coastal waters to someone else's emergency as your own so drilling this scenario is also a good idea.

All mariners have to train, it's the

law. Why not take this requirement by the horns and train like you mean it? Document your training and even take video of it so you can review with the crew later and develop more efficient ways to react. Time your drills to see if you're making progress and

where the bottlenecks are. Encourage your crews to learn ICS and reaffirm their training with constructive criticism. The time to train and experiment with tactics is before they are needed and not during an emergency.

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U.S. Navy Awards Kvichak Contract for More Utility Boats



Photo courtesy Kvichak Marine

Kvichak Marine Industries, Inc., of Seattle, Wash., was recently awarded a contract by the U.S. Navy for the construction of five MPF utility boats following the successful delivery of 26 vessels since February 2006. The 40-ft high-speed landing craft are replacing the Navy's existing LCM-8 craft as part of the Improved Navy Lighterage System in support of pre-positioned Marine Amphibious assault missions. The 40-ft by 14-ft landing craft have a loaded flank speed of about 38 knots and a lightened flank speed of about 42 knots. The propulsion package includes: twin Cummins QSM11 engines rated for 660 hp at 2,300 rpm, ZF 325 marine gears and Hamilton 364 water jets. To ensure the safety and efficiency of transporting 30 troops, their gear and / or general cargo the craft utilizes a house aft configuration and features a power bow door and high-level engine suction for beach deployment. Delivery of the next five all-aluminum crafts to active and reserve commands in multiple U.S. locations is scheduled for completion by spring 2011.

Additional specifications:

- 6kW Northern Lights gen-set with shore power
- Integrated Furuno Navnet electronics package
- Ship board stowage cradle
- Three weapon mounts for M2 / MK19 and M60E3 weapons

EnviroMax Deepwater OSV



Image courtesy Technology Associates, Inc.

Technology Associates, Inc. (TAI) a New Orleans based naval architecture firm has unveiled its Technology EnviroMax 300 Offshore Supply Vessel. Utilizing a unique designer/builder relationship, this design was developed in conjunction with Thoma-Sea Shipyards. The design already has up to six vessels under construction at Thoma-Sea Shipyards' facilities in Lockport, La. Thoma-Sea Shipyards acquired this facility from Halter Marine in 2002 and has been using it to build OSVs up to 270 ft. Thoma-Sea also intends to build more vessels from the Technology EnviroMax 300 OSV design at their new shipyard in Houma, La. The first set of vessels being built is a part of a new build program for Gulf Offshore Logistics (GOL).

The design of the 295-ft by 62-ft by 23-ft hull was developed to maximize dead weight and cargo carrying capability in the hull envelope, while maintaining hull size parameters within American Bureau of Shipping. It is also meant to maximize vessel speed and the sea state in which the vessel can operate and maintain station on DP mode. The design is intended to minimize installed propulsion bhp in order to minimize the annual fuel consumption and environmental impact by making the design conform to ABS Green Passport, IMO, MARPOL and SOLAS requirements, and to minimize vessel construction costs. Finally, the design is geared to maximize flexibility, recognizing emerging legislation due to the 2010 Macondo oil spill.

Admiral Thad Allen Joins RAND as Senior Fellow

Adm. Thad W. Allen (USCG, Ret.) announced that after completing his service as National Incident Commander of the BP oil spill in the Gulf of Mexico, he joined the RAND Corporation as a senior fellow. Allen was scheduled to join RAND in May 2010, shortly after he retired as commandant of the U.S. Coast Guard. His transition was delayed when he was asked by President Obama to manage the oil spill emergency response and clean-up. Allen will be based in the RAND office in Arlington, Va., and will focus his work on homeland security, ocean policy and defense policy issues. His work at RAND initially will be concentrated in the RAND Homeland Security and Defense Center, a joint center of the RAND National Security Research Division and RAND Infrastructure, Safety and Environment.

NEWS

Groundbreaking, Start of Marine Highway Project

The Obama Administration's continuing commitment to a more efficient and "green" U.S. transportation system moved forward as Maritime Administrator David T. Matsuda

joined other federal, state and local officials at the Port of Stockton to officially break ground on California's new Green Trade Corridor on Oct. 26. The \$30m Transportation Investment Generating Economic Recovery (TIGER) grant will help

develop a waterborne shipping route between Oakland, Stockton and West Sacramento, which immediately creates a new transportation alternative to conventional freight and cargo movement in Northern California. Federal grants will be used to purchase or upgrade port facilities and the equipment needed to make the marine highway system a reality, including:

- the construction of a staging area at the Port of Stockton for cargoes dedicated to the new marine highway and the purchase of two cranes and a barge to support the service
- the construction of a distribution center and the purchase of a crane in West Sacramento where freight, mostly agricultural products from California's Central Valley, will be re-packed, into larger containers for transport on water
- the installation of electrical supply at ship berths in the Port of Oakland, which will allow operators to shut down an ocean-going vessel's diesel engines while in port, further reducing the air emissions in this "green trade corridor"

Conrad Delivers Ferry



Conrad Industries delivered an aluminum passenger vessel for Puerto Rico Maritime Transportation Authority (PRMTA). The Cayo Blanco can carry 600 passengers on two decks and measures 160 x 32 x 13 ft and is powered by four MTU 12V-4000 M60 main engines with MGX 6848 Twin Disc gears. The generators are John Deere and there is a 200 hp tunnel bow thruster.



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NEWS

Federal Grants Awarded for Ferry Vessels and Facilities

On October 13, the most recent recipients of awards from the federal government's Federal Ferry Boat Discretionary Grant Program were released. Over \$60m was obligated for capital projects involving ferry vessels, docks and facilities in 20 states. Administered by the Federal Highway Administration, the Ferry Boat Discretionary Grant Program provides competitive capital grants to public entities and public-private partnerships. The list of grants and recipients is available online (www.fhwa.dot.gov/discretionary/fbawrd10.cfm)

FY 2010 Ferry Boat Discretionary (FBD) Awards (as of October 13, 2010)				
STATE	PROJECT	Award Amount	FUNDS ALLOCATED TO STATE	FUNDS YET TO BE ALLOCATED TO STATE
Alabama	Mobile Bay Ferry Dock Rehabilitation, Mobile County	\$405,000		\$405,000
Alaska	Pelican Ferry Terminal Renovation	\$2,560,000		\$2,560,000
Arizona	Lake Havasu Ferry Terminal Facility Construction, Mohave County	\$2,600,000		\$2,600,000
Arkansas	Peel Ferry Replacement Barge, Marion County	\$256,000		\$256,000
California	McCann Ferry Improvement, Humboldt County	\$120,000		\$120,000
California	Marine Vessel (M/V) Mendocino Refurbishment, Larkspur Ferry Service, San Francisco and Marin Counties	\$2,000,000		\$2,000,000
California	Berkeley/Albany to San Francisco Ferry Service (1)	\$1,000,000		\$1,000,000
Florida	Drayton Island Terminals Improvement, Putnam County	\$768,000		\$768,000
Florida	Fort Gates Ferry Terminal Improvement, Putnam County	\$816,000		\$816,000
Florida	Drayton Island Barge and Push Boat Rehabilitation, Putnam County	\$80,000		\$80,000
Florida	Mayport Ferry Rehabilitation, Jacksonville(1)	\$500,000	\$500,000.00	\$0
Kentucky	Valley View Ferry Towboat Replacement, Jessamine, Madison and Fayette Counties	\$600,000		\$600,000
Louisiana	M/V Thomas Jefferson – Upgrade Main Engines and Generators, Orleans Parish	\$1,034,000		\$1,034,000
Louisiana	Replace Marine Radar for 6 Ferry Vessels in New Orleans , Jefferson, Orleans and Bernard Parishes	\$196,180		\$196,180
Maine	North Haven and Vinalhaven Fender Systems Rehabilitation, Waldo County	\$360,000		\$360,000
Maine	Little and Great Diamond Islands Refurbishment of Docking Facilities , Cumberland County	\$400,000		\$400,000

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Gladding-Hearn Pilot/Rescue Boat for Bermuda



Type	Pilot/Rescue Boat
Builder	Gladding-Hearn
Owner/Operator	Bermuda Department of Marine and Ports Services

Gladding-Hearn Shipbuilding, Duclos Corporation, has taken a new boat order from the Bermuda Department of Marine and Ports Services to replace the pilot/rescue boat, Saint David, built by the shipyard in 1986. Delivery is scheduled for 2011. Designed by C. Raymond Hunt Associates and classed to Lloyds Register, the high-speed, all-aluminum pilot/rescue boat measures 61 ft overall, with an 18-ft beam and a six-ft draft. Designed and built to serve as a pilot boat, the vessel will be equipped for off-shore search and rescue missions as well, with a rescue well recessed into the transom, a tow bit and 12-ft inflatable tender and accommodations for a stokes litter basket stretcher.

The boat's main propulsion comes from twin 12 cylinder MTU-12V2000M70 diesel engines, each producing 1,055 bhp at 2,100 rpm, giving it a top speed of 30 knots. The engines connect to NiBrAl propellers through ZF2050A gear boxes. A pair of Northern Lights 20 kW gensets will provide service power.

The boat features wide side decks, inverted front windows and large boarding areas on the main deck.

The wheelhouse, mounted aft of amidships on a flush deck, provides the pilots with additional comfort and safety at high speeds offshore and increased visibility of the boarding areas. At the shear will be a heavy-duty 10-inch D rubber fender, in addition to five rubber side strakes at the boarding areas. Interior accommodations will feature HVAC, six Liebroc recliners, cushioned settee, suitable in size to accommodate an injured person, dinette and enclosed head. Sound level in the wheelhouse is expected to be about 70 decibels at 25 knots.

Crowley to Operate Eco-Friendly Barges in Alaska



Photo courtesy Crowley Corporation

Crowley announced its plans to construct two double-hulled, combination deck cargo and tank barges for service in Western Alaska. The vessels, named DBL 165-1 and DBL 165-2, are scheduled to be delivered in April and May of 2011, and will be home ported in Nome, Alaska. The double-hull barges will be used for shallow draft operations and beach landings for the delivery of fuel and cargo to the remote communities of Western Alaska.

The hull was designed for use in Western Alaska, with priority given for the safety of the personnel and the environment. Adding to the double-hull feature, the barges will be fit with Tier II pumps and generators, electric winches and deck machinery to lessen the potential of hydraulic

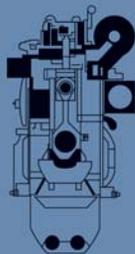
oil spills. The vessels are classed by the American Bureau of Shipping and certified by the U.S. Coast Guard for the carriage of Grade A petroleum products.

The completed sister barges will have a length of 165 ft and a breadth of 52 ft. Total tank capacity is 272,270 gallons at 95%, with the ability to achieve a draft of less than four feet while carrying approximately 90,000 gallons of product. The barge is designed to allow loading by a portable bow ramp and fixed crane and can accommodate deck loading of 3,000 lbs per square feet.

Crowley plans to retire some older fuel and freight vessels in Crowley's Alaska transportation line with the delivery of the DBL 165-1 and DBL 165-2.

AWO Hails New Deadlines for Towing Vessel Inspection Regs

The American Waterways Operators (AWO) hailed the enactment of provisions in the Coast Guard Authorization Act of 2010 (P.L. 111-281) that bring the industry one step closer to a historic towing vessel inspection regulation to improve safety. Section 701 of the Act requires the U.S. Department of Homeland Security (DHS) "to issue a notice of proposed rulemaking regarding inspection requirements for towing vessels" no more than 90 days from the date of enactment, a provision strongly advocated by AWO. The law requires that a final rule be issued no more than one year after the enactment date. A draft notice of proposed rulemaking (NPRM) has been stalled in the Administration clearance process at DHS since February 2009, even though its publication has been urgently requested by the industry and Congress. Both U.S. House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN) and Coast Guard and Maritime Transportation Subcommittee Chairman Elijah Cummings (D-MD) have sent letters to DHS Secretary Janet Napolitano urging prompt publication of the NPRM. AWO has requested immediate publication of the proposed rule in meetings with DHS and the Coast Guard, in testimony before the House Coast Guard and Maritime Transportation Subcommittee. Among other things, the proposed rule is expected to require all towing companies to implement a safety management system (SMS), one of the National Transportation Safety Board's top ten most wanted transportation safety improvements.



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NEWS

Initial Soo Replacement Lock Contracts Complete

The U.S. Army Corps of Engineers announced the completion of two contracts that initiated construction of the proposed new Poe-sized lock at the Soo Locks, located on the St. Marys River in Sault Ste. Marie, Mich. TAB Construction Company of Canton, Ohio, completed the installation of two coffer dam cells at the Soo Locks as the first step in creating a replacement lock. The contractor used the \$3,184,534 contract to complete construction of a coffer dam at each end of the Sabin Lock to allow for dewatering as the U.S. Army Corps of Engineers prepares for future construction. The coffer dams were constructed by driving steel sheet piling, in a circular pattern, into bedrock, then filling the cells with stone material. In addition, Kokosing Construction Co., a small business from Fredricktown, Ohio, deepened the downstream approach channel for the proposed new lock with a \$7,068,525 contract. The work was completed by Kokosing's Durocher Marine Division of Cheboygan, Mich. During the excavation process of the downstream approach a combination of about 71,000 cubic yards of bedrock and overburden material was



(Photo courtesy USAACE)

An aerial view of the International Bridge and Soo Locks at Sault Ste. Marie, Mich.

removed. Blasting was necessary to remove the bedrock material. The excavated material was placed in designated areas on the northwest pier, just past the International Bridge on Soo Locks property. Key sectors of the U.S. economy depend on Great Lakes shipping with many commodities flowing through the locks. In 2008, 8,461 vessels passed through the Soo Locks, carrying 80.6 million tons of cargo, mainly iron ore, coal, stone and other bulk products. The Soo Locks are situated on the St. Marys River at Sault Ste. Marie, Mich. and consist of four locks, of

which only two are operational, allowing vessels to transit the 21-ft elevation change at the St. Marys Falls. The two operating locks are the MacArthur and Poe, which were placed into operation in 1943 and 1968, respectively.

The Davis and Sabin Locks were built during the World War I era and have exceeded their design life, and due to extensive wear and deterioration, are out of service.

The Poe Lock is the only lock at Sault Ste. Marie capable of handling the Great Lakes system's largest vessels.



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At the Crossroads of Water, Air, Road & Rail Hubs, Steelways offers

Location, Location, Location

By Greg Trauthwein

The story of Newburgh, NY-based Steelways is not unlike that of the myriad of vessel construction and repair businesses dotting the U.S. coastal landscape: a business which has diversified to keep its bottom-line shipshape over the years. The Steelways story becomes unique when you peel back the cover to discover the breadth and depth of offerings from the company – both in and outside of the marine industry – and examine the long list of strategic advantages offered, starting with its location.

Steelways was started in 1960 in Westchester County, NY, and it was founded – and today is still owned and run by – David Plotkin. Focused on power plant projects for nearly its first decade in business, the company switched market direction, and physical location in 1969, a strategic move which led the company to the waterfront of

Newburgh, NY, a location in close proximity to West Point.

“I credit out company’s success and longevity primarily to diversification,” said Plotkin. This diversification is self-evident, as the company has a traditional stronghold in the supply of steel rooftop swimming pools for hotels and high-rise buildings, delivering more than 600 in New York City alone, according to Plotkin. Overall, Plotkin classifies Steelway’s expertise into three broad categories: Pools, Tanks and Marine Construction, but a five minute conversation with the owner clearly illustrates there are many more roots.

“We have manufactured huge LNG storage tanks for Staten Island; Caisson Gates for U.S. Navy drydocks as far away as Pearl Harbor, barges, bridge decks and even a

Set on the scenic Hudson River in Newburgh, NY, Steelways positions itself as **the gateway to New England.**



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Pontoon Launcher for the USN Trident Submarine Launch facility,” said Plotkin.

In the mid-1980s, a project to help re-deck the 12 miles of approaches to the Throgs Neck Bridge was awarded to Steelways, and the company produced and delivered – more than 60 miles to the south on the Hudson River via barge – a series of asphalt-covered one-inch thick steel plates,

plates measuring 42 ft. x 40 ft.

It is this project, and in fact most of the company’s large scale projects, that highlight what Plotkin and CFO Steven Laker believe to be the company’s primary benefit: location, location, location.

“Where we are located is virtually the crossroads of New England and the Northeast U.S.,” said Laker, “as we are located minutes from several

major interstates, Stewart International Airport, three rail spurs, and of course the waterway.”

In addition to its central location to every major mode of transport, Plotkin notes that the company offers a massive concrete launchway, capable of launching structures up to 300 x 125 ft. “When it comes down to it, a key to our success is our location, as delivery cost in many of these projects is a determining factor, and we have many advantages (in regards to transport).”

Third, but certainly not least, the shipyard is able to draw from a deep and capable labor pool. “We are in a labor surplus area,” Laker said. “We’re a union shop, and we have about 35 to 40 employees at a given time (and



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Steelways in Brief

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Facilities:

- 54,800 sq. ft. fabrication shop
- Three 10-ton overhead cranes
- Concrete launchway (capable of 300 x 125 ft.)
- Marine railway able to haul 500 ton vessel (140 x 65 ft.)

Tank Construction:

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can ramp up to 200 if needed). If we need more, it's just a phone call."

Laker noted that the company is focused more today on garnering traditional marine work, and the company recently saw that strategy come to fruition when it was awarded an \$8.9m contract to build a 200 x 50 ft. crane barge for the U.S. Army Corps of Engineers, Memphis area, a contract the company worked hard to secure. "We priced this one very carefully," Plotkin said. This contract is currently in the final design phase, and once it begins construction, will be delivered within 365 days.

"We're currently bidding on a number of interesting marine projects, the details of which I can't share with you

at this time," Plotkin said.

Steelways, like many other similarly sized marine construction firms, faces its fair share of challenges in running an efficient, profitable operation. Laker, however, contends that the biggest challenge is simply getting the 'Steelways' name out and recognized

in the marine market. "We are a highly skilled, 40 plus year old company and sometime I find the biggest challenge is simply letting people know that we are here. Once they see our history and logistical advantages of our location, though, they are usually hooked," said Laker. **MN**



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Offshore Market Update

Waiting on Feds to Issue Permits

By Susan Buchanan

Marine companies along the Gulf of Mexico have seen little new business since the offshore drilling moratorium was lifted in early October as oil producers apply for permits and decide how to navigate costly safety regulations.

At Bollinger Shipyards, Inc., one of the top U.S. boat builders, Chief Executive Officer Boysie Bollinger, said “we’re waiting for BOEM to start issuing offshore drilling permits, and no one has any idea when that will be.” He wonders if the government knows when more permits will be released. BOEM, or Bureau of Ocean Energy, Management, Regulation and Enforcement, is part of the U.S. Dept. of Interior and oversees offshore drilling.

At the company’s Lockport, La. headquarters, Bollinger said “this year is almost finished and I’m nervous about the first quarter of 2011. We’ve had some reductions in force and loss of work at our company since the morato-

rium was imposed.” With twelve shipyards in South Louisiana and Texas, Bollinger builds offshore-oil support vessels, lift boats, barges, drilling rigs, oil skimmers and military patrol boats.

For now, much of the Gulf’s drilling remains on pause. In Morgan City, La., David Barousse, business development director at Fleet Operators, Inc., said “nothing has changed for us since the moratorium was lifted. We have boats standing by, waiting for drilling operations to resume.” One of the firm’s vessels is providing emergency services for workers on a rig that is not drilling now. Fleet Operators owns and charters supply vessels for the offshore oil and gas industry.

“Our customers are saying that it’s been difficult to get permits from the BOEM to do pretty much anything offshore,” Barousse said. Moreover, a de facto moratorium

Aerial image of Bollinger’s new-construction yard in Lockport, La.



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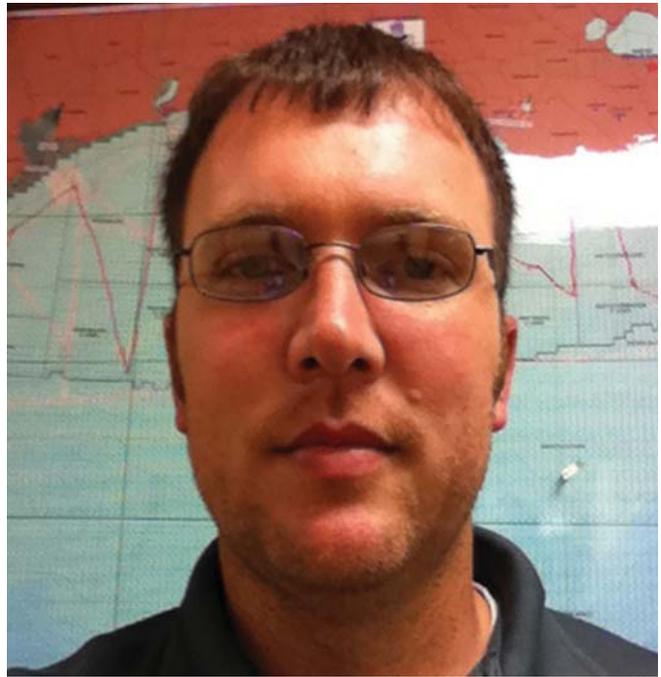
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(Photo courtesy Bollinger Shipyards)

Boysie Bollinger, president and CEO of Bollinger Shipyards, Inc.



(Photo courtesy Fleet Operators)

David Barousse, business development director of Morgan City, La. based Fleet Operators, Inc., which owns and charters supply vessels for the offshore oil and gas industry.

on shallow water drilling has hurt both the oil and marine industries, he noted. All of Fleet Operators' vessels are currently working, however, mainly on construction and production jobs.

The offshore drilling ban shut down 33 rigs from May into October, and few permits were issued for shallow water drilling over that period. By late September, BOEM had issued only six permits for new shallow water wells in the five months since BP's April 20 rig explosion, according to a recent report by Bernard Weinstein at Southern Methodist University's Maguire Energy Institute. In comparison, an average 10 to 15 permits were issued monthly for new, shallow water wells before the spill, he said.

Under the new regime, more than 30 offshore rigs in the Gulf must apply for new drilling permits and undergo inspections before getting the federal go-ahead to operate. At least some permits will be approved by year end, according to BOEM director Michael Bromwich.

Moratorium, New Regs Disrupt Business Plans

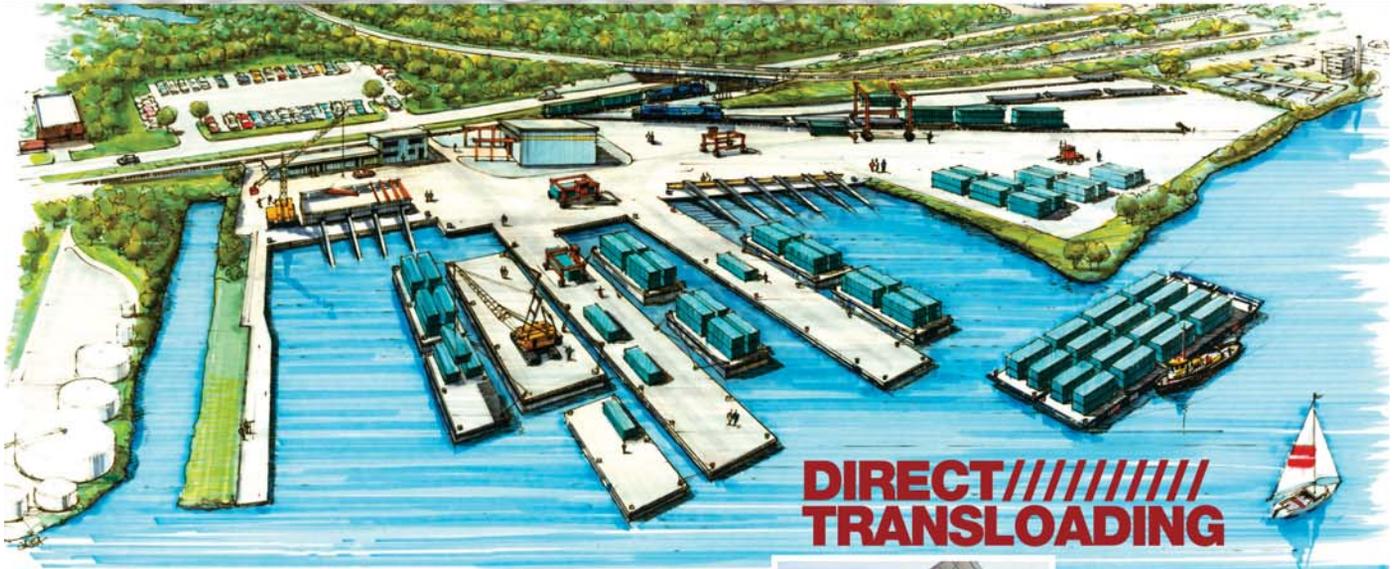
At Gulf Craft, LLC, Chief Financial Officer Scotty Tibbs said the offshore moratorium interrupted business activities and dashed planning efforts at companies along the Gulf. Business won't start to recover until next year at the earliest, he predicted. His firm builds aluminum crew and supply vessels in Patterson, La.

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“Congress and the Administration can issue edicts and don't have to make plans,” Tibbs said. “In boat building, as in the oil and gas industry, we have to plan, design, engineer and construct projects many months and years ahead.” Federal regulations can change at any time, without regard to the realities of the industries involved, he said. Tibbs continued, saying “the moratorium has ended, but the oil and gas industry has been sent a set of new regulations that are very confusing and very costly. Washington is regulating this country out of business and making us become more and more dependent on foreign sources.” He added “this is bad policy!”

After the moratorium jolted companies along the Gulf in May, the Interior Dept. rocked the boat again by issuing new rig and drilling safety regulations in late September, industry members said. New standards were set for well design, cementing, blowout preventers and responding to spills. By the agency's own estimates, the latest rules will increase deep water well-drilling costs by anywhere from \$170,000 to \$1.4 million per well, and will raise shallow water drilling costs an average \$90,000 per well. New, higher costs for safety are offset by the ben-

efits of avoiding another major spill that could cost billions of dollars, according to the U.S. Dept. of the Interior.

Smaller exploration companies that don't have deep pockets will feel the sting from new regulations. Joel Broussard, president of Gulf Offshore Logistics, Inc. in Mathews, La., said “the Obama Administration has succeeded in making big oil bigger with its knee jerk reaction” of imposing the moratorium and then issuing costly rules. His company provides vessels and logistics to the oil and gas industry.

Rigs & Workers Head Overseas

The current administration's policies will make the U.S. more dependent on foreign oil and will send more jobs overseas to Brazil and Africa, Broussard said.

Some of the rigs idled by the moratorium lost nearly \$1 million a day, and couldn't afford to remain in the Gulf. Five rigs moved to Egypt, Nigeria and the Congo, and won't be back anytime soon, marine industry members predicted. Workers were laid off or transferred, and others found new jobs overseas on their own.

A Semco Built MODU (rear of barge, left side of photo) being transported to Venezuela, along with a TDI build cantilever drilling barge (on barge, right side of photo). Vessel was built for Sedco Forex (Schlumberger) and is in service in Lake Maracaibo for workover of existing wells. This was one of three identical vessels built under the contract with Sedco Forex.



(Photo courtesy Semco LLC)

An inter-agency report from the Obama Administration in late September estimated that 2,000 jobs were lost on Gulf of Mexico rigs during the drilling moratorium.

John George, co-owner of Custom Boat Manufacturing Inc. in St. Bernard, La., said “we haven't been affected by the moratorium, but we hear by word of mouth that companies and individuals along the coast have been.” Custom Boat Manufacturing builds aluminum flat boats for shallow water, and a few of them are used for oil-related activities.

“My doctor in Houma said some of his patients who were employed offshore were leaving to work overseas,” George said. A number of oil and gas companies have offices in Houma, located on Louisiana’s southeast coast. For rig workers heading abroad, wages are often higher than in the Gulf, but political and other dangers exist.

It Pays to Diversify

Allen Moore of Semco LLC in Lafitte, La. on the Intracoastal Canal, said “we didn't pick up any new business during the offshore moratorium, but we stayed busy because we also work with customers in the onshore drilling industry.” He added “of course, slow economic conditions have affected everyone.” Semco LLC is a shipyard, building vessels and equipment for the offshore oil, natural gas and renewable energy industry. The company produces lift boats and drill barges.

Tibbs at Gulf Craft said “the U.S. has become over regulated and the lawyers are in charge. Thankfully, we're building vessels that our customers can operate in international waters to offset lost business in the U.S. Gulf.” He added “it's sad to say that American companies have become dependent on other countries to support us.”

On a brighter note, Gulf Coast firms that can supply specialty equipment and vessels needed by oil companies to meet new safety rules may benefit from changes in federal regulations, industry members said. **MN**

Fleet Operators' M/V Piper, a 40-ft Mini Supply Vessel with a 75-ft by 28-ft cargo deck and 17 total bunks.



Photo courtesy Fleet Operators

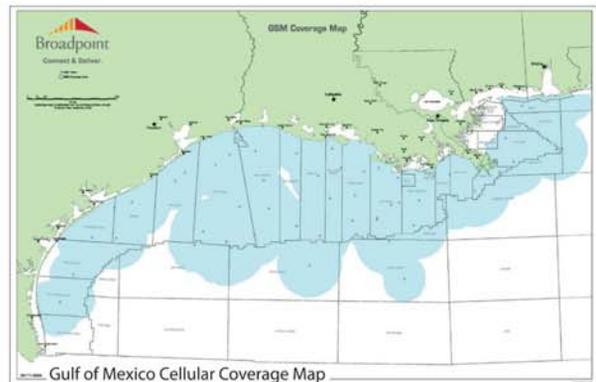
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Prudent Navigation Ahead

By Raina Clark

MarineNews spoke with Crowley Maritime Corporation executives for the company's take on current markets and the outlook for the future.

"Due to the global economic downturn, Crowley has experienced a decline in business, specifically in liner container shipping," said Tom Crowley Jr., Chairman of the board, President and Chief Executive Officer at Crowley Maritime Corporation. "The company, however, has been able to mitigate those declines by offering additional value-added services and more robust logistics and technical services solutions. Our ship management group has acquired additional business, with the company now

managing American Roll-On Roll-Off's (ARC) fleet of eight vessels in the company's U.S. East Coast/North Europe and U.S. East and Gulf Coast/Middle East trade lanes and in late 2009, the company was contracted to handle the shipyard construction management and the overall vessel management, crewing and operation of American Petroleum Tankers' five vessel fleet."

Crowley provides transportation and logistics services in domestic and international markets through six operating lines of business: Puerto Rico/Caribbean Liner Services, Latin America Liner Services, Logistics Services, Petroleum Services, Marine Services and Technical



The Marty J, loaded with energy production modules for ENI U.S. Operating Co., Inc., arrived at Alaska's North Slope in the summer of 2010. The Crowley barge departed with the tug Commander along with the tug Warrior towing the Barge 455 3 carrying a second module from Louisiana in May for the 50-day journey through the Panama Canal to Prudhoe Bay.

Photos courtesy Crowley Maritime Corporation

Services. Crowley has a fleet of more than 210 vessels, consisting of RO/RO (roll on roll off) vessels, LO/LO (lift on lift off) vessels, tankers, tugs and barges. The company's land-based facilities and equipment include terminals, warehouses, tank farms, office buildings, trucks, trailers, containers, chassis, cranes and other specialized vehicles.

"One emerging market we have targeted is the energy sector, where there is a trend to move resources offshore or to remote parts of the world. Crowley has expertise in this area and is focusing on providing customers with solutions that will safely get the job done. The other area we are focusing on is providing solutions that will improve the efficiency of our customers' supply chains. This includes regions where we provide asset based solutions and globally where we are able to leverage our expertise."

In regards to the offshore markets Crowley serves, John Ara, Vice President of Contract Services at Crowley, said, "Strategically we've been seeing the second half of 2010 and all of 2011 as being slow in the Gulf of Mexico. What we're doing is focusing on shallow water work in Mexico, itself. We have three barges working the balance of this year and the first quarter of next."

Ara said Crowley has an advantage because the company also owns tugs and can mobilize its barges and equipment worldwide to wherever the demand exists. "We're looking globally during the slow time in the Gulf of Mexico. For an incremental cost we can mobilize our equipment around the world. A year and a half ago we saw that the Gulf of Mexico was going to slow down."

There is some domestic activity, Ara said, but it is "more spot work" right

now. Besides what offshore supply work Crowley has going on in the Gulf of Mexico, the company is positioning equipment in Australia and Russia, West Africa, Mexico and also looking at some work in Alaska for 2011 and 2012. Ara said there is huge growth potential in the Gulf of

Mexico in 2013 through 2014 with major deepwater projects awaiting sanctioning. "Our whole fleet of new-build barges will be working the gulf in those years," he said.

"We have a positive outlook for 2011," Tom Crowley said. "The company will continue to be focused in



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The Julie B, formerly barge 455-2 was widened from 105 ft to 130 ft to better serve energy companies with projects in the Gulf of Mexico. Crowley's larger barge can accommodate oversized production modules such as the Chevron Tahiti project production module, which weighed more than 8,900 tons. To widen the barge, 16 sponsons, some up to 12.5 ft wide by 57.8 ft long, were added to each side of the barge at Alabama Shipyard.



Photos courtesy Crowley Maritime Corporation

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M/V Whale Shark for Hercules Middle East

Hercules Middle East has a new member of the fleet, the vessel, Whale Shark, a 260-ft leg liftboat, designed by A. K. Suda, Inc. of Metairie, La. A. K. Suda based the vessel on its model SUDA 260-L3. It can carry 900 LTons of variable load, including a maximum of 355 tonnes of freshwater, and 102 tonnes of fuel — all this on a hull of 11 ft in depth. The vessel



is full SOLAS compliant and has fixed accommodations for 38 persons. It can accommodate a much higher complement with temporary housing. Currently it is on location with a total housing for 120 men. Hercules' management discovered this vessel as a U.S. Coast Guard approved, small footprint large liftboat, then named LB Joshua. The vessel was brought to the Middle East in 2008 after a brief operating stint in the Gulf of Mexico, and renamed Whale Shark. It was converted to SOLAS and the flag and class were changed to Panama and Lloyd's Register of Shipping, respectively. This allowed the designer to utilize some of the built-in capacity to

increase the maximum allowable variable load. One of the most notable challenges was converting the aluminum deckhouse to meet SOLAS, economically. Hercules hired A. K. Suda, Inc. the original designers to oversee the local design firms in the

Middle East to develop the conversion drawings. Engineering to increase the variable load capacity turned out to be more complex than originally anticipated. Suda decided to handle that aspect in its head engineering office in the U.S.

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The USCG identification card issued to Sadie O. Horton, Don Horton's mother, in 1942. Although the Coast Guard allowed her to work aboard a merchant marine vessel, they denied her mariner credentials because she was a woman.

*Story by Raina Clark
Images courtesy Don Horton*

Don Horton of North Carolina started his career on barges during World War II at the age of 10. His father, mother, sister and brothers all worked on U.S. merchant marine coastwise tugs and barges during the war. In 1942 his eldest brother, William Lee Horton, Jr., was killed when a German U-boat attacked his tug, nine miles of the coast of Virginia.

The Merchant Mariners Act of 1988 granted veterans status to merchant mariners who served during WWII. However, the small group of merchant mariners who served on tugs and barges, like the Horton family, moving bulk materials for the war effort up and down the U.S. coast, have largely been prevented from being recognized as veterans. Records for coastwise mariners in many cases were either not issued or destroyed. Today, Don Horton is 78 years old and heading up an effort to get some 10,000 coastwise merchant seaman of WWII recognized for their service.

Horton's story shows that coastal and inland mariners have been unsung heroes as far back as the last world war. "Those seamen who worked on coastwise barges were a small, dedicated and mostly unknown group who served in the U.S. Merchant Marine. They made little news but played a very important role during WWII. ... History has passed them by and carried their records along with it."

"In 1988 I was thinking about my brother just before the anniversary of his death," Horton said. "I wanted a picture of his tugboat, so I started scouring the web. That's where I found out that I could apply for veterans' status

for my family for our services during WWII. I sent in five applications: one for my mother, one for my father, one each for my two brothers and myself. (I didn't, at that time, send in one for my sister, which I regretted later. I didn't think that she'd served enough time to be eligible.) In any case, all applications came back indicating no records were available to show we had any service. I knew that had to be wrong. My father served from 1939 to about 1953. At the time I applied, they didn't even consider my brother, who was killed by a German sub, to be a veteran."

After more research, Horton provided the Coast Guard with casualty reports for his deceased brother. "They accepted that," he said, "but they wouldn't accept the other members of my family. That's when I decided to start doing some grass-roots efforts to get a bill forwarded to Congress to recognize these seamen who served on these tugs and barges."

The Horton Family Tradition

"Collectively our family had about 153 months in the war zone [the waters off the East Coast of the U.S. during WWII]," Horton said. "I have firsthand knowledge of this because I was there. I'm 78 years old. I went on those barges at 10 years old. I was on the payroll at 12 and social security was taken out of my pay, as it was out of my mother's and brother's. This was the case with all the other families we knew on the barges at the time." While waiting for their barge to be loaded or unloaded, Horton said, "sometimes we would tie upside along another barge and have some quality time visiting with other families. That's when we recognized that there were quite a few families in

LEFT: Mother and barge cook, Sadie O. Horton, holding a baby from the barge tied alongside. This type of opportunity for fellowship between barging families was rare.



Left: Jack (Don) Horton of Barge Cohasset in 1942 at age 10.

the summer that served on these barges.”

“In my case there were six of us. My father was the Captain, my mother was the cook, my sister was assistant cook, and my brother and myself were deckhands. We started this right at the summer of 1942, just after we had lost one brother, the oldest, William Lee Horton, Jr. We called him Billy.”

Billy’s tug, the Menomonee, was shelled and sunk by a German submarine, U-boat #754, about nine miles off the Coast of Virginia, 50 miles north of Norfolk.

“That’s when my father decided to start taking us on the boats with him during the summer. We did this each and every summer as we went along. My sister only served one three-month trip, then she married her school sweetheart who immediately went into the Navy and off to war. She stayed home and looked after us during the school year while my mother went out with my father during several winter trips. After that, it was just my brother, me, my father and my mother during the summer. This continued on through every summer during the war.”

“The conditions were extremely primitive. There was no electricity aboard the barges. No toilet facilities as you know them. No running water. Illumination was by kerosene lamps only. Most seamen shied away from these vessels to go aboard the heavier sea-going vessels that had much more modern conveniences, much better pay and food.”

“Usually the older men were on there. I’ve seen them with one arm, one leg and one eye. I remember one man who used to stick a knife in his leg and try to mess with us kids. He was actually sticking it in his cork leg. But we thought he was just tough. That’s the type of crew you had on there.”

“In 1947 my other brother became the Captain of a barge, the Charles J. Hooker. That left me, my father and my mother on our barge. That continued on until 1950 when I graduated from High School, at which time I went full-time in service with my father and mother. But in December of 1950 I decided I wanted to join the Coast Guard. My mother stayed home from then on. My daddy continued on the barge until 1953.”

Horton stayed in the Coast Guard until 1953. He came home for a couple years, then went back to the Merchant Marine on tugs going up and down the coast. In 1959 he took a job with the federal govern-

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ment and finally retired in 1987.

The Missing Documents

The law grants veteran status to U.S. Merchant Marine Seamen of WWII, providing they can produce certain documents to prove eligibility. These documents are: Certificates of Discharge (Forms 718A), continuous discharge books (ship's deck and engine logbooks) and company letters showing vessel names and dates of voyages. Horton believes that some 10,000 coastwise seagoing tug and barge merchant seamen have been or will be denied recognition upon application because government agencies have made it impossible for many to attain these documents.

First of all, Certificates of Discharge were given in accordance with the Merchant Marine Act of 1936, Horton said, which required the masters of vessels to give seaman a discharge document after each trip. "It's much different from what the military does," said Horton. "[Military sailors] only received a discharge after a complete tour of duty. But the merchant seaman received a shipping discharge document after each trip." However, these discharge documents are largely unattainable for many coastwise merchant mariners of WWII because the Commandant USCG Order of 20 March, 1944 relieved masters of tugs, towboats and seagoing barges of the responsibility of submitting reports of seamen shipped or discharged on forms 718A.

"Shipping and discharge documents can mount up to hundreds for an individual who served over a period of time," Horton said. "My family may have had more than 800 of these documents that should have been in their files. But none of them were there," because, as of March 20, 1944, those documents were no longer issued for coastwise merchant seaman.

Continuous discharge books are also unattainable, Horton said, because after WWII the deck and engine logbooks of vessels operated by the War Shipping Administration were turned over to that agency by the ship owners and destroyed during the 1970s. While he searched for his family's documents, Horton said he discovered that the government "destroyed the log books because they were too costly to maintain and burdensome to keep."

"Part of my battle," said Horton, "is trying to get support from the Coast Guard and having them own up that they did destroy these documents and something else needs to be used to replace them."

Third, Horton said company letters showing vessel

names and dates of voyages are unlikely to have ever existed due to the strict orders prohibiting even the discussion of ship movement during WWII. "I don't believe they ever had those documents which showed that a ship moved from port A to port B," he said. "You remember the old saying, 'loose lips sink ships.' I think it's accepted now that probably those documents didn't exist."

Invisible Women Mariners of WWII

Women serving aboard merchant marine vessels during the war have even less of a chance of being recognized as veterans, Horton pointed out. The U.S. Government did not issue mariner credentials to females during WWII. No action has ever been taken to correct this and recognize those women who served without papers, Horton said.

"They had many documents on me and my two brothers," showing that the Horton boys were out there working during WWII, even if they weren't the documents the Coast Guard designates as official proof of service. However, Horton said, "there was no file whatsoever on my mother, even though she was given a Coast Guard ID card, in my presence, in 1942. The Captain of the port told her 'we cannot give you your documents because we're not allowed to.'"

"She went on anyhow." Horton said his mother, Sadie Owey Horton, worked aboard their barge for a total of 36 months, making 90 round trips. "[The Coast Guard] told my sister that she didn't need an ID card because she was under 16 and she and I could travel freely through the security gates as long as we were accompanied by a parent."

"At the start of the war, women tried repeatedly to join the U.S. Merchant Marine," Horton said. But the War Shipping Administrator (WSA), Adm. Emory S. Land, declared that there was no place in the Merchant Marine for women. By this order from the WSA, the U.S. Coast Guard refused to document women who served. "They served anyway and did what was asked of them and without any recognition for their work. They served on these barges as well as other merchant marine vessels, mostly as cooks and messmen and were paid salaries and had Social Security taxes withheld from their wages."

The War Effort

In a document which Horton prepared to garner support for his effort to recognize coastwise merchant mariners from WWII he wrote: "The loss of shipping along our coastline during the first part of the war was so great that our own government had to step in and instruct public news outlets not to give out the number of ships

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The Tug Menomonee & William Lee Horton, Jr.

William Lee Horton, Jr., or Billy, as his family called him, had just turned 17 and was working on the tug Menomonee.

“He’d been on there three days,” his brother, Don Horton said. “The tug was shelled and sunk by German Submarine, U-boat #754, about nine miles off the Coast of Virginia, 50 miles north of Norfolk. Only three people survived that sinking: the Captain, the Chief Engineer and my brother.”

After the three were rescued by the USS Northern Sun, a tanker from the Sun Oil Company, Horton’s brother died aboard the rescue ship. The autopsy report that Don Horton managed to get declassified showed that his brother died of a broken neck. Although the coast-wise tugs on the East Coast during WWII were not usually run by entire families, like the barges they pulled sometimes were, it was still a family affair. When Don Horton himself went from working the barges to working on the tugs, he said, “now and then I remember my Captain on a couple of them carry-

ing his wife. On the particular tug where my brother was killed, the Captain’s son was aboard and I believe the Chief Engineer’s son was also aboard.” Ultimately, only the Captain and Chief Engineer survived the attack, but they had both lost their sons. Horton worked to get more documentation of the sinking of his brother’s tug declassified. “I’ve talked with the individual who broke my brother’s fingers loose from around the crate that he was hanging onto,” Horton said. “I also talked to the individual who helped wrap him aboard the rescue ship.” All the men on the three manned barges that were being towed by the Menomonee (the Allegheny, the Barnegat and the Ontario) survived the attack. Horton said the reports showed the Menomonee decided to “cut and run” when it came under attack. “[The Captain] cut away from the tow and took off. The submarine circled the barges about two or three more times, continually shelling them.” “The irony of this was, one of the barges was loaded with bulk

railroad ties called dunnage. This was used to shore up big pieces of machinery in large ocean-going ships to keep them from moving while in rough seas. That particular barge stayed afloat because of the lumber [while the other two barges in the tow sank]. The crew on that barge was three guys and a dog. The dog jumped overboard. The three guys got in a lifeboat and started rowing ashore. Meanwhile, the guys on the two sinking barges got in their lifeboats and rowed toward the barge that was loaded with lumber.”

“The next day, a Coast Guard cutter rounded up the crew. First, it picked up the crew that was still rowing for shore. Then the cutter went back to the barge that was still afloat and picked up the others.” One of the crewmen who had taken a lifeboat from his sinking barge to the still floating barge had rescued the dog as it was floating in the water, barking.

“[The dog] was reunited with his owner when they all got back together in Norfolk, where the Coast Guard took the crew.”

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lost for fear of having our seamen refrain from shipping out; thereby creating critical manpower shortages causing shipping delays and quite possibly placing our chances of winning that war in jeopardy. We were losing ships daily.”

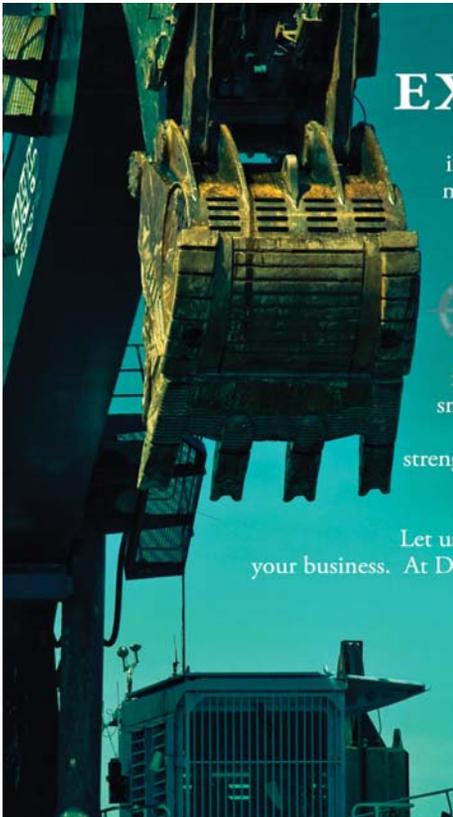
“It was not uncommon to see twenty or thirty tugs and their barges moving cargo up and down the coast on any given day. As demand for commerce grew the barges began playing a larger role in the defense of our country. After all, no other mode of transportation could offer the benefits at lesser costs. They were by far the most economical means to move product around the country.”

“The German U-boats sank our ships faster than we could build them. Larger and faster ships were needed to keep our shipping lanes open and to keep our troops overseas supplied with badly needed materials and keep our shores free from the enemy. Every available means of moving war materials to our defense plants became a necessity, regardless of the risk.”

The Work & Working Conditions

The tugs and barges Horton describes from WWII were different animals than the coastal and inland vessels we know today. “In the beginning, if you go back around the turn of the 20th century, the barges had sails. The idea was that this would help propel the barges along with being towed. This was when there were maybe five or six or seven hundred barges out there. But soon the masts and sails were removed and the hulls were opened up for more cargo.”

These were wooden barges and already way past their prime when they were pressed back into service for the war effort. Horton said, when he was a boy, “Most of the barges



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were towed behind, either in brackets or in singular. In my case they were singular. They were strung out maybe 400 to 600 feet apart. A tug would tow maybe three or four barges behind.”

“This push stuff started in the Mississippi River, I believe, in the 50s or 60s. We just started to see push boats at the very end of my career.” Back in WWII, Horton said, “if you can imagine the tugs being about 165 feet long, then a 600-foot rope behind to the first barge, which was about 300-foot long, then another 600-foot rope, then another barge ... When you stretch that out you’ve got over a half-a-mile long tow, moving between two to four miles an hour when they’re loaded, sitting out there in a war area where all those U-boats were up and down the East Coast. No protection. No way to run, to get away from them if they attacked, except for a lifeboat. You were just at the mercy of them 24/7. You had no control of where you were going when you were on the barges. You had to follow the tug.”

These barges had to be steered while they were being towed and required a great deal of maintenance and manual operation, necessitating their own Captain and crew. “There was continuous work on the barges. The crew usu-

ally ran from four to five people: the Captain, someone in the boiler room, a couple deckhands and usually a cook.”

“A great deal of the barges had steam aboard to use the winches. That entailed keeping a boiler going all the time to keep the pressure up.” The crew had to keep the barges pumped out and also help load and unload cargo. According to Horton, the average adult seaman on these barges was in his or her 40s or late 30s. “Most of them were already past the age of draft.”

“The materials that these barges carried out there was mostly bulk war materials. It could be anything from sugar, salt, metals to coal. Coal was our major haul. If we hauled something other than coal it was a holiday to us. If you can imagine sitting down on a barge, and these large railroad cars full of coal being picked upside down and dumped in a large chute, and the coal rolling down into the barge — nothing but a solid dust cloud came up out of there, black soot coal. It went into every crevice and crack on the barge. You never got that off. After we left the docks we would first shovel as much of the coal back into the hull as we could. Then we would brush it down with a broom. Then we would cover these five or six hatches up, which would take a day or day and a half. First you



Don Horton’s mother, Sadie O. Horton, and father, Capt William L. Horton, sitting on the stern of a barge around 1942.



Jack (Don) Horton painting a barge in 1945 at age 13.



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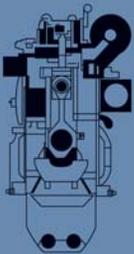
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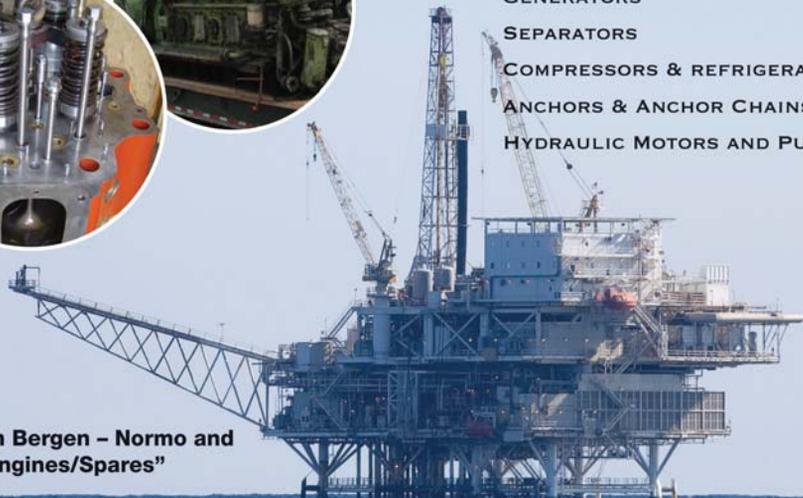
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put strongbacks on ... then the whole thing would be covered over with a heavy-duty canvas. Then on top of the canvas you had to buckle down with another set of battens and you anchored them to the deck. Then all around the four sides of the hatch was another batten that was screwed down tight with a wrench. Then after that was done you would take a hose and wash the barge down from bow to stern and top to bottom. Once you'd removed all the soot and dust you could, then you covered the whole barge with salt after it dried. That was your living conditions."

"The coal was used to fuel our defense plants. The bulk materials, iron and steel, was used for melting down and building armament and machinery." These bulk materials were turned into the finished goods that were sent overseas by the larger sea-going merchant marine vessels. "Ninety-nine percent of the materials used in warfare in our three fronts overseas was carried by the Merchant Marine. They also carried our troops. Sixteen million of our trips went overseas by our merchant marine ships."

"War in itself is three parts," said Horton. "First would

be the war efforts overseas, our troops fighting; the second effort would be our production people in the states building the equipment; and the third is our Merchant Marine which carried the result of that production to the troops overseas. Many have said that the war would never have been won had it not been for our Merchant Marine. We delivered the goods, so to speak."

The Bill

All this, Horton said, "is what prompted me to start working in North Carolina to get enough movement here to get a bill into Congress to provide alternative documents that will allow these people to be recognized. In terms of the women who served, they have never had an opportunity to be recognized. This issue has never been addressed. They served and they should be recognized."

Horton started by inviting "each of our county commissioners, our political chair person for the county, the district chair person and even the state chair persons of the various political parties to send in resolutions or letters of support to our various congressional elements in



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Washington.”

“As of now I’ve been able to gain support from all of the 13 House Representatives from North Carolina. Congressman G.K. Butterfield has developed a bill, HR5829, short title ‘WWII Merchant Mariners Service Act,’ that would allow additional records to be used to replace those records that have been lost, destroyed or denied by the federal government.”

The WWII Merchant Mariners Service Act would allow the following alternative documentation to be used: casualty information; pay vouchers or stubs; Social Security Administration records; USCG identification cards; personal certified statements of individuals or next of kin attesting to service; personal letters revealing service, locations of service or vessels; reports of lost or found seaman’s documents.

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“Keep in mind these coastwise mariners were in their 30s, 40s and 50s during WWII,” Horton said. “They’re gone now. What’s left are mostly the children who served on the barges, like me and my brother. We got our seaman’s papers when we were old enough to get them. But we served long before that. There’s very little information out there, but I’m still digging. And I’m asking people to tell me their stories every chance I get.”

“These people should be allowed to be recognized even after their death, if their service can be proved.”

MN

Contact Don Horton:

<http://usmmv.blogspot.com/>

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What's in Store @

Workboat 2010

The International Workboat Show is scheduled to take place December 1-3, 2010, in New Orleans, La. Here's a preview of what awaits you in Louisiana.

Miller's XMT WCC System Booth 375

Miller Electric Mfg. Co. introduces the XMT Weld Cable Control (WCC) System: the matching of an XMT 350 or XMT 456 multiprocess welding inverter with a voltage-sensing SuitCase X-TREME WCC wire feeder and a WCC Control.



This MIG/Flux Cored welding system allows welders in the construction and shipbuilding industries — who often work more than 100 ft away from the welding power source — to adjust voltage settings at the point of use.

This improves productivity and safety while eliminating expensive control cables that are prone to damage in an industrial setting.

www.millerwelds.com

Dometic Marine's In-Duct Breathe Easy Air Purifier Booth 1537 & 2635

Dometic Marine, supplier of marine HVAC systems, will present its new In-Duct Breathe Easy Air Purifier (patent-pending). The In-Duct Breathe Easy Air Purifier is specifically designed



to work within the ducting of a vessel's air conditioning system. Operating silently, it purifies and cleanses air using Photocatalytic Nano-Mesh Technology with UV light. Each time the air circulates it is further purified. The unit takes up little space and if retrofitted will require no alterations to the vessel's existing air conditioning unit.

www.dometic.com

Advanced Logistics' SPV3-SAMMPreventer Version 3.0 Booth 3213

Advanced Logistics is presenting the latest version of SPV3-SAMMPreventer, which came out late last year. SAMM is a web-enabled and interactive electronic vessel management system optimized for the



offshore oil and gas workboat industry. Preventer is an add-on module to SAMM that provides automated, company-specific preventive maintenance procedures, safety inspections and any other maintenance or inspection routines required on a vessel. Preventer captures and schedules procedures through an intuitive, scalable and customizable application.

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Mustang Survival's New Inflatable Work Vest with HIT Booth 2856

Mustang Survival Inflatable Work Vest offers comfort in a Type V-approved Work Vest. The Inflatable Work Vest provides enhanced mobility and reduced heat stress, allowing crews and professionals to work more efficiently throughout the day. Its 35 lb buoyancy rating also means they'll have the added safety of extra flota-



tion when they need it. Made for the most severe marine environments, the Mustang Survival

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contains Hydrostatic Inflator Technology (HIT) that offers reliable inflation in a low maintenance design that will only automatically inflate when submerged in four or more inches of water, and not inadvertently due to rain, spray or humidity.

www.mustangs survival.com

Corvus Energy's Lithium-Ion Battery
Booth 157

Corvus Energy recently released an advanced lithium-ion battery technology that is able to store and distribute energy in megawatt sizes and has the capacity to output sustained power comparable to diesel engines in hybrid and full-electric vessels and vehicles. Current hybrid designs in the marine industry, being installed

with Corvus batteries, will cut CO2 emissions and fuel consumption in heavy-polluting workboats by 75%.



Corvus' proprietary lithium-ion battery packs have four times the power and energy storage of lead-acid batteries in half the volume and a quarter of the weight. Each battery pack delivers at least 22% more power and energy density than the most powerful Lithium-ion phosphate batteries used in electric vehicles and consumer products.

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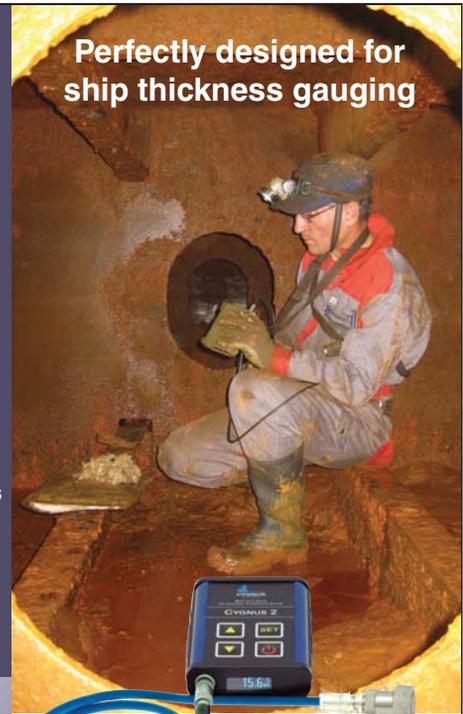
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UltraJet UJ525
Booth 865

With a maximum input power of 1100 kW the new UltraJet UJ525 is the first UltraJet model to be fully designed using Solidworks 3D capability enabling a high degree of accuracy, lower tooling costs and the ability to optimize the flow characteristics of the jet. The first UltraJet UJ525 installations were ordered for a new 59-ft catamaran project even before the jet design had been finalized, but were delivered on time to meet the customer's requirements.



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W&O's FuelProof
Booth 2149



W&O FuelProof applications provide the instrumentation, data management and integration to improve vessel operational efficiency and address environmental compliance issues. Scalable to any vessel class, FuelProof can be integrated with existing measurement and control systems or can be used as a stand-alone system to manage and control critical flows. Key applications include bunker custody transfer control, which can improve accuracy and reliability of bunkering by up to 4.5% and measurement and transfer of other valuable fluids and slurries such as drilling mud and total energy based fuel management. FuelProof provides one version of the truth for the entire corporation through vessel and shore-side interface options.

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Miracle Marine to Present Boat to “Ax-Men” Stars

Miracle Marine Inc. (M2), an all-welded aluminum boat manufacturer in Potosi, Mo., built the 28-ft fire, dive/rescue, salvage air chamber landing craft with V-8 jet power for Collins River Logging, a company featured on the History Channel’s “Ax-Men” television program. The vessel will be officially presented to Joe Collins of Collins River Logging

at the WorkBoat Show in New Orleans. It is designed to be the largest shallow water platform with a 3,000 lb. capacity and single engine jet power. The vessel features a center console hardtop with 144-inch by 84-inch self bailing deck and hydraulic front door and an optional fire system capable of 3,500+ gpm.

Curtis Dzuba of Miracle Marine

told the story of how his boat yard came to make this unique vessel: “While surfing through TV programming, we came across the History Channel’s ‘Ax-Men.’ At first we found it funny that they were using pontoon and jon boats to retrieve logs from the water. Then it seemed quite dangerous to watch the process of the axe hewn logs being pulled out with old



Photos courtesy Miracle Marine Inc.

unreliable platforms. They needed one of our boats. Each episode we watched brought us closer to our decision to contact the loggers and suggest a Miracle Marine Custom work boat.”

Miracle Marine looked up Joe Collin of Collins River Logging, who had been featured on the program. “It was late June when we chose to contact Joe and his crew about developing a custom logging boat for his application. Joe was really excited about seeing our jet driven hull we had available for demos. Most of our boats are powered by inboard engines and jet pumps. This gives the operator the advantage of shallow water applications as well as enough power to get the job done. The jet driven, heavy duty aluminum boats have been very popular on the West Coast for years — unfortunately the East Coast hasn’t had much exposure or experience with these products.”

“The Collins River Loggers were on the Suwanee River in North Florida and were finishing filming Ax-Men, season four, when Joe Collins called Miracle Marine and asked if we could get a demo boat there in three days. There had been a delay in production filming and we had the opportunity to show the crew what our boats were capable of.”

Joe Collins River Loggers were impressed with power and performance of the boat, the television production crew loved the action shots and Miracle Marine got the go ahead to custom build a boat.

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Total Workboat Market Content!

January Ad Closing : December 17

Feature: Vessel Construction & Repair

Market: Passenger Vessel Market

Technical: Marine Salvage & Recovery

Product: Fire & Safety Products

BONUS DISTRIBUTION: Maritrends - Feb. 5-8
ASNE Day Feb. 10-11

February Ad Closing : January 21

Feature: Inland Waterways

Market: Software Solutions

Product: The Wheelhouse: Marine Electronics Buyer's Guide

BONUS DISTRIBUTION:
Mississippi Valley Trade & Transport Conference March 2-4

March Ad Closing : February 18

Feature: Marine Training & Education Edition

Market: U.S. Navy & Government Boats

Technical: Clean Water Technology/Wastewater Treatment

Product: Coatings & Corrosion Control

BONUS DISTRIBUTION:
CMA Shipping 2011 - March 21-23

April Ad Closing : March 18

Feature: Offshore Energy Edition

Market: Oil Spill Response & Recovery

Product: Marine Propulsion Buyer's Guide

BONUS DISTRIBUTION:
Offshore Technology Conference - May 2-5

May Ad Closing : April 22

Feature: Combat Craft Annual

Market: U.S. Coast Guard Report

Technical: Pumps, Pipes & Valves

Product: Outboard engines & Waterjets

BONUS DISTRIBUTION: MACC - June 14-16
Seawork - June 15-17

June Ad Closing : May 20

Feature: CEO Six-Pack: The Leadership Edition

Market: Maritime Communications

Product: Shipyards: Boatbuilding & Repair

July Ad Closing : June 17

Feature: Workboat Power

Market: Training & Education

Technical: Vessel & Fleet Management Tools

Product: Winches & Ropes

August Ad Closing : July 22

Feature: Marine Salvage & Recovery Edition

Market: Offshore Service Vessel Report

Product: Marine Fuels, Lubricants & Additives

September Ad Closing : August 19

Feature: The Environmental Edition

Market: MaritimeJobs Employment Guide

Technical: Towboats & Pushboats

Product: Maritime Tools: Welding, Cutting & Machine Tools

BONUS DISTRIBUTION: Clean Pacific Sept. 27-29
Middle East Workboat Oct. 3-5 / OTC Brazil Oct 4-6

October Ad Closing : September 16

Feature: The Yearbook

Market: Workboat Designers

Technical: Deck Machinery & Cargo Handling Equipment

Product: Naval Architects

BONUS DISTRIBUTION:
SNAME - Nov. 16-18

November Ad Closing : October 21

Feature: Workboat Annual

Technical: Offshore Service Vessel (OSV) Technology

Product: Diesel Engine Technical Guide

BONUS DISTRIBUTION:
International Workboat Show - Nov. 30-Dec. 2

December Ad Closing : November 18

Feature: Great Boats of 2011

Technical: Marine Coatings

Product: Training & Education Facilities

Galveston Pilot Boat Honors Fallen Colleague

The Galveston has a top speed of 29 knots and the ability to stop within two boat lengths when operating at full speed and make a 360 degree turn while stationary. She measures a full 70 ft long and more than 20 ft wide and was built by Gladding-Hearn Shipbuilding. The Galveston is a sister-ship to the Galveston-Texas City pilot boat Texas and was commissioned to replace the Gal-Tex. The Texas, also built by Gladding-Hearn has been serving the Galveston-Texas City Pilots for the past five years. Both the Galveston and the Texas were designed to handle the unique swells and chop of the waters the Galveston-Texas City Pilots service on a daily basis. The Galveston-Texas City Pilots dedicated the Galveston's christening ceremony to Capt. George "Robert" Frazier. On January 20, 2007, the Galveston-Texas City Pilot boat Gal-Tex capsized resulting



Photo courtesy Gladding-Hearn Shipbuilding

in the loss of Capt. Frazier. Frazier was a Galveston native and was a pilot boat operator for the Pilots for 17 years.



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VESSELS

U.S. Barge Delivers Double-Hull Barge

U.S. Barge recently delivered another petroleum barge to Harley Marine Services. The Barge Anne Elizabeth, designed by Elliott Bay Design Group, was christened on October 4, 2010 by her namesake, Anne Elizabeth Hall. The double-hulled barge is OPA 90-compliant, with vapor collection piping and has two isolated cargo systems. The main cargo is intended to be fuel oil and the auxiliary system will handle marine gas oil (MGO). All outfitting was completed in-house by U.S. Barge. Barge Anne Elizabeth is outfitted with a 65-ft, fixed boom and an 11 ton hydraulic crane with main and auxiliary winches. Hydraulic power is provided by twin pressure-compensated pumps with electronic clutches. The barge contains a monitoring sys-



Image courtesy Harley Marine Services

tem with tank sensors and alarms and a vapor control system. This new addition to Harley Marine Services' fleet carries on their longstanding tradition of naming barges for heroes in the fight against cystic fibrosis. Anne Elizabeth Hall was born in 1997 and, shortly thereafter, was diagnosed with cystic fibrosis. She is currently a visible leader in the fight to raise awareness and develop new treatments for the disease.

Specifications:

Length241 ft
 Beam64.5 ft
 Depth23.5 ft
 BCM126 ft

Capacities:

IFO28,000 bbls at 95%
 MGO3,500 bbls at 95%

Machinery:

Pumps, IFO .2x Byron Jackson Model 11LS
 Pumps, MGO 1x Byron Jackson Model 10LS
 Prime movers2x DET 60, Tier III
 Auxiliaries 1x Northern Lights, 30 kW, Tier III

Metal Trades U.S. Navy Contract for DH Barges

Metal Trades, Inc. was contracted by Maybank Industries LLC to build two new types of double hull barges for the U.S. Navy. Three YON fuel barges and one Ship Waste Offloading Barge (SWOB) will be built, each type with identical 6,900 barrel capacity cargo and double hull configurations. The ABS classed barges are being designed by Bristol Harbor Group of Bristol, R.I. Production engineering services are being performed by Bluewater Designs, Inc. of Delray Beach, Fla. This is the second time that Metal Trades, Maybank Industries and Bristol Harbor have teamed up to design and build a new type of double hull barge for the U.S. Navy meeting the latest operational requirements with full compliance with the Oil Pollution Act of 1990. Compared to the previous contract that built two 14,000 barrel fuel barges for the U.S. Navy, this contract addresses two new requirements — a more compact fuel barge design for space-constrained facilities and also a new type of double hull barge to offload and dispose of waste oil from naval vessels.



Image courtesy Metal Trades, Inc.

Specifications:

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 Beam44 ft
 Depth12 ft
 Cargo6,900 barrels at 95%
 Class.....ABS

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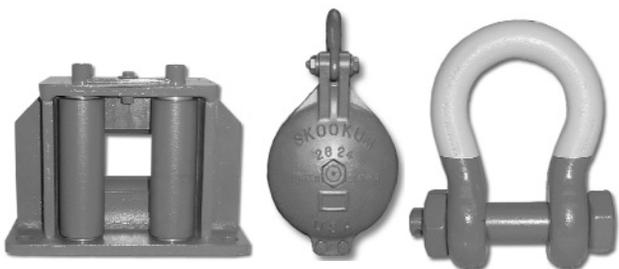
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VESSELS

Washburn & Doughty Delivers Mary Ann Moran

Washburn & Doughty Associates, Inc. delivered the Mary Ann Moran, a 121-ft by 36-ft by 18-ft Intercon Tug, to Moran Towing Corporation. Designed by Ocean Tug & Barge Engineering Corp., Mary Ann Moran is the fourth vessel built by Washburn & Doughty to this design and delivered to Moran Towing. The vessel features an Intercon C series coupler outfitted with 34-inch diameter rams, hydraulic tensioning, port and starboard hydraulic power units, motor control center, logic/control panel and two touch screen station remote controls. The vessel is powered by two EMD 12-710G7C-T2 main engines each rated at 2,550 hp at 800 rpm and outfitted with Lufkin model RHS2500HG reverse reduction gears. Nominal gear ratio is 4:1. The engines are EMD's new electronic engines that meet Tier II emissions standards. Mary Ann Moran has ABS grade two, 10-inch steel shafts and Rolls Royce New Generation Workwheel, five-blade, 115-inch diameter, stainless steel propellers. EMI supplied the electro-hydraulic steering system, which interfaces with the vessel's gyrocompass and autopilot. The electrical system is a 480 VAC, three-phase, four-wire system, designed for non-paralleling opera-



Photo courtesy Washburn & Doughty Associates, Inc.

tion. The two ship service generators are John Deere Tier II emissions certified 1,800 rpm marine engines with Marathon generators, each providing 125 kW, 480VAC, three-phase power. The main switchboard, manufactured by Industrial Power Systems, is located in the engine room and fitted with a 480V, three-phase distribution section. It is non-paralleling with a split bus. In accordance with SOLAS requirements, an emergency generator is installed above the main deck. The emergency generator is a keel cooled John Deere Tier II emis-

sions certified 1,800 rpm diesel engine with a Marathon generator providing 65 kW. It is arranged to start automatically (electric start) upon loss of the ship service generators. The emergency switchboard, also manufactured by Industrial Power Systems, will sense a loss of power from the main switchboard and automatically start the emergency generator and transfer energy loads. Markey capstans are located on the fore and aft decks. Accommodations for 12 crew members are provided.

Pedestal Crane Barge for New York Power Authority

Great Lakes Shipyard of Cleveland, Ohio and the New York Power Authority (NYPA) cooperatively commissioned and built a pedestal crane barge for the Lake Erie-Niagara River ice boom operations in Buffalo, N.Y., to help reduce potential damage to hydroelectric power plants caused by Lake Erie's inevitable ice. The NYPA asked Great Lakes Shipyard, a member of The Great Lakes Group in Cleveland, to fabricate and deliver a new 80-ft by 34-ft pedestal crane barge for the ice boom operation. The shipyard purchased a Terex HP80 80-ton capacity pedestal-mounted crane from ALL Erection & Crane Rental Corp. ALL trucked the crane and pedestal from Terex in North Carolina to the Great Lakes Shipyard's fabrication shop on the Cuyahoga River where the barge was built. There, the 60,000 lb crane body was lifted by a 250-ton assist crane, placed and mounted to the barge and fully assembled by ALL's technicians on a specially built pedestal that was custom fabricated by Terex.



Photo courtesy The Great Lakes Group

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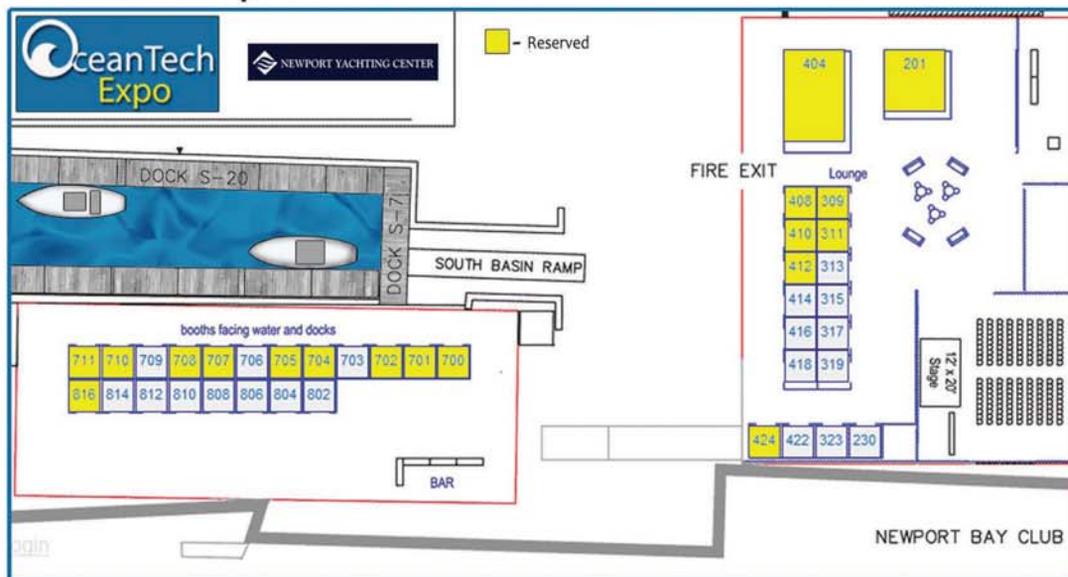
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In response to the demand for more room for cutting edge ocean technology demos, OTE is expanding the booth space in our Demo Tent!

We would also like to welcome our media partner, **Hydro INTERNATIONAL**; they will be chairing the hydrographic panel at next year's event. We look forward to working with them on another successful OTE.

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2011 Floor plan



Supporting organizations:



May 17-19, 2011

Contact Rob Howard to be a part OTE 2011 - (561)732-4368 or howard@marinelink.com

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New HandySize Tug for the Caribbean



Photo courtesy The Great Lakes Towing Company

The HandySize Class tugs fill the market niche in the 2,000 to 4,000 hp tug market for harbor work, fireboats and construction operations.

Tugz International LLC, an affiliate of The Great Lakes Group, entered into a purchase agreement for a new HandySize 2,800 hp tug with Red Cape Marine Corporation, a Puerto Rico based company. The tug is a new class of tugboats being constructed in The Great Lakes Towing Company's new Great Lakes Shipyard facility in Cleveland, Ohio. The tug departed the yard on October 23, 2010 bound for St. Croix, U.S. Virgin Islands. It will be used in the Caribbean in the intra-island movement of a 30,000 bbl oil barge. A new more powerful HandySize 3,200 hp tug is now under construction at the Great Lakes Shipyard facility, Cleveland, Ohio for delivery in April, 2011. The HandySize Class tugs fill the market niche in the 2,000 to 4,000 hp tug market for harbor work, fireboats and construction operations as well as for coastal towing operations.

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Beyond the Cell Phone

Distracted Marine Operations

The U.S. Coast Guard's recent Safety Advisory is well worth reading. In a nutshell, the Coast Guard says that, across all transportation modes, safety initiatives are being established to address issues related to Distracted Operations. Recognizing the importance of this issue and understanding the potential consequences caused by increased operational risk in marine operations, our DHS department is supportive of the goals and objectives of the U.S. Department of Transportation and other distracted driving safety initiatives. Fair enough. From my perspective, however, mobile telephones are only the tip of the iceberg — especially when it comes to the technology overload facing today's commercial mariners.



(Photo U.S. Coast Guard)

Misplaced Priorities

Not too long ago, a friend (who also happens to be a state-licensed U.S. harbor pilot) told me of a situation which occurred during the inbound leg on a U.S.-flag tanker. The routine three-hour movement was well underway in a routine fashion when, about 30 minutes before arriving at the berth, the Third Mate's cellular phone began chirping. On the bridge at the time were four mariners; the Master, our Pilot, the Third Mate and the helmsman. Beyond the irritating ring tone selected by the young and "hip" deck officer, the fact that he actually answered the call and began a conversation with whomever was on the other end was particularly disconcerting to the marine pilot. Nevertheless, he decided not to usurp the Master's authority on the bridge and intervene.

What happened next was even more disturbing. The pilot told me later, "While I honestly couldn't believe that he had answered the call, what really set me off was the fact that the Captain — a mere twenty feet away — said and did nothing to end the situation." Eventually, and fully five minutes later, the mate ended the call, tucked his latest generation mobile device into his front pocket and resumed his disinterested pose, leaning against the control

console. "Initially, I was mostly curious to see what the old man would do. In the end, I suppose I should've been happy that the mate didn't begin texting to his girlfriend or perhaps check his portfolio while recording bells," the Pilot added for emphasis. The practice is probably more widespread than one might think.

Technology: No Panacea for Incompetence

The Coast Guard Safety Advisory primarily addresses texting and inappropriately timed telephone calls from and to marine professionals while engaged in critical shipboard operations. What it doesn't talk about is the dangers of overreliance on the seemingly endless cornucopia of automated navigation and cargo gadgets. The latter situation requires a closer look. It wasn't too long ago when (also on the seemingly endless march to STCW compliance) I took the STCW-mandated Automatic RADAR Plotting Aids (ARPA) course down at MEBA's CMES School in Easton, Md. As possibly the last mariner on the planet who had never been inside a bridge simulator and having last signed onto a merchant vessel in the mid-1980s, my immediate concern was the plethora of computerized equipment that I would be asked to operate. Nevertheless, they patiently led me through the procedures and by the end of the course, I felt reasonably at home in today's wheelhouse and frankly, much less intimidated by the prospect of having to competently stand a bridge watch, fully 25 years after last having done so. What I did not come away with — much to the credit of those running the course — was the impression that technology was the be-all, end-all answer to every navigational problem. I wonder if today's freshly minted Third Mates, with all that high-tech prowess, can say the same thing.

*Excerpt from blog posted on MaritimeProfessional.com
by Joseph Keefe*

Surprise!

Two Surprise Recipients of Tiger Grant Money

To be woken up and told to be at work to receive a check for \$13.5 million must be one of the more pleasant surprises in anyone's career. That is what seems to have happened to Jeffrey Bishop, CEO of Coos Bay port in Oregon. Surprise it certainly was. The area congressman called it "amazing" and a port official said they were told only when they got to work. The Tiger II grant money will help pay for repairing the 133 miles of rail serving the area, three years after the link was closed because of an unsafe tunnel. This federal largesse shows that ports have no way of divining how Washington works. Coos Bay had begun to think that its cause was dead in the water and was pondering how to come up with the money.

Another unexpected recipient is Vancouver port in Washington, which gets \$10 million, also for a railroad project. They are two out of seven ports getting almost a quarter of the \$557 million infrastructure money under the new Tiger. Top of the list were Miami and Los Angeles. Both are heavily bulk and breakbulk dependant. Coos Bay handles three million tons a year, mostly lumber and wood pellets, and gets 240 vessel calls a year. Vancouver gets 400 vessel calls, while grain accounts for

70 percent of exports and the overall volume split is 80/20 in favor of exports. (Curiously, the port promotes itself as being the only one in the U.S. with two 140-metric ton Liebherr mobile cranes. Is this because they are mobile or because of some other distinction?).

Together, the two make up a strange target for the diminishing amount of Tiger money. A random poll among port execs would probably not have put them in the top 10 of likely winners in the lottery. Obviously, basic politics comes in. There is probably a tie-up with the November elections and a quid pro quo. (Some Washington DC lobbyist or lawyer gushed in a "doh!" moment about the feds paying attention to freight in the Tiger allocations.)

Aside from this, both deal mostly in exports — one of President Obama's goals is to double exports — and both are bulk orientated. Those would seem to be the clinchers in both cases. They are also a pointer to the way the U.S. economy has changed. Now, it's all about primary and raw material exports, unthinkable 20 years ago when finished goods ruled the roost.

Posted on MaritimeProfessional.com by Martin Rushmere

Back from the (almost) dead **100% container scanning was at death's door, until . . .**

The requirement for scanning of 100% of maritime shipping containers in overseas ports prior to loading on a ship bound for the United States was enacted into federal law (with various caveats) by the Implementing Recommendations of the 9/11 Commission Act of 2007. This was done even though the 9/11 Commission (officially, the National Commission on Terrorist Attacks upon the United States) never made such a recommendation. The requirement is due to come into effect on July 1, 2012, although the Secretary of Homeland Security is provided with a certain amount of discretion to extend the effective date in enumerated circumstances. Contrary to what the statute implies, the 9/11 Commission stated (on page 391 of its official report): Hard choices must be made in allocating limited resources. The U.S. government should identify and evaluate the transportation assets that need to be protected, set risk-based priorities for defending them, select the most practical and cost-effective ways of doing so, and then develop a plan, budget, and funding to implement the effort. Exercising infinite wisdom, Congress elected to leap right to the solution (100% scanning), skipping over any threat assessment, diplomatic considerations, engineering evaluation, or cost analysis. When it turned out that foreign governments strongly opposed the requirement, the equipment selected for scanning would not work, and the budget side of Congress would not appropriate the billions of dollars required, the authorization side of Congress roundly criticized the Department of Homeland Security for dragging its feet. In any event, it appeared that the 100% scanning requirement would be allowed to die a quiet (and well-deserved) death — until the discovery just prior to Halloween of terrorist bombs in printer cartridges being shipped in air parcels to the United States from Yemen. Now, legislation is about to be introduced in Congress calling for 100% scanning of material prior to loading on cargo aircraft bound for the United States. Similarly, efforts are being made to reinvigorate the requirement for scanning of 100% of maritime shipping containers. Some things never die!

Posted by Dennis Bryant

PROPULSION UPDATES

HamiltonJet HT Orders Strong

Since the first HT model waterjet was introduced two years ago HamiltonJet has sold 60 units. So far 18 HT1000s have been delivered to South Korea for Coast Guard Patrol boats, with a further 10 jets scheduled for delivery this financial year. A large patrol boat being constructed in the U.S. also utilizes twin HT1000. Seven twin shipsets of HT810s have



been ordered for patrol boat projects in Taiwan with the first of these recently exceeding expectations at sea trial.

Wärtsilä, Ecospec on Clean Power Solutions

Wärtsilä and Ecospec Global Technology, owner of the CSNOx emissions abatement technology, recently signed a Memorandum of Understanding (MOU) to work together towards the common goal of improving the environment by providing the world with clean power solutions. By combining the joint expertise of Wärtsilä and Ecospec, the carbon footprint of both marine and onshore heavy industries can be significantly reduced through the development of clean power solutions. The aim is to achieve the lowest possible



CO2 emissions, near zero SOx emissions — even when using heavy residual fuel, and to attain the capability to meet future NOx emission requirements. Under the MOU, Wärtsilä is responsible for integrating the CSNOx system into various engine applications. This includes the engineering, installation, supervision, project management and commissioning of the system for both new-buildings and retrofits. Ecospec, as the supplier of the CSNOx system, would be responsible for supplying the key components of the system.

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Imtra Introduces Side-Power SEP Thrusters

Imtra announced a new line of proportional speed control DC thrusters, the Side-Power SEP Series thrusters. SEP thrusters overcome common over and under-powering issues associated with on/off thrusters. Especially important in light weather conditions when excessive thrust can make docking particularly challenging, the new SEP thrusters offer boaters full power when they need it and light assistance when little thrust is required. The SEP Series thrusters incorporate a Power Control Unit

that adjusts the motor's power to ensure the system is delivering the amount of thrust required. It also provides protection against thruster motor overheating, direct drive direction change, low input voltage and potential short circuits.

Offering fingertip boat control and an easy-to-set "hold" function, the system's dual Proportional Control Panel features a backlit LCD display that delivers immediate feedback on any system protection issues and provides details on battery status, amount of thrust and the direction of thrust. This "hold" feature is particularly helpful for short trips to a pier to collect passengers or for yachts traveling through locks or bridges that utilize their thrusters to maintain position. The DC Speed Control System is ide-

ally suited for 35 to 70-ft boats, and is available in 12V and 24V models. The SEP Series proportional capabilities can be retrofitted to compatible Side-Power thrusters.

Honda Marine's New BF115 Outboard

Honda Marine has added the BF115 to its lineup of fuel-injected four-stroke outboard engines. Introduced in 2010, the redesigned BF115 is derived from the inline 4-cylinder 2.4 liter DOHC engine platform used in Honda's Accord automobile. This engine, coupled with other advanced technologies, is able to produce performance with fuel efficiency and reliability and features design cues similar to its recent predecessors, the BF40 and BF50, BF75

and BF90 and 105 Jet. The BF115 also incorporates the wing-form design of the cowling and a performance-oriented gear case. Holeshots and acceleration are improved via the use of Honda Marine's exclusive BLAST system, which advances ignition spark timing to within one degree of the knock limit during "hammer down" acceleration. At that point, the Engine Control Module (ECM) steps in to increase injector timing, creating a more potent air/fuel mixture. The BF115 reduces fuel consumption by 19% over the previous model.



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PEOPLE & COMPANY NEWS



Maitland



Henry (right)



Left to right: James Caponiti, Assistant Administrator, MARAD; Daniel B. Branch, Jr., Navy League National President; Crowley; and Rear Adm. Buzby.



Husick

Maitland Receives CG Public Service Award

The Coast Guard Foundation announced that board member Guy Edison Clay Maitland was the recipient of the Coast Guard's Distinguished Public Service Award. In addition to his service to the Coast Guard Foundation, Maitland is an advocate for quality shipping through his work as Founding Chairman of the North American Marine Environment Protection Association (NAMEPA) and Chairman of the Industry Advisory Council for the North American Maritime Ministry Association.

Henry Propeller Club Maritime Person of the Year

The International Propeller Club of the United States named James L. Henry the Maritime Person of the Year at its international convention in Tampa, Fla. Henry is Chairman and President of the Transportation Institute. Henry is also a founding board member of the Maritime Cabotage Task Force, the largest coalition ever to promote America's Jones Act fleet.

Crowley Receives Vincent T. Hirsch Maritime Award

Tom Crowley, Jr., Chairman, President and CEO of Crowley Maritime Corporation, was awarded the Vincent T. Hirsch Maritime

Award for outstanding leadership from the U.S. Navy League. Rear Adm. Mark H. Buzby, USN Commander, Military Sealift Command, presented the award at the Sea Services Award luncheon during the League's 2010 National Convention.

Goldberg, Otero Awarded 2009 Thomas Crowley Trophies

Captain Vic Goldberg, VP of Marine Operations for Crowley Maritime Corporation's petroleum transportation team, and Tony Otero, VP of Finance and Planning for the company's shipping and logistics operations, were awarded 2009 Thomas Crowley trophies. Goldberg joined Crowley in 2002. A retired U.S. Navy Reserve captain, Goldberg retains an Unlimited Master's License and is an ISO certified auditor. Otero started his career as a senior accountant at Crowley in 1998. He earned his Master's degree in accounting from the University of Florida and is a CPA.

Husick Receives NMEA Lifetime Achievement Award

The National Marine Electronics Association (NMEA) celebrated the life of Charles "Chuck" Husick, who died September 13 at the age of 77. Association President, David Hayden, presented NMEA's Lifetime Achievement Award posthumously to

Husick's son and grandson at the October 2 banquet capping the NMEA's 2010 International Marine Electronics Conference & Expo in Seattle, Wash.

Konzel Donjon Marine VP Ops & Engineering

Donjon Marine Co., Inc. has hired Stephen N. Konzal as VP of Operations and Engineering. Konzal was previously serving as VP and General Manager of NETSCo Naval Architecture & Marine Engineering since 2007. Prior to his work with NETSCo, he was General Manager of Cleveland Shiprepair Co.

McClagherty Joins Surf Subsea as VP Biz Development

Surf Subsea, Inc. announced Jim McClagherty has joined the team as VP of Business Development. He started his career as a commercial diver in the Gulf of Mexico. He has recently departed EPIC Diving & Marine where he served as their director of marketing.

Kulp Executive Director of Sea Tow Foundation

Sea Tow Services International has named Gail Kulp as the new Executive Director of the Sea Tow Foundation for Boating Safety and Education. The non-profit organization is committed to reducing boating-related accidents and fatalities.

PEOPLE & COMPANY NEWS



Konzel



McLaugherty



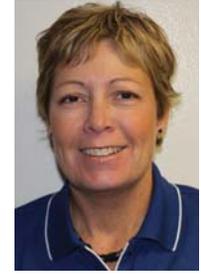
Kulp



Larkins



Haley



Gowdy

Previously Gail was the director of education and standards for the National Association of State Boating Law Administrators (NASBLA).

ShipConstructor Appoints Larkins CEO

ShipConstructor Software promoted Darren Larkins to the position of CEO. Larkins played a lead role in the U.S. National Shipbuilding Research Program (NSRP) - Second Tier Shipyard Design Enhancement Project (STSDEP) as well as in recent NSRP projects focused on Design for Production (DFP).

Haley President of OIS

Offshore Inland Marine, Industrial, Oilfield Services (OIS) announced Tom Haley has joined the company as president. Haley brings 35 years of oil and gas industry experience in management positions with Quality Oilfield Products, Stewart & Stevenson, FMC-Subsea Drilling Systems, and most recently, as General Manager of McDermott Subsea.

Gowdy Joins Global Diving & Salvage

Seattle-based Global Diving and Salvage has hired Renee Gowdy as Lead Estimator. In this position, Gowdy will be responsible for developing estimates and proposal production within Global's Marine Construction Division for federal,

state, local and civil customers as well as other key markets.

Marterella Joins Alps Wire Rope

Alps Wire Rope Corporation announced Jeff Marterella as Eastern Region Manager/Director of Crane Rope sales. Marterella joins Alps Wire Rope Corporation with 30 years experience both on the manufacturing and sales support side in the wire rope industry.

EBDG Adds Staff

Elliott Bay Design Group (EBDG) announced three additions to its team. Naval architect Nick Barczak joined EBDG's Seattle office, Naval architect David Turner joined EBDG's New Orleans office and structural designer Anthony Rhoda also joined the New Orleans office.

Bay Diesel Hires Panasky

Bay Diesel & Generator hired Neal Panasky as a diesel mechanic. Panasky is a retired Chief Engineman, with 24 years served in the U.S. Navy. He will be based out of the Chesapeake, Va. Bay Diesel & Generator office.

Johnson Joins Senesco Marine

Senesco Marine of North Kingstown, R.I., a part of the Reinauer family of marine companies, is bringing aboard Tom Johnson who will be responsible for new business development expanding the

shipbuilder's services to the commercial market. Johnson is a 1969 graduate of the Texas Maritime Academy holding a Bachelor's in Marine Engineering.

Austal Graduates 21 Apprentices

Austal USA honored the second set of graduates from its four-year apprenticeship program with a banquet in Mobile, Ala. The 21 graduates honored at this banquet received their certificates of completion and designation as Department of Labor Class A Journeymen. The program is certified by the U.S. Department of Labor, Alabama Department of Post Secondary Education and the Veteran's Administration, and governed by the Department of Labor Standards of Apprenticeship for the respective trades of pipefitter, marine electrician, fabricator and fitout.

Leader Creek Fisheries Expands Facilities

Leader Creek Fisheries has expanded their operation to include large vessel storage out of Bristol Bay in Naknek, Alaska to save time and money in the dry docking process. All vessels in this region must be placed out of the water for winter, but it can take up to 10 days to reach the best haul out location in Seattle. By developing a process to haul out locally, Leader Creek Fisheries adds up to 20

PEOPLE & COMPANY NEWS



Marterella



Barczak



Turner



Rhoda



Joe Rella (center) & Austal Apprentices



more days to the working season. Leader Creek Fisheries' new haul out system can be configured with up to 10 Holland dollies from Holland Moving & Rigging Supplies and five crossbeams or trusses. Each 40-ft steel truss consists of two dollies, two accumulators and several six by 12-inch Douglas fir timbers attached to the top to provide a less slippery interface with the vessels. The dollies are modified to be capable of being submerged in water and accumulators assist in regulating the pressure in the hydraulic system. In order to haul out the vessels, dollies are sent down a ramp into the water and the vessel is positioned over the dollies and engaged with the crossbeams. The entire system is then pulled out of the water by a large winch with the hull of the vessel resting on the timbers. On October 7, 2010, Leader Creek Fisheries started pulling out vessels with Crowley Maritime's 40-ft by 140-ft fuel barge weighing 300 ton and one of Crowley's tugboats weighing 250 ton. When pulling longer scows out of the water, raising the hydraulic cylinders on the dollies compensates for an arc in the ramp.

Miller Boat Line Recognized for Plane Rescue on Lake Erie

A Captain and three crewmen from the passenger/vehicle ferry service, Miller Boat Line, Put-in-Bay, Ohio, were honored with a Certificate of Appreciation given by the ODNR Division of Watercraft. The honor of "lifesaving efforts" was given to Captain Steve Rose and crew members Jacob Market, Bernie Wise and Greg Johnson. The four men were working aboard a Lake Erie Islands ferry, the William Market, on the morning of Friday, August 13, 2010, when a single-engine, privately-owned plane crashed into the lake near the Miller Ferry Lime Kiln Dock, Put-in-Bay, Ohio. Captain Rose responded to the accident quickly and brought the ferry alongside the four plane victims in the water. The crew threw life rings, then brought the victims aboard the ferry. The downed plane sank in less than two minutes. All four plane passengers were unhurt and taken to the Put-in-Bay Miller Ferry Dock where they were treated then released by the Put-in-Bay EMS. The plane was attempting to land at the Put-in-Bay Airport when it lost engine power.

ENPRO Renews Environmental Services Contract with USCG

ENPRO Services, Inc., a firm specializing in the management of oil and hazardous waste, announced the extension of their long-standing con-

tract to provide environmental services to the U.S. Coast Guard. The services ENPRO provides to the Coast Guard include containment, mitigation and cleanup of oil and hazardous material spills in New England waterways. ENPRO also holds certifications with the Coast Guard as a pre-qualified Oil Spill Removal Organization (OSRO) and ship-to-shore transfer contractor for the First Coast Guard District, which includes Massachusetts, Maine, New Hampshire, Rhode Island, Connecticut and Vermont.

Austal Awarded Contract for JHSV 4 & 5

Austal received word to move forward with the construction contract for the fourth and fifth vessels of the U.S. Department of Defense's next generation multi-use platform, the Joint High Speed Vessel (JHSV), as part of a program potentially worth over \$1.6b. Austal received funding previously from the Navy, valued at \$99,557,548, to acquire long lead-time material, to include diesel engines, water jets and reduction gears, for these two vessels in June 2010. The additional work is valued at approximately \$204.6m.

Waller Marine Delivers Caissons to Venezuela

Waller Marine, Inc. recently delivered two large steel caissons to clients in Venezuela to be used for closure of

PEOPLE & COMPANY NEWS



a basin that is under construction at the Tacoa floating power generation facility. The caissons, each having dimensions of 115ft in length, 16ft in width and standing 26 ft high, will be installed at the entrance of the basin that will house the two 170 MW power barges constructed by Waller, now undergoing pre-commissioning activities at the site. The caissons will protect the power barges from wave and tidal action from the sea. Waller designed and constructed the caissons under an EPC contract with Geohidra of Venezuela and constructed the units to Class by Germanischer Lloyd at the Signal International yard in Orange, Texas. Weighing some

450 metric tons each, the caissons are fitted with a ballast system that will permit their positioning and sinking in place and their future removal and replacement when the basin is extended for installation of a future steam cycle power barge that Waller is currently designing.

OIS Expands U.S. Gulf & Mexico Services

Offshore Inland Marine, Industrial, Oilfield Services (OIS) has expanded its U.S. Gulf and Mexico Services



with two new facilities. OIS has opened a new deepwater repair and fabrication facility in Pensacola, Fla., positioned as a marine, subsea and drilling support base. This facility has 2,000 ft of deepwater access, nine acres of available fabrication and project lay-down area and over 100,000 sq ft of covered warehouse.

Conrad New Shipbuilding Business

Conrad Industries, Inc. announced the signing of new contracts, bringing current backlog to approximately \$86m, compared to \$41m at June 30, 2010, \$38m at December 31, 2009 and \$56.1m at September 30, 2009. New contracts include three 150-ft by 50-ft by eight-ft heavy load capacity equipment hauling barges for the U.S. Army Corps of Engineers. In addition, the North Carolina Department of Transportation awarded a contract to Conrad for the construction of a 220-ft passenger and vehicle ferry for servicing the Pamlico

Avtron Upgrades T/S State of Michigan

Avtron upgraded the T/S State of Michigan propulsion system with an Avtron ADD-32 Electric Drive System. The T/S State of Michigan is a 224-ft ex-T-AGOS vessel currently used by the Great Lakes Maritime Academy (GLMA) as a training vessel. After serving as surveillance vessels for the U.S. military through the 80s and 90s, many T-AGOS class ships have been reassigned for research and training purposes. The existing analog drive system was obsolete and unsupported. As part of this project, the GLMA upgraded both the machinery monitoring alarm system and the electric drive propulsion system. GLMA purchased new Avtron digital controls for the port/starboard propulsion and bow thruster drives. Avtron also provided new field supplies, new PLC hardware and control logic and an Ethernet interface for remote communication and fast diagnostic capabilities.



Photo courtesy Avtron Industrial Automation, Inc., copyright L.A. Cohen

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Sound routes between Cedar Island and Ocracoke, and Ocracoke and Swan Quarter. The vessel is capable of transporting 300 passengers and 50 vehicles and is similar to the vessel currently under construction at the shipyard in Orange, Texas.

Philadelphia Belle Interior by Directions In Design



Photo courtesy Directions In Design, Inc.

Directions In Design, Inc. (DID) has completed the interior design for the renovation of Philadelphia's newest dining/entertainment venue, the Philadelphia Belle. DID provided theme development; space planning; and selections and specifications for floors, walls, lighting and furniture for all decks, including dining rooms, bars, and live entertainment area. Window treatments, accessories and signage were also part of the comprehensive design package. All interior planning and selections meet U.S. Coast Guard regulations. The renovated 292-ft Philadelphia Belle's classic riverboat lines and paddlewheel are reminiscent of the riverboats of the late 1800s. She will accommodate groups of 20 to 1,000 for events and sightseeing. Moored at Penn's Landing in downtown Philadelphia, the vessel offers three enclosed decks of dining, inspired by local chefs and local entertainment from the city's schools of performing arts.

Shearer & Assoc., Bristol Harbor Form The Shearer Group

Ed Shearer, P.E., President of Shearer & Assoc., Inc., and Greg Beers, P.E., President of Bristol Harbor Group, Inc., have announced the formation of The Shearer Group, Inc., a new corporate entity that will provide naval architecture, marine engineering, marine surveying and professional engineer services to clients in the inland and offshore marine industry.

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email: info@cranesmart.com
Descr: Cranesmart Systems Inc. is a specialty manufacturer of Cranesmart load monitors, anti-2-block systems, LMIs (load moment indicators) and boom angle indicator systems for all cranes and other winch line applications.

Cortland Puget Sound Rope

1012 2nd St.
Anacortes, WA 98221
www.pсроpe.com
Dick Kilburn
tel: 360-293-8488
fax: 360-293-8480
email: sales@psrope.com
Descr: synthetic rope manufacturer
Products: winch ropes, hawsers, mooring lines, working lines, ship assist lines

Delta Rigging and Tools

2333 Minnis Dr. Ste. A
Haltom City, TX 76117
www.deltarigging.com
tel: 817-589-6001
fax: 817-439-7218
Descr: Delta Rigging and Tools, Inc consists of several companies — Industrial Hoist Services, Delta Wire Rope, American Sling, B&H Air Tools, Port Rentals, Coastal Wire Rope, Kelly Wire Rope and D & M Wire Rope — which have united under a new banner

DMW Marine, LLC

102 Pickering Way, Suite 503
Exton, PA 19341
www.dmwmarine.com

Jake du Pont
tel: 610-363-3846
fax: 610-363-6726
email: jd@dmwmarine.com
Descr: DMW Marine has been distributing marine deck equipment for 16 years specializing in marine cranes and related equipment
Products: HS Marine cranes, knuckleboom, telescoping and fixed, MaxiLift marine cranes, Lidan Marine LARS systems and winches, Cajun Hydraulic Davits, Voith Turbo marine propulsion

EFFER / North American Lifting Equipment

307 Munroe Falls Ave.
Cuyahoga Falls, OH 44221
www.efferusa.com
Udo Beyersdorff
tel: 330-916-6461
fax: 330-916-6462
email: udo@efferusa.com
Descr: distributor of marine cranes
Products: EFFER articulating and telescopic marine cranes

Fluoron

Triumph Industrial Park
Bldg. #120, 505 Blue Ball Rd.
Elkton, MD 21921
tel: 410-392-0220
fax: 410-392-45587
www.fluoron.com

Force Control Industries

3660 Dixie Highway
Fairfield, OH 45014
www.forcecontrol.com
Stan Porter
tel: 513-868-0900
fax: 513-868-2105
email: sales@forcecontrol.com
Products: PosiTorq and MagnaShear oil shear brakes and clutch brakes for anchor winches, mooring winches, drawworks, capstans, conveyors, hoists, loaders and un-loaders

Gator Supply Co., L.L.C.

2236 Manhattan Blvd.58
Harvey, LA 70058
tel: 504-362-0781
fax: 504-367-4216

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www.maritimepropulsion.com



DIRECTORY: DECK MACHINERY

www.gatorsupply.com

Hannay Reel

553 State Route 143
Westerlo, NY 12193-0159
www.hannay.com
tel: 877-467-3357
fax: 800-733-5464

Descr: Durable metal reels of all types (hose, cable, storage) and for all industries; Hannay Reel builds over 70,000 reels per year for customers throughout the world; reel sizes vary from hand portable to over 12 ft in length

Intercon

P.O.Box 9055
Kansas City, MO 64168
www.intercon.com
Steve Rheams
tel: 985-212-9272
fax: 504-368-5264

email: srheams@intercon.com

Descr: Intercon is a designer and manufacturer of heavy duty deck machinery and coupler systems
Products: anchor windlasses, mooring winches, towing winches, capstans, coupler systems

JonRie InterTech LLC

982 Whispering Oak Cir.
Manahawkin, NJ 08050
www.marinewinch.com
Brandon Durar
tel: 609-978-3523
fax: 609-978-4959
email: bjdme@marinewinch.com

Products: escort winches, assist winches, towing winches, mooring winches

Lister Chain & Forge, Inc.

3810 Loomis Trail Rd.
Blaine, WA 98230
www.listerchain.com
M. Stobbart
tel: 360-332-4323
fax: 360-332-4247
email: inquiries@listerchain.com

Descr: Lister is a U.S. manufacturer of marine chain, anchors and fittings.
Products: stud link anchor chain, anchors, buoy mooring chain, detachable links, connecting links, chain stoppers, pelican hooks, chain swivels

Marine & Offshore Supplies, Inc.

10736 Cory Lake Dr.
Tampa, FL 33647
www.marineoffshore.net
Holger Reins
tel: 813-9868100
fax: 813-9862600
email: sales@marineoffshore.net

Descr: marine components supplier
Products: becker high lift rudder, life & rescue boats, A-fire and blast rated doors, joiner systems, interior fire doors, marine windows, vibration mounts

Markey Machinery Company

7266 8th Ave. South
Seattle, WA 98108
www.markeymachinery.com
Scott Kreis
tel: 206-622-4697 x1230
fax: 206-623-9839
email: skreis@markeymachinery.com
Descr: manufacturer of marine winch systems

Products: towing winch, escort winch, assist winch, hawser winch, capstan, anchor windlass, mooring winch, render/recover winch, oceanographic winches

Mobro Marine

606 State Rd 16 East
Green Cove Springs, FL 32043
tel: 904-284-9670
fax: 904-358-8706
www.mobromarine.com

Offshore Wind Power Systems of Texas LLC

1210 Woodmoor Court
Grapevine, TX 76051
www.offshorewindpowersystemsoftexas.com
Douglas Hines
tel: 682-367-0652
fax: 817-251-1290

email: sales@offshorewindpowersystemsoftexas.com
Descr: offshore wind turbine foundation structures and machinery
Products: foundations, jacking systems, ballast systems, anchor systems, control systems

Oil States Skagit SMATCO, LLC

1180 Mulberry Rd.
Houma, LA 70363
www.oilstates.com
Alan Corley
tel: 713-510-2200
fax: 713-510-2307
email: skagitsmatco.houston@oilstates.com
Descr: provider of offshore equipment and services for the marine and offshore industries in design, manufacture and refurbishment
Products: Skagit winches & mooring systems, Skagit hoists, fairleaders & chain stoppers, SMATCO anchor handling & towing winches, tuggers & stern rollers, Nautilus marine cranes, concrete mat

Paducah Rigging

4150 Cairo Road
Paducah, KY 42001
tel: 270-443-3863
fax: 270-443-8437
www.paducahrigging.com

Power Dynamics LLC

MSAAP Bldg 9166
Stennis Spc Ctr, MS 39529
www.powerdynamicsllc.com
Percy Freeman
tel: 228-689-8579
fax: 228-689-8555
email: pfreeman@pdi-entech.com
Descr: OEM for offshore construction industry
Products: marine winches, pipelay tensioners, marine cranes, hydraulic power units

Rapp Hydema U.S., Inc.

4433 27th Ave W.
Seattle, WA 98199
www.rappmarine.com
tel: 206-286-8162
fax: 206-286-3084
email: office@rappus.com
Descr: Rapp Hydema U.S. mainly services the fleet of vessels using hydraulic deck machinery including products fitted for the fishing industry, research vessels, tug and barge vessels and offshore

Ropers Enterprises Co Ltd

3430 N 88th St.
Milwaukee, WI 53222
www.ropers.com.tw
tel: 414-732-4790
fax: 262-523-4311
email: mike@ropers.com.tw

Samson Rope

2090 Thornton Street
Ferndale, WA USA 98248
tel: 360-384-4669
fax: 360-384-0527
www.samsonrope.com

Schoellhorn-Albrecht

1141 Reco Ave.
St. Louis, MO 63126
www.schoellhorn-albrecht.com
Brian Pavlisin
tel: 314-965-3339
fax: 314-965-3341
email: brianpav@schoellhorn-albrecht.com
Descr: manufacturer of deck machinery and mooring equipment
Products: capstans, anchor windlasses, mooring winches

SealiteUSA

29 Gifford E Dr.
Gifford, NH 03249
www.sealite.com
Mark Novo
tel: 603-520-8453
fax: 603-524-8100
email: mn@navbuoy.com
Descr: manufacturer of marine aids to navigation
Products: BargeSafe LED barge lights

Superior-Lidgerwood-Mundy Corporation

302 Grand Ave.
Superior, WI 54880
www.lidgerwood.com
Sean Tenerelli
tel: 715-394-4444
fax: 715-394-6199
email: sales@lidgerwood.com
Descr: Over 140 years experience in the design, construction and system integration of deck machinery
Products: capstans, winches, hoists and deck machinery for commercial and government markets

Wintech International LLC

5319 Shreveport-Blanchard Hwy
Shreveport, LA 711017
www.wintech-winch.com
Victoria Lites
tel: 318-489-3878
fax: 318-929-1245
email: victoria@wintech-winch.com
Descr: manufacturer
Products: marine & industrial winches, capstans & blocks also barge moving systems made in the U.S.

BY THE NUMBERS

Offshore Rig Fleet by Region

Region	%	No.
Africa - West	88.7%	(47/53)
Asia - SouthEast	79.3%	(69/87)
Europe - North Sea	84.5%	(60/71)
Mediterranean	72.7%	(16/22)
MidEast - Persian Gulf	74.5%	(73/98)
N. America - Mexico	71.9%	(23/32)
N. America - US GOM	63.8%	(51/80)
S. America - Brazil	93.4%	(57/61)

Source: Rigzone

Offshore Rig Utilization by Type

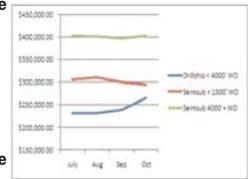
Type	%	No.
Drill Barge	80.0%	(8/10)
Drillship	81.1%	(43/53)
Jackup	74.8%	(270/361)
Semisub	87.6%	(148/169)
Submersible	0.0%	(0/1)
Tender	83.3%	(25/30)

Source: Rigzone

Offshore Rig Day Rates

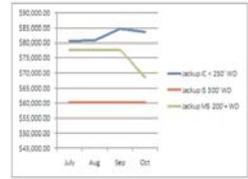
Floating Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Drillship < 4000' WD	7 rigs	8 rigs	\$265,600.00
Drillship 4000'+ WD	36 rigs	47 rigs	\$433,842.14
Semisub < 1500' WD	10 rigs	18 rigs	\$293,992.86
Semisub 1500'+ WD	64 rigs	86 rigs	\$316,795.66
Semisub 4000'+ WD	77 rigs	91 rigs	\$402,801.95



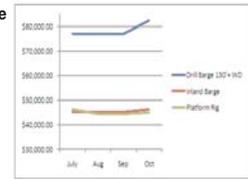
Jackup Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Jackup IC < 250' WD	32 rigs	52 rigs	\$83,750.00
Jackup IC 250' WD	39 rigs	65 rigs	\$95,834.85
Jackup IC 300' WD	85 rigs	124 rigs	\$104,023.21
Jackup IC 300'+ WD	114 rigs	144 rigs	\$139,306.78
Jackup IS < 250' WD	5 rigs	7 rigs	—
Jackup IS 250' WD	8 rigs	10 rigs	\$137,000.00
Jackup IS 300' WD	2 rigs	5 rigs	\$60,300.00
Jackup IS 300'+ WD	0 rigs	3 rigs	—
Jackup MC < 200' WD	3 rigs	16 rigs	\$27,000.00
Jackup MC 200'+ WD	6 rigs	28 rigs	\$62,500.00
Jackup MS < 200' WD	2 rigs	2 rigs	—
Jackup MS 200'+ WD	6 rigs	19 rigs	\$68,500.00



Other Offshore Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Drill Barge < 150' WD	18 rigs	39 rigs	—
Drill Barge 150'+ WD	6 rigs	9 rigs	\$82,500.00
Inland Barge	37 rigs	74 rigs	\$46,137.50
Platform Rig	144 rigs	250 rigs	\$44,996.43
Submersible	0 rigs	6 rigs	—
Tender	25 rigs	32 rigs	\$117,780.00



Source: Rigzone

Source: Charts courtesy of Waterborne Commerce Statistics Center, New Orleans, La. (<http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm>)

TSA Surcharge

West Coast

Date	\$/MT	ch/\$	ch/%
Oct 25	476.50	+10.00	+2.1
Oct 18	466.50	-8.50	-1.8
Oct 11	475.00	+6.00	+1.3
Oct 4	469.00	+20.00	+4.5
Sep 27	449.00	+20.00	+4.5
Sep 20	452.50	-1.50	-0.3
Sep 13	454.00	-2.00	-0.4
Sep 6	456.00	+12.50	+2.8
Aug 30	443.50	+1.00	+0.2
Aug 23	442.50	-3.00	-0.7
Aug 16	445.50	-24.50	-5.2
Aug 9	470.00	+4.50	+1.0

East Coast

Date	\$/MT	ch/\$	ch/%
Oct 25	477.00	+5.50	+1.2
Oct 18	471.50	-11.00	-2.3
Oct 11	482.50	+8.50	+1.8
Oct 4	474.00	+19.00	+4.2
Sep 27	455.00	-4.00	-0.9
Sep 20	459.00	-1.00	-0.2
Sep 13	460.00	+1.50	+0.3
Sep 6	458.50	+4.00	+0.9
Aug 30	454.50	+6.00	+1.3
Aug 23	448.50	-3.00	-0.7
Aug 16	451.50	-15.50	-3.3
Aug 9	467.00	+4.50	+1.0

Source: Bunkerworld.com

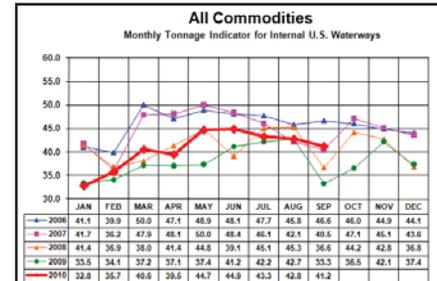
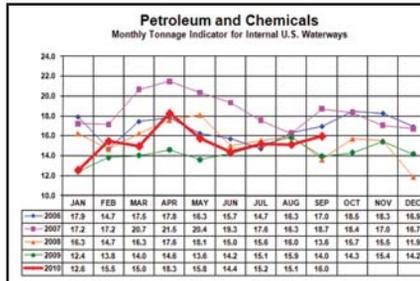
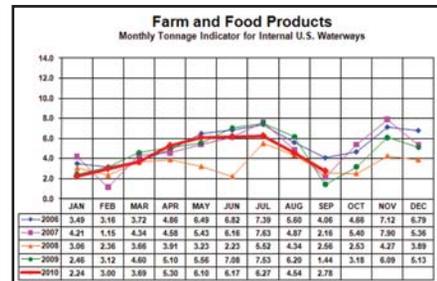
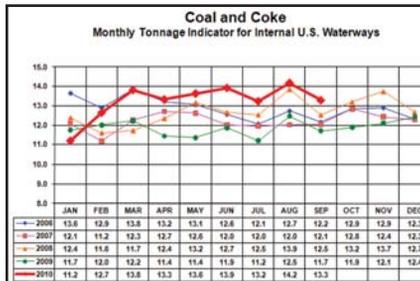
<http://www.bunkerworld.com/markets/surcharges/tsa#>

Indicative World Steel Prices

Indicative prices		Change
SBB HRC world price \$/t	679.825	-4
SBB Rebar world price \$/t	626.209	-6
SBB World Price Tracker	234.937	0

Source: Steel Business Briefing

<http://www.steelbb.com/steelprices/>



Bunker Fuel

Port	IFO 380	IFO 180	MDO	Del. Date
Corpus Christi	495.00	505.00	745.00	D 2011-11-01
Houston	460.00	481.00	—	W 2010-11-01

Source: BunkerIndex.com - <http://www.bunkerworld.com/markets/prices>

Port	IFO380	IFO180	MGO	MDO	Barge	Updated
New York	476.00	501.50	—	—	\$7.50	Nov 1
Houston	462.00	475.50	—	735.00	\$7.00	Nov 1
Los Angeles	476.00	494.50	Pending	757.50	\$5.80	Nov 1

Source: Bunkerworld.com - <http://www.bunkerworld.com/markets/surcharges/tsa#>

PRODUCTS

The Cranesmart System

Cranesmart Systems, manufacturer of a wireless crane operator aid, has established a location in Abita Springs, La. to provide extended sales and service assistance to their Gulf Coast clients. Systems meet or exceed all regulations put forth by all governing bodies including API, DNV and U.S. Coast Guard. The Cranesmart System can be any combination of load, angle, A2B or full LMI - one panel, all wireless. The system has no exposed wires, is manufactured with corrosion proof materials and has no moving parts.

www.cranesmart.com

JonRie Advanced Winch Controls

JonRie InterTech developed, installed and commissioned two new advanced winch control systems this year. In conjunction with NAIAD Dynamics of Lexington Park, Md., JonRie's Winch Auto Abort System was installed on the new Boston Towing tugs Independence and Justice. Also, JonRie's new Manual Level Wind Controller was developed with Jim Demske of Vane Brothers, Baltimore, Md and was installed on all the new Vane Brother Tugs. The Manual Level Wind Controller works in conjunction with JonRie's Independent Drive Level Wind System that is timed and adjusted with the winch drum speed control.

www.marinewinch.com

Markey Machinery

Markey Machinery recently installed a full barge-set of new electric mooring winches on Moran Towing's barge Virginia, currently at Gulf Marine Repair for extensive modifications. The complete set of winches includes six

Markey DESM-type 50HP AC-Variable Frequency electric designs, each configured specifically to serve as replacements for the original hydraulic equipment. A single motor control center, designed to serve any four of the six mooring winches at any time, provides precise speed and load control as well as redundancy. Eight independent control stations allow the operator to work a selected winch from either side of the barge.

www.markeymachinery.com

Coastal Marine Equipment Adds Cranes & Davits

Coastal Marine Equipment, Inc. has introduced hose handling cranes and rescue boat davits to further complement its existing line of marine deck machinery including anchor winches, anchor windlasses, mooring winches, reels, capstans, as well as general fabrication, installation, maintenance and repair.

www.coastalmarineequipment.com

Hannay Reel

Hannay Reels' SS1500 series stainless steel hose reel is specifically engineered to offer protection against contamination and corrosion. It offers numerous uses in marine and off-shore settings. Typical applications include pressure washing, steam cleaning, sanitizing and pest control. The SS1500 is rust-resistant and paint-free to prevent corrosion from chipping. www.hannay.com

Samson Proves Synthetic Heavy-Lift Slings

Samson completed testing on high-performance synthetic rope slings, resulting in a greater understanding of the critical elements that affect sling performance in a variety of configurations. The Samson R&D team has

Jonrie Auto Abort System



Cranesmart



Coastal Marine



Hannay Reel

Markey Machinery



PRODUCTS

applied this knowledge to the development of a software application to help clients determine the best synthetic sling for their heavy-lift operation. Armed with this knowledge and tool, Samson is able to support both end users and its global network of fabricating distributors and partners in designing and fabricating heavy-lift slings to meet specific project requirements.

www.samsonrope.com

EFFER Marine Cranes

Effer offers a broad range of articulating marine cranes. All purpose models are available with lifting capacities from three to 80 t/m, heavy-duty and offshore models with lifting capacities from 40 to 275 t/m and DECO Series Telescoping models with lifting capacities from 40 to 275 t/m. North American Lifting Equipment (NALE) is the exclusive U.S. distributor of Effer Cranes.

www.efferusa.com/marine.html

Water Cannon

Water Cannon, Inc. is offering the Electric Powered Stationary Pressure Washing System at a discounted price to celebrate its 30th year in business. The washer features a hot packing system with auto stop/start, thermal overload protection and portable cart or skid mount configuration. Flexible design will clean and prepare surfaces for a wide variety of applications without the danger of a gas engine. The system is corrosion resistant and ideal for shipboard or dockside use.

www.watercannon.com

The L.C. Doane Company

The L.C. Doane Company introduced its latest entry in

LED lighting, the ML290. Having a rated life of over 50,000 hours, LEDs can significantly reduce onboard maintenance and energy costs. The small size of the ML290 lighting fixture allows for various applications in remote locations where changing bulbs can be problematic. L.C. Doane Company markets commercial marine lighting for every type of marine application from yachts to tug boats to oil rigs.

www.lcdoane.com

Dometic Marine's SmartStart Control

Dometic Marine, supplier of marine air conditioning, introduced a new mounting tray for its SmartStart Control. The lightweight mounting tray has been specifically designed to store the SmartStart Control, eliminating the risk of the system becoming disconnected. The mounting tray can be permanently secured to the boat's interior wall, accommodating a variety of installation requirements. By smoothing the air conditioning compressor's startup power demand, the SmartStart Control eases the strain on the boat's generator, ensuring a longer life. www.dometic.com

Hamworthy Launches New Offshore Pumps

Hamworthy Svanehøj has launched the first of what will become a new range of combined sea water lift and fire pumps that meet the requirements of the offshore market. The new deepwell seawater lifting pumps and fire pumps (DWS) will be available ranging in capacity from 700 m³/hr to 1,700 m³/hr and with a differential pressure up to 180 mlc. The pumps are driven by a dry mounted electric motor in explosion-proof execution.

www.hamworthy.com

Effer Marine



Water Cannon



Hamworthy Offshore Pump



Dometic

L.C. Doane





SNAME

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SHIP PRODUCTION SYMPOSIUM
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ABSTRACTS ACCEPTED: JUNE 1, 2011
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Founded in 1891, the Massachusetts Maritime Academy is the nation's oldest and finest co-ed maritime college. The Academy prepares young women and men for exciting and rewarding careers on land and sea. Our graduates have been at the very top of seagoing, engineering, environmental, and international business professions.

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- FT, Tenure-track Engineering Faculty FY11-12
- Director, Simulation Technology FY11-13

The Academy is located in Buzzards Bay at the mouth of the scenic Cape Cod Canal and is a member of the Massachusetts state university system.

For information about this position and how to apply, visit the employment quick link on our web page at www.maritime.edu.



Massachusetts Maritime Academy is an AA/EEO employer. Under-represented groups are encouraged to apply.

PROJECT MANAGER

Job Location: USA, Mobile

REPORTS TO: Vice President of Operations

SUPERVISES:

Directly:

Ship Project Managers

Program Engineer

Deputy Program Manager

Project and Program Coordinators

Subordinate:

Scheduling / Planning

Purchasing

All manufacturing trades

Contract management

AUTHORITIES / RESPONSIBILITIES:

•Principal (single point of) contact with the customer for all issues.

•Manage customer relationship

www.marinelink.com



VANE BROTHERS

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THE VANE BROTHERS COMPANY is recruiting qualified candidates for positions on our brand new state-of-the-art marine transport vessels operating along the Northeastern Atlantic Seaboard. We offer highly favorable work schedules – 2 weeks on – 2 weeks off, as well as excellent opportunities for career advancement.

Tug Masters and Mates

Must possess a valid Master of Towing Vessels near coastal or greater endorsement. **Experience with petroleum barges necessary.** New York Harbor experience preferred.

Marine Engineers

Chief engineers for Coastal and Inland tugboats. Must possess a valid **DDE** (Designated Duty Engineers) license or greater. Valid **MMD** (Merchant Marine Document) required. Two years engine room experience required.

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Current **MMD** and **PIC** endorsement required; experience preferred.

If you have the skills and experience for any of our open positions, please contact our **Fleet Recruiter** at **410-735-8212**, or fax your resumé to **410-735-8280**.

www.vanebrothers.com

- Reporting to customer in terms of the contract
- Manage any Prime or Sub relationships that exists
- Construction of vessels
- Manage resources to ensure that the project is completed on-time, within budget, and high quality.
- Manage contract administration, specifications, drawings, and regulatory requirements as they apply to ship construction.
- Planning / Scheduling
- Key event
- Milestones
- Critical path analysis
- Progress payments
- Estimating
- Design and configuration management

- Manage design to ensure that deliverables are sufficient to support the project schedule.
- Manages all aspects of design, configuration management, document control, and production support.
- Contract change management / control
- Working level understanding of the contract performance reporting.
- Procurement of materials and equipment.
- Manage order placement, on-time delivery from suppliers, quality assurance from suppliers
- Identify and resolve material and equipment issues.
- Classification and inspection authority relationship
- Product is built to specification and regulatory requirements.
- Test and evaluation programs

QUALIFICATIONS / KNOWLEDGE / EXPERIENCE:

- 4 year degree relating to engineering technologies preferred
- 15 years of related experience and training
- Proven record of military marine program management
- A sound knowledge of the military marine construction industry
- A proven track record with experience in the marine industry in engineering / fabrication / operation
- Proven ability to set tasks for self and others
- Ability to listen to staff and customers and act appropriately
- Excellent communication skills
- Ability to read, analyze, and interpret contracts, contract specifications, and major equipment specifications.
- Ability to check own work

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Dana Harris
Austal
1 Dunlap Drive
Mobile AL 36602 USA
Phone: 251-445-5923

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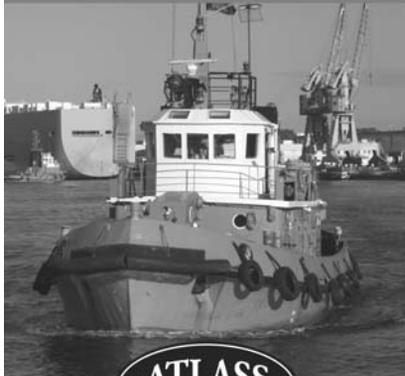
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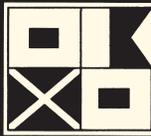


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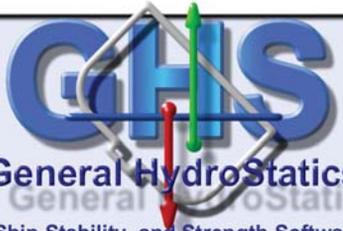
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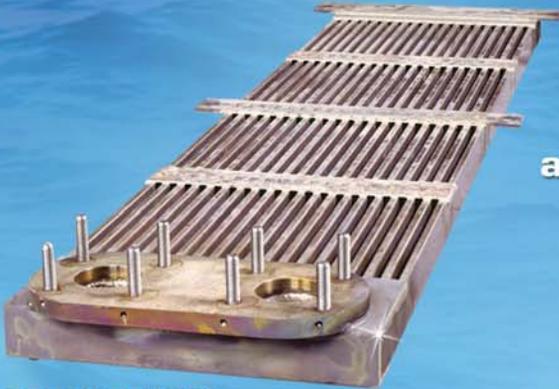
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