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News

JANUARY 2011

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Challenges & Opportunities

Boatbuilding '11



Tech File Torquedo

Weedoo's Waterway Clean-up vessel sports a unique power package



Insights Dean Rosenberg

PortVision's helping hand in Deepwater Horizon Response



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POSTMASTER Time Value Expedite



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Pictured on this month's cover is the MV Susitna, a high-speed, variable draft ferry built by Alaska Ship & Drydock and commissioned by the Office of Naval Research. S



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Clarification

In the December 2010 edition of *MarineNews* the designer of the Chetzemoka, one of the Great Boats of 2010, was not given credit and Jesse Engineering was mistakenly named as providing engineering services for the project. While Jesse Engineering was a vital part of the vessel's construction, Elliott Bay Design Group designed the vessel and Guido Perla & Associates completed the detail engineering.

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Ready or not, 2011 is upon us. The last couple years have been trying for ship and boat builders, but at the end of 2010 positive news was still to be had. Signal International Inc., a large builder of both ships and workboats completed a \$9m yard and drydock renovation on its facilities in Mobile, Ala. Small builders like SeaArk, Kvichak, All American and Great Lakes Shipyard continued to report newbuilds and renovations.



On the one hand, we start 2011 with the news that Todd Shipyards in Seattle has been bought out by Vigor Industrial. Although staff and contracts aren't supposed to be impacted much as a result, it's a significant change in the landscape of West Coast shipbuilding. On the other hand, 2011 brings some unambiguously good news in Gulf Coast shipbuilding. Austal USA in Mobile Ala. is looking to more than double its workforce after landing a U.S. Navy contract to construct one Independence Class Littoral Combat Ship (LCS). The contract is worth about \$432m total and Austal USA said it will immediately start expanding its facility to the tune of \$140m.

This month's feature takes a close look at one shipyard in particular, Ketchikan's Alaska Ship & Drydock (ASD). I spent quite a bit of time talking with Doug Ward, Director of Shipyard Development at ASD, about the history of the yard and how closely the yard's business plan has been tied to the economic development of Southeast Alaska. More than one private contractor had failed to manage ASD before the current team took the reins. Ward talked about the business philosophy that turned ASD around and ultimately led to the contract to build the M/V Susitna (featured on this month's cover). Much has been written about this new type of Expeditionary-Craft, or E-Craft, commissioned by the Office of Naval Research and built with an ice-strengthened, twin-hull and variable draft. But to have had the foresight to position the yard so that it was ready and able when the opportunity came around shows some real management expertise. Not only does the vessel meet the Navy's need to test a new design and Alaska's need for a rugged mode of transportation across the Cook Inlet, the vessel represents a potential series of new craft that could become ASD's future new build market.

Raina Clark, Managing Editor, rainaclark@marinelink.com

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Weedoo's Waterway Clean-Up Vessel

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The Weedoo 300, powered by Torqeedo's Twin-Cruise electric outboard is a new class of vessel designed primarily as a waterway clean-up boat. This 10.3-ft shallow draft fiberglass constructed boat is designed as a mobile marine work platform to facilitate a wide array of waterway management tasks such as weed eradication and oil spills.

Torqeedo's Twin-Cruise electric outboard doesn't require a water cooling intake and is free of spark hazards, unlike a gas engine. Avoiding unnecessary air and water pollution from exhaust gas, it operates on lithium-manganese rechargeable batteries. Available in two versions, the Twin-Cruise 2.0 offers eight horsepower and operates on 24V, while the Twin-Cruise 4.0 supplies 16 hp on 48V. The Twin-Cruise 2.0 weighs up to 77.2 lbs and the 4.0 has a maximum weight of 81.6 lbs.

Each Twin-Cruise comes with a twin throttle display so

owners can monitor the battery charge status, remaining range, speed over ground and input power for each motor individually. The motor is designed for connection with a standard remote steering system.

With a unique broad flush checker plate deck, the Weedoo enables maximum work space to accommodate many marine applications including research and waterway restoration. It's equipped with a built-in, patent-pending quick-change system for connecting many labor-saving attachments, such as harvesters, forklifts, swing-arm cutters, baggers and collecting systems.

While the Weedoo is similar to a mini tractor for the water, it can also function as a recreational or fishing vessel. Safe and easy to launch in shallow water, it is stable and has a large load capacity.

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Photo courtesy Marfin Flory Group

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INSIGHTS

CEO, PortVision

Dean Rosenberg

A Helping Hand in the Deepwater Horizon Response

MarineNews spoke with Dean Rosenberg, CEO of PortVision, about the company's role in the coordination of the Deepwater Horizon spill response in the Gulf of Mexico. PortVision is a web-based service that uses data from the Automated Identification System (AIS), mandated by the IMO and the U.S. Coast Guard, to provide shore-side users with real-time vessel tracking as well as historical reporting.

“The main purpose for AIS, why it was mandated, is for collision avoidance,” Rosenberg said. “So if you can imagine a bridge crew of a vessel looking at their navigation gear, able to see all activity going on within a 20 to 30 mile radius ... what we've done is taken what was mandated legislatively for collision avoidance at sea and built a receiver network on land to allow shore-side users to get other benefits from the technology. These shore-side users, whether it's a dispatcher, safety officer, scheduler, or a number of different types of users, are getting the benefit of not only the real-time vessel positions, like the bridge crew on the ship, but also the historical information.”

“The PortVision service currently captures over 40 million vessel location reports a day. We maintain a data warehouse of 15 billion records, and then we provide that information back to our subscribers.” That database includes vessel arrivals and departures, vessels passing key points of interest, individual vessel locations and so on. “If a customer is doing training, or if they're in a commercial dispute, or if they're looking to analyze waterway activity for best practices, they go into our data warehouse and play back scenarios that have occurred.”

An Integrated Display & Vessels of Opportunity

“For the Deepwater Horizon incident, we provided AIS data to support the responders,” Rosenberg said. “The unified command for the incident was run out of Houma and then there were additional command centers associated with the response. Most of our activity was with the Plaquemines Parish operating branch located in Venice.” Rosenberg said that, associated with the Deepwater Horizon spill response, many different types of government users had access to his company's system.



In a press release, Scott Neuhauser, Deputy Branch Director for Plaquemines Parish with BP, said PortVision had significantly improved how vessel activity was managed in relation to the oil spill response and restoration operation. “PortVision has given us significantly greater visibility into what's occurring in the field so that we could assess progress and more effectively allocate the more than 30,800 personnel, 5,050 vessels and dozens of aircraft that are engaged in the response effort,” he said.

“There were smaller commercial boats that were brought into the response,” Rosenberg said. “They were referred to ‘vessels of opportunity.’ These were the fishing boats and shrimper boats that were called in to assist in some of the clean-up activity. The challenge with a lot of those smaller boats is they don't meet the standard to require AIS.” Many of these vessels of opportunity were under the length requirement designated by the Coast Guard for mandatory AIS installation. In that case, Rosenberg said, “we have a product called ‘PV-Onboard’ which is a small,



The PV-OnBoard device used in the Deepwater Horizon spill response to allow non-AIS enabled vessels of opportunity to show up on PortVision's integrated display.

battery operated satellite transmitter. When you place that transmitter on the boat, it presents the boat in the integrated display along with all of the AIS targets. It was a way of bringing these smaller boats into a common operational picture of all vessels that were involved in the response.”

“This is really the first time, certainly at this level of magnitude, that private boat operators were brought into a response like this,” Rosenberger said. “I think the term ‘vessels of opportunity’ is apropos.

The idea that we could apply commercial, off the shelf solutions to bring those boats into a unified display, along with the big guys, along with the skimmers and the patrol boats and all of the other vessels that were in it for the long haul, is something that I'm not aware has been done before.”

“As you can imagine, things moved

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very quickly, particularly in the early days of the response. So we did find ourselves moving very quickly to establish new regions where we were detecting AIS.”

Rosenberger pointed to one example that he said spoke to some of the creativity that everyone involved in the response showed. “We were connected with one of the reconnaissance airplanes that was regularly doing flyovers of the area for oil sighting and other logistics activities. So we actually implemented an AIS receiver on board the aircraft. If you can imagine, an aircraft flying several thousand feet in the air has a pretty good blanket ability to receive VHF signals, which are AIS signals. So, as that aircraft was moving it allowed us to ingest additional vessel positions into the system that made it a more dynamic view — even further offshore where our land-based receivers don’t typically receive.”

“The Deepwater Horizon incident hasn’t yet gone into a mode of looking historically at the data,” Rosenberger said. “That will come. If we look at some of the other incidents we’ve been involved in, at some point this will be of value so that when they’re paying claims associated with a boat that was put into service or taken out of service, you’d be able to verify the movements of that boat. You’d be able to see the activities that were performed and correlate that with invoicing or claims or other activities.”

Moving Forward with Business

“There are other systems that show points on a map in real-time,” Rosenberg said. “We weren’t the first company to do that. But we really were the first company to allow users to derive business intelligence from that data.”

Contracted by BP, these vessels of opportunity were equipped with PV-OnBoard units allowing the Command Center in Venice to monitor the vessels as they responded to their specific geographic division. These vessels were tasked with collecting oil with booms and skimming the oil into tanks onboard.



Photo courtesy PortVision

“An example would be an oil refinery or marine terminal,” Rosenberg said, “which would gain near-perfect visibility to all ship activity in and around their terminal and be able to better allocate resources.” The refinery or terminal would know when a ship arrives at a sea buoy, the status of pilots or harbor tugs and the location of a tow for tug and barge activity. “Because we were born out of the Gulf of Mexico, we have paying users from almost every major oil company. Those companies are using PortVision for everything from logistic support, dispatch, market intelligence, chartering support, trading support, safety and security applications.”

Rosenberg said a relatively recent practice area for the company is support for legal cases. “We’re involved in about five legal cases every month, just from our clients and their lawyers asking for support around groundings, commercial disputes, collisions, allisions and other sorts of activities that occur, including demurrage related events.”

“One of the ways we provide value is by maintaining an international network of AIS receivers. We currently have coverage in most regions of the U.S. and we’re in about 200 international regions.”

Rosenberg noted that the AIS technology that is required by international law, instead of being a burden, has actually been a bonus for maritime business. “Some of our customers comment that this doesn’t happen very often. A lot of times you see new regulations and you get a pit in your stomach. This is one case where those new regulations have driven new efficiencies and new opportunities for the maritime community.”

MN

Damen's

Compact Stan Tug

Dutch shipbuilding company Damen has launched a new Compact Stan Tug Series. The three new tug types in the series, the Stan Launch 804, Stan Tug 1004 and Stan Tug 1205 are designed to be strong, highly maneuverable and easily manageable for a one or two-man crew. The new vessels are suited for towing, pushing, mooring, line handling, passenger transport, surveying and pilotage. Over the past two years a Damen product group has focused on improving the smaller tugs. Many details, components and systems inherent in the Stan Tug 1606 have been introduced in the new range. During the design process much attention was paid to creating the optimum hull design. Damen's own Research Department made recommendations based on full-scale tests, detailed calculations of structural strength, fatigue, frequencies and wave profiles. **In addition, the propulsion system was improved, leading to lower noise levels, a faster speed and a higher bollard pull.** During the trials, the Stan Launch 804, the Stan Tug 1004 and the Stan Tug 1205 exceeded the expectations of the design team. Like other Stan Tugs the new range can be completely built from stock. The possibility to introduce optional extras such as a deck crane, flying bridge, radar and extra accommodation can be carried out quickly because these are all held as standard components on stock.

The Stan Tug 1205 has a robust all-welded steel hull, with 10mm thick hull plating and a 15mm sheer strake. Even the smallest from the series has



Photo courtesy Damen Shipyards Gorinchem

been built with a strong push bow and the hull has an optimum form to facilitate a smooth inflow of water around the propellers and rudder. Where the Stan Tug 1907, 1606 and 1205 are twin-screw vessels, the Stan Launch 804 and Stan Tug 1004 are single-screw tugs. Both the fore and aft decks in the new series have been developed to have as few obstacles as possible to obtain the maximum amount of space for safe working conditions. Mooring bits, the engine room hatch, ventilation equipment and the exhaust pipe outlets are built in to facilitate optimum ease of use, safety and simple maintenance.

All the Compact Stan Tugs are provided with lifting eyes and they are equipped with a single anchor, handled by an electrically driven windlass, with the exception of the Stan Launch 804. The new Stan Tugs have full, electronic-controlled Volvo D5 and D9 main engines. Damen's propulsion system is incorporated which comprises two manganese

bronze propellers in high performance Van der Giessen Optima nozzles. The nozzles are lined with stainless steel. The vessels maneuver well with two streamlined double-plate rudders with rudder angles of $2 \times 55^\circ$. An electrically driven Sterling bilge and general service pump has a capacity of 14 cu/m of water per hour. A manual emergency pump is located in the engine room as well.

Engine cooling is provided by a Damen system with a closed circuit keel cooling system so the vessel can operate in extremely shallow water. For the 1205 and upwards, electric power of 230V - 24V is supplied by an Onan 18kVA auxiliary generator. A double 24V battery pack, with a changeover possibility, is used for starting the engine and domestic use. The complete wheelhouse is mounted on rubber shock absorbers and together with the modern linings and insulating material, this ensures a low noise level of 55 dBA.

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SALVAGE

The New SMFF: Coming to a COTP one Near You

By Capt. Katharine Sweeney



As of February 22, 2011, vessels carrying petroleum products in bulk will have to have additional criteria covered in their emergency response plans. In an attempt to increase the salvage and marine fire fighting capabilities in the U.S., vessels will soon need to show proof of coverage indicating that the vessel's operators have the resources available to meet some very stringent requirements (15 in all; see page 16) in the event of an emergency, such as fire, grounding, collision, for every U.S. port the vessel calls and for the areas of transit inside of 50 miles from the coastline. While these new

Salvage and Marine Fire Fighting (SMFF) requirements directly impact petroleum carriers, the Coast Guard knows that not just oil tankers have unfortunate events (or carry oil) and these requirements could be extended to all vessels. If a vessel or barge does not have the plans in place for the port it is calling, the vessel may be denied entry into the COTP zone. Or it may be denied movement if the vessel does not have a plan for the port it is in. Items making up the list of the new requirements include:

- a pre-fire plan
- marine fire fighting response
- lightering
- damage stability (the means to assess the condi-

Shipboard firefighting.



Photo: USCG



Executives from Donjon-Smit - an OPA-90 Alliance, visited the New York City offices of *MarineNews* to discuss the new salvage and firefighting requirements of revised OPA-90 regs. Pictured from left are: **John A. Witte Jr.**, Executive Vice President, Donjon Marine Co., Inc.; **Paul Hankins**, President, Donjon-Smit, LLC; and **Douglas Martin**, President and General Manager, Smit Salvage Americas.

tion of the vessel, as well the subsequent effects of fire fighting and damage control on the stability of the vessel)

- identification of a salvage tug with suitable characteristics (towing configuration, bollard pull, emergency towing capacity in 40 knots of wind)

Waivers can be requested to extend the response time in which the resources must be able to get to the scene of an emergency. However the requirement to have the resources available will still stand. In other words, the waiver will allow your salvage tug more time to get to the vessel, but it won't waive the requirement to have a suitable tug available. Waivers are due by January 22, 2011.

Geographic specific waivers and Alternative Planning Criteria (APC), if granted, will allow for a deviation from the requirements. However, the Coast Guard will be looking to see that equivalent levels of safety and pollution prevention/response are met. Sector Juneau has such an Alternate Planning Criteria in place. The plan does not require specific identified resources that may be unavailable due to the remoteness of the region. Instead, Sector Juneau requires that no servicing or repairs that affect propulsion occur while underway outside of 12 miles, other than emergencies, without prior notification. Furthermore, no oil transfer operations are allowed outside of 12 miles.

The regulations allow for agreements with local, state, and federal resources. An example would be the use of the local fire department's fire boats and personnel. The local Captain of the Port (COTP) will ultimately make the call as to what equipment is used. For example, if your plan has a specific tug listed, but there is a better suited tug nearby, the COTP may use

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STEELWAYS

The 15-Point Plan

The US Coast Guard's 15-Point Selection Criteria per the new OPA-90 Salvage and Marine Firefighting Regulations published at the end of 2008, and set to come into full force early 2011.

1. Resource provider is currently working in response service needed.
2. Resource provider has documented history of participation in successful salvage and/or marine firefighting operations, including equipment deployment.
3. Resource provider owns or has contracts for equipment needed to perform response services.
4. Resource provider has personnel with documented training certification and degree experience.
5. Resource provider has 24-hour availability of personnel and equipment, and history of response times compatible with the time requirements in the regulation.
6. Resource provider has ongoing continuous training program. For marine firefighting providers, they meet the training guidelines in NFPA 1001, 1005, 1021, 1405 and 1561.
7. Resource provider has successful record of participation in drills and exercises.
8. Resource provider has salvage or marine firefighting plans used and approved during real incidents.
9. Resource provider has membership in relevant national and/or international organizations.
10. Resource provider has insurance that covers the salvage and/or marine firefighting services which they intend to provide.
11. Resource provider has sufficient up front capital to support an operation.
12. Resource provider has equipment and experience to work in the specific regional geographic environment(s) that the vessel operates in (e.g., bottom type, water turbidity, water depth, sea state and temperature extremes).
13. Resource provider has the logistical and transportation support capability required to sustain operations for extended periods of time in arduous sea states and conditions.
14. Resource provider has the capability to implement the necessary engineering, administrative and personal protective equipment controls to safeguard the health and safety of their workers when providing salvage and marine firefighting services.
15. Resource provider has familiarity with the salvage and marine firefighting protocol contained in the local ACPs for each COTP area for which they are contracted.

The bottom line is that you must have a plan and put some forethought into what could go wrong and what you are going to need. Furthermore, you must either train someone on the vessel or have someone shore-side who can assess how to proceed with the plan of action, when an emergency happens. This assessment must occur within the first hour following a casualty and an on-site salvage assessment (or fire assessment) must occur within six hours for near coastal.

his or her discretion as the SMFF plan is put into action.

Currently, there are no trained commercial marine firefighting teams available in the State of Hawaii. Presently, plans must only account for the port of Honolulu and 50 miles outward (encompassing Oahu and part of Molokai). Tank vessels operating within 50 nautical miles of Honolulu Harbor will be required to contract with commercial marine firefighting providers from the mainland and submit a temporary waiver request to the Sector Honolulu COTP.

The bottom line is that you must have a plan and put some forethought into what could go wrong and what you are going to need. Furthermore, you must either train someone on the vessel or have someone shore-side who can assess how to proceed with the plan of action, when an emergency happens. This assessment must occur within the first hour following a casualty and an on-site salvage assessment (or fire assessment) must occur within six hours for near coastal.

MN

Captain Katharine Sweeney is CEO of Compliance Maritime, provider of independent internal auditing of security, safety, quality, and environmental management systems for vessel operators. Captain Sweeney is an experienced Master Mariner, safety expert and federally licensed pilot with over 25 years experience. Contact her at CaptSweeney@compliancemaritime.com or (206) 414-4661.

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PASSENGER VESSELS

Passenger Vessel Compliance:

Will Grandfathering be Enough?

By Joe Hudspeth



One thing we can look forward to in the new year and beyond is the implementation and development of more regulations. Through a series of unfortunate events, the marine industry seems to have become a prime target for scrutiny, which may or may not be warranted. The onus of compliance established its momentum with the potential threat of terrorists on the waterways; thus, we received the requirement for T.W.I.C. cards that somehow create a shield of security. In addition to new security measures, we have lately seen stronger environmental regulations for emis-

sions and vessel discharge. New regulations have just become effective covering operational procedures for accessibility. In 2011, you can expect some call for new safety regulations due to the tragic accidents of the Deepwater Horizon explosion in the Gulf and the collision involving a duck boat and barge on the Delaware River.

Boat builders closely monitor which policies and procedures are suggested and enacted, as it affects how operators use their craft and in many ways how each vessel is built and designed. With the sting of the recent drilling moratorium still being felt and the reality of a slowly recovering economy still present, how feasible will it be for

Flush mounted watertight hatches and deck drains promote accessibility and can be submitted to the Coast Guard as an alternative to six-inch door coamings.



Photo courtesy All American Marine

PASSENGER VESSELS

operators to comply with more policies? Compliance always comes with a cost. Some regulations do outline a grandfathering clause, which may allow for certain exemptions, but then the intent of the rule loses impact. Operators will have to ask themselves if they can afford to just get by via grandfathering or if their operations will need to exemplify full compliance.

Requirements for Tier 3 diesel engines will be rolling out starting in 2012. One can expect both a rush to snatch up the remaining inventory of Tier 2 engines as well as a delay in the commencement of re-powering and new construction projects until the newly certified engines are in stock. Some state and federal agencies have

Proactive operators who choose to make their boats more accessible may experience conflict with prevailing USCG regulations. Many inspected passenger vessels must have six-inch coamings at each door in order to prevent the possibility of down-flooding. In this scenario, in order to comply with Access Board standards a 72-inch ramp would be required on both sides of the coaming with a landing area in between.


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programs in place that offer grants and incentives to motivate operators to move beyond the complacency of grandfathering and bring each vessel up to compliance. Engine suppliers are familiar with the available programs and can even offer assistance with the application process. Certain suppliers are offering EPA certified remanufacture kits that can be retrofitted to bring older, grandfathered engines into compliance.

With this issue's market focus on passenger vessels, it would be remiss not to mention the current accessibility regulations that just came into effect on January 3, 2011. 49 CFR Part 39, Transportation for Individuals with Disabilities: Passenger Vessels, addresses the policies and practices of passenger vessels and ensures nondiscrimination on the basis of disability. This rule only focuses on policy; standards on physical accessibility requirements are still to come.

Proactive operators who choose to make their boats more accessible may experience conflict with prevailing USCG regulations. Many inspected passenger vessels must have six-inch coamings at each door in order to prevent the possibility of down-flooding. In this scenario, in order to comply with Access Board standards a 72-inch ramp would be required on both sides of the coaming with a landing area in between. The landing and ramp may also need to be protected by railings to avoid the potential of becoming a tripping hazard. Some boats simply cannot offer that much real estate without a major alteration. Boat builders and designers have been working with the USCG to develop an acceptable alternative that

offers both safety and accessibility. By keeping the main deck watertight with hatches and drains, the six-inch coaming can go away.

Whether re-purposing, repairing, or constructing new, consider going beyond compliance and become proactive in addressing social responsibility. The latest offerings in construction technology contribute towards eco-friendly operation. Installing precision meters for fuel flow monitoring can be used to guide each helmsman to operate the vessel at the most fuel efficient speed. Marine grade exhaust muffler filters are now offered that can reduce Carbon Monoxide emissions by up to 99 percent, Hydrocarbon emissions by up to 99 percent and particulate matter by over 85 percent.

Designers can also use Computational Fluid Dynamics (CFD) analysis and digital modeling to optimize hull shapes for the least amount of resistance, thus yielding better fuel economy. Hulls can now be made stronger with new developments in alloys such as 5383 aluminum which is 15 percent stronger than welding conventional 5083 aluminum. Boat builders can do their part by utilizing Friction Stir Welding (FSW) for some processes in aluminum construction. The process not only eliminates the health hazards and consumables associated with conventional welding, but also reduces the potential for defects. Keeping the construction crew in mind, many coating suppliers now offer low Volatile Organic Compound (VOC) coatings which are less hazardous.

Passenger vessel operators like WETA and Hornblower in San Francisco are staying ahead of the curve for envi-



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ronmental regulation, by acquiring vessels that supersede the requirements set by the currently imposed emissions standards. Other operators like Kitsap Transit in Washington State are being progressive in pioneering an ultra-low-wake vessel design. While no current requirement has been set, flush mount deck hatches, low clearance door sills, and wheelchair accessible heads and passenger areas will go a long way to create a positive perception for passengers.

Compliance means more cost, and it also can potentially mean the loss of revenue. With every 185 pounds added in mitigating features, it has the same performance implication as one potential passenger onboard. Exhaust after-treatment systems are large and heavy. Accessible heads and ramps take up floor space. Bringing a boat up to compliance may necessitate the need for a bigger boat, which will burn more fuel and produce more emissions. This is not a battle to be won, but it is worth a fair evaluation. It is true that “they sure don’t make ‘em like they used to,” but that probably is a good thing.

MN

Joe Hudspeth is the Business Development Manager at All American Marine, Inc. He currently serves as a regional co-chairman for the Passenger Vessel Association and participates regularly on several committees concerned with marine related issues. Joe can be reached at jhudspeth@allamericanmarine.com or 360-647-7602.

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Do Propellers Sing?

By Leonardo Montoya, Rice Propulsion



Yes, sometimes they sing: Some propellers in service produce a high-pitched noise, often referred to as “singing.” This sound typically is a clear harmonic tone much like a humming or a ringing wine glass.

More of an annoyance than anything harmful, the causes of singing are not completely understood. Many theories have been put forward to account for the phenomenon of singing, but it appears to be affected by critical factors for which the theories make no allowance. For instance, in some cases when a twin-screw vessel has one propeller that sings, the noise is eliminated just by switching the position of the propellers, or by replacing the propeller with an identical spare. Also, the fewer blades the propeller has, the less cases of singing are observed.

Mitigation of Singing: the Anti-Singing Edge

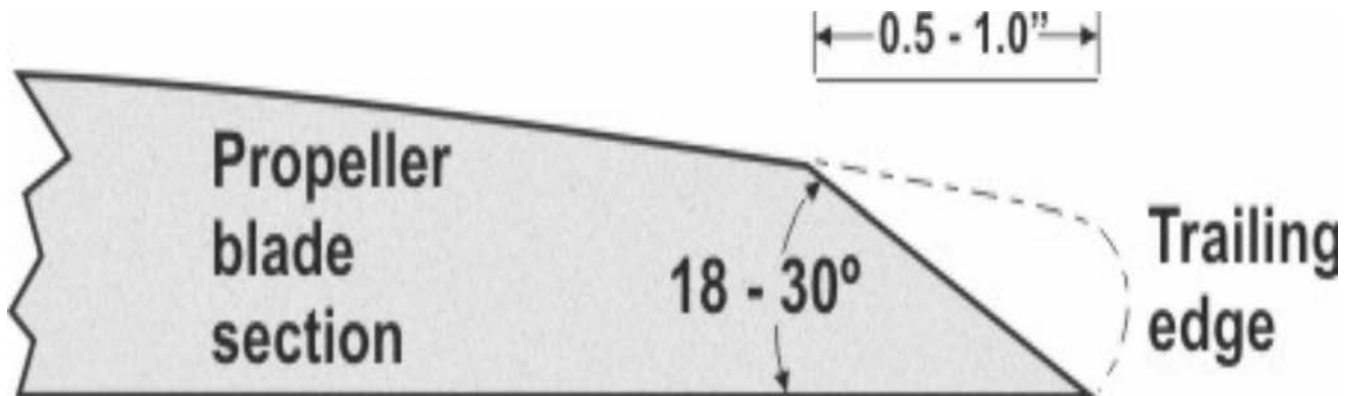
The singing is a function of propeller diameter and RPMs, boat speed and trailing-edge size (thickness) and roundness. In most of the cases, not much can be done on diameter, RPMs or speed, but we can modify the edge geometry.

This has been the strategy for all efforts to eliminate singing. Most propeller professionals (and others) are familiar with the anti-singing edge, a chamfering of the trailing edge, typically on the suction side. The intent of this shape is to avoid the creation of curving flow eddies by cleanly separating the flow off of the blade.

However the adoption of unduly thin edges can result in erosion or fracture of the blade near the edges. It is advised that an anti-sing edge be considered as a last resort to minimize the singing of an existing propeller.

www.ricepropulsion.com

The graphic shows the chamfering that goes from a 0.5 or 0.4 radius to the tip of suction side.



Laborde Repowers Harbor Tug Fleet

Osage Marine Service, Inc., a fleet service with locations throughout the Midwest, turned to Laborde Products to provide products when harbor tug Deborah Ann was in need of an engine overhaul. Laborde supplied Osage's St. Louis, Mo., branch with twin Mitsubishi S6A3-Y2MPTK engines rated 483 hp at 1,840 rpm to repower the vessel that is mainly used for switching docks and working line boats. Osage Marine already has a set of 940 hp engines from Laborde for the next repower and four more on order for next year. It plans to upgrade the entire fleet with EPA-compliant propulsion engines.



The Smartach Wireless Tachometer

The TA100 Smartach wireless tachometer and secondary ignition voltage meter from GTC is designed for service technicians as well as the DIY involved in the repair and maintenance of marine engines and outboard motors. The meter can be used to check and set rpm, aid ignition troubleshooting and diagnose engine no-starts. The meter features: rugged construction with holster, flexible antenna and hard carrying case; wide measuring range: 200 to 19,999 rpm and 0 to 50,000 Volt; wide distance measuring range from the antenna to ignition system for tachometer function; displays maximum and minimum readings in real time; quick response: < 0.3 seconds; large LCD display with symbols and measuring units; and non-contact technology.



Image courtesy: General Technologies Corp.

Cummins Finalizes IMO Tier II Mechanical Product Offering

Cummins announced its complete IMO Tier II product offering which includes products with both mechanically and electronically controlled fuel systems. Quantum System MCRS engines are already certified to EPA Tier II, EU Stage IIIa and IMO Tier II emissions standards. The company has also begun developing Tier II ratings for their K Series product line. While major hardware remains unchanged from the current mechanical product, timing adjustments allow for emissions reductions without significantly impacting fuel consumption. In addition, marine society approvals are available from classification societies. Prime Power ratings on the K19-DM and Continuous ratings K38-M are available, with additional ratings scheduled for availability between June and October 2011 to include:

- K19-M 447 kW (600 HP) @ 1800 RPM Continuous Duty
 - K38-M 895 kW (1200 HP) @ 1800 RPM Continuous Duty
 - K38-DM 880 kW (1180 HP) @ 1500 RPM Prime Power
 - K38-DM 970 kW (1300 HP) @ 1800 RPM Prime Power
 - K50-M 1193 kW (1600 HP) @ 1800 RPM Continuous Duty
- Cummins IMO Tier II Product Line Announcement - 2
- K50-M 1342 kW (1800 HP) @ 1900 RPM Heavy Duty
 - K50-DM 1097 kW (1470 HP) @ 1500 RPM Prime Power
 - K50-DM 1291 kW (1730 HP) @ 1800 RPM Prime Power

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Diversification Key in GOM

by Susan Buchanan

Companies building vessels on the U.S. Gulf are servicing a flock of domestic and overseas clients while their offshore oil and gas customers wait for Washington to issue more drilling permits and safety rules. Some of the region's builders are busy making repairs. After a federal ban on deepwater drilling ended in October — three months after BP's well was capped — the Gulf remains quiet, but industry members expect business to improve eventually.

Gulf vessel builders have seemingly ignored an old sailors' warning to “never plant your right and left feet in

two different boats.” Instead, they've been able to diversify and cater to an array of customers. At Bollinger Shipyards, Inc. in Lockport, La., president and CEO Boysie Bollinger, said “we continue to build patrol boats for the U.S. Coast Guard, along with oilfield supply vessels for Bee Mar,” a Houston-based, marine transportation company. “We're also building boats for Yemen, tankers for the City of New York, barges that will become a casino in Baton Rouge and tugs for a West Coast company.”

Bollinger continued, saying “a large part of our business is dry-docking for repairs and refurbishing vessels and drill

Peyton Candies, built in 2010 at Candies Shipbuilders in Houma, La.



Photo courtesy Otto Candies.

rigs.” The company has planned and budgeted for slower-than-usual repairs, refurbishing, and vessel operation activities in 2011, however, as its Gulf customers wait for drilling permits.

Bollinger Shipyards is a leading U.S. builder of vessels and provides other services to the offshore energy, commercial and government marine markets. As the largest vessel repair and conversion firm in the Gulf, Bollinger Shipyards operates 32 dry docks from Louisiana to Texas.

Meanwhile in Des Allemands, La., Paul Candies, president and chief operating officer at Otto Candies, said “we’re building three, large platform-supply vessels for the offshore oil industry and two diving support vessels for Brazil at our shipyards in Houma. We’re also constructing an inspection, maintenance and repair or IMR vessel at the Dakota Creek Shipyard in Washington State.”

Candies continued “all our vessels in current use are less than five years old so we haven’t been doing any refurbishing.” Candies Shipbuilding in Houma, La. has built nine, new offshore-service vessels in the last five years.

Candies said “even though the Gulf drilling moratorium was lifted, few permits have been issued, and we have three big marine vessels that have been tied to the dock for some time.” The company is paying staff to man those vessels, along with insurance and amortization. “We don’t want to lay people off,” he said. “At the same time, however, we’re unable to train staff while boats sit there without a go-forward schedule.”

He added that “the situation of offshore drillers waiting for permits in the Gulf will become critical in the region if it lasts much longer.” Otto Candies maintains a fleet of more

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Photo courtesy Otto Candies.

Above: Conrad Shipyard's deepwater repair yard in Amelia, La. has six dry docks.
Below: Conrad Shipyard's aluminum yard in Amelia, La.



Photo courtesy Otto Candies.

than 100 vessels, serving the offshore oil and gas industry worldwide. In addition to Louisiana, the company has offices in Mexico and Brazil.

Drilling-Permit Approvals Lag Recent Years

Interior Secretary Ken Salazar visited Houma in late November and met with oil and gas companies that work in shallow waters. He was encouraged that operators were moving quickly to comply with new regulations, but industry members were disappointed that Salazar didn't announce a more accelerated path for processing permits.

Since early June, the Bureau of Ocean Energy Management, known as BOEM and alternatively as BOEMRE, has approved 21 new, shallow-water applications for permits to drill, with several shallow applications pending. Fewer shallow-water permits were approved per month in the second half of 2010 than in recent years. And because of the cost and complications of complying with new regulations, the number of applications for shallow permits has slowed. Meanwhile, industry members question the reasons for increased oversight of the shallow sector where, they said, no major, dangerous incidents have occurred in recent decades.

As for deepwater permits, BOEM has received several applications for new wells since the agency's drilling ban was lifted in October and is reviewing them and, in some cases, asking for more information. Since BP's oil spill, three deepwater rigs moved from the Gulf of Mexico to Egypt, Nigeria and the Congo, respectively, with two of them there temporarily.

In Morgan City, Gary Lipely, direc-

tor of marketing and sales at Conrad Industries, said "we successfully completed some recent projects for the Army Corps of Engineers, including some crane barges, but it looks as if 2011 might be a little slower because of a number of uncertainties." He too

cited oil and gas customers waiting for drilling permits and more federal regulations. And, he said, "the weak economy is another factor affecting us. We've been fortunate, though, that we haven't had to lay off anyone."

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Lipely said the company's six dry docks in Amelia, La. are busy refurbishing boats and barges for offshore oil and gas and inland use. "That side of our business has remained steady. We're presently working on some dredging equipment that needs to be repaired."

Conrad Industries builds and repairs deck, tank and crane barges, lift boats, industrial vessels and ferries at three shipyards in Morgan City and Amelia, La., and one in Orange, Texas.

Gulf Vessel Traffic Slowed in Late 2010

At Louisiana's Port Fourchon, the leading oil and gas

terminal in the U.S. Gulf, vessel traffic declined in the last quarter of the year after having increased in the spring and summer because of spill-response efforts at BP's leaking well.

Chett Chiasson, executive director of Port Fourchon, said "we now have vessels stacked or tied up, with no jobs, as companies wait for drilling permits. If more permits aren't issued soon, stacked vessels could join other equipment that's moving overseas."

Port Fourchon, south of the Intracoastal Waterway in Lafourche Parish, services Gulf oil and gas exploration,

Shipyard welder in Port Fourchon.



Photo courtesy the Greater Lafourche Port Commission

drilling and production. "In normal times, this port caters to 90% of the deepwater rigs in the Gulf and also services shallow-water rigs," Chiasson said. "About 99% of our activity is oil and gas, and fishing accounts for the rest." The port is a host for the Louisiana Offshore Oil Port or LOOP — an entry point for domestic offshore and foreign oil for distribution to U.S. refiners.

Offshore Clients Grapple with Safety Rules

Vessel builders say they're affected as oil companies contend with new safety rules. This fall, BOEM issued offshore regulations, including a safety rule governing all stages of drilling new wells. Rules regarding blowout preventers were tightened. Operators are now required to have deepwater-well construction and flow processes independently reviewed. And new workplace rules require that operators have a so-called Safety and Environmental Management System in place to reduce errors that cause accidents. Many safety practices that were voluntary before BP's spill are now mandated.

Since meeting new rules can be costly, some smaller drilling companies will struggle to pay for compliance. And still more rules will be unveiled in 2011 as federal panels investigating the BP accident make recommendations.

The biggest oil companies can delve into their pockets to cover new safety costs, however, and they plan to keep tapping into huge oil reserves in waters of more than 1,000 feet deep. In July, four companies active in the deep Gulf — Exxon Mobil, Chevron, Shell and Conoco-Phillips — decided to spend \$1 billion to build a containment system in case of future spills. That system won't be

in place for awhile, however.

Chevron Plans to Invest Heavily in the Gulf

Chevron Corp. and foreign partners announced plans in December to invest \$4 billion to develop the Big Foot field, discovered earlier and located 225 miles south of New Orleans in depths of 5,200 feet. The facility is slated to be on stream in 2014. And in October, Chevron said it would spend \$7.5 billion to develop the Jack and St. Malo fields, located near each other about 280 miles southwest of New Orleans, at 7,000 feet deep.

Strong Oil Prices a Bright Spot

Gulf vessel builders weathered a downturn in the economy in recent years. "Oil prices did not weaken the way they normally do during a global recession," so that was a plus for drilling clients who operate internationally, Bollinger said. Crude oil prices dropped in late 2008 but rebounded and were hovering below \$90 a barrel in late 2010. The U.S. recession officially ended in mid-2009 though it may not feel like it. The global recession wound down in late 2009, indicators show.

Bollinger said "we did not see any meaningful increase in the availability of quality workers in this region during the recession. We normally expect to see more, quality workers available" during an economic slide. Even with the oil spill and limited offshore drilling, the jobless rate in late 2010 in both Louisiana and Texas was 8.2% and below the national average.

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Alaska Ship & Drydock

A new maintenance company with no shipyard experience takes a struggling yard, converted from an old cannery, and transforms it into a success story.

By Raina Clark

Alaska Ship & Drydock is on its way to achieving its vision of becoming the maritime support center for the North Pacific and Arctic Oceans. The yard's story is tied to the economic development in Southeast Alaska and its turning point came with the construction of the MV Susitna, the first ice strengthened twin hull ferry, commissioned by the Office of Naval Research.

Alaska Ship & Drydock (ASD) started out as Ketchikan's Sunny Point Cannery. "The first planning documents that the state of Alaska did for the yard was in 1976," said Doug Ward, Director of Shipyard

Development at ASD. "At that time, the yard was intended to be the Alaska Marine Highway System Winter Maintenance Facility."

The Marine Highway System (MHS) built out its fleet in the 1960s. However, Ward said, "the small commercial yards that were [in Alaska] at the time didn't have the capacity to maintain the modern, steel vessels that were coming on line."

"The authors of the studies recognized that a lot of money and jobs in support of the MHS were being exported out of Alaska because the capacity to repair the

Aerial photo of Alaska Ship & Drydock as it looks today.



Photos courtesy Alaska Ship & Drydock

fleet did not exist in the State.”

“There were two main motivations, on behalf of the state, to develop the yard,” Ward said. “One was to reduce the cost of operating Marine Highway System vessels in Alaska. The other was to provide economic strength and diversity to the Alaska economy.”

By 1980 the state legislature began appropriating money, a little over one million in 1980s dollars, to purchase the Sunny Point Cannery site. “They looked at a number of communities, from Kodiak to Ketchikan,” Ward said. The state purchased the defunct cannery because “Ketchikan is a central location to the ferry routes and has frequent passenger and barge service to Seattle. Ketchikan has also historically been the transportation and industrial hub of Southeast Alaska.”

Alaska’s Department of Transportation and Public Facilities (DOTPF), the state agency that took control of the facility, studied the potential yard and came out with an engineering plan in 1981.

The planners recognized that the annual maintenance budget for MHS wasn’t large enough to support a full service shipyard. So the state planners began looking at other vessels with an eye toward building the yard with enough capacity to serve non-MHS vessels as well. These other vessels included NOAA, Coast Guard and state research vessels, as well as fishing vessels and workboats.

The state-owned Alaska Ship & Drydock opened in 1987, operated by a private contractor, but had difficulty finding enough work to stay open. As a result of the marine response to the Exxon Valdez spill, the yard received an influx of contracts, improving its situation for a time. However, after just a few short years in operation, the yard closed.

New Blood for an Old Business

In 1992 the state came out with an RFP for a new private contractor to re-open and operate the yard. The RFP required an operator with a minimum of 10 years shipyard management experience. “That eliminated any Alaskan contractors,” Ward said. The first round of proposals failed to find any qualified candidates.

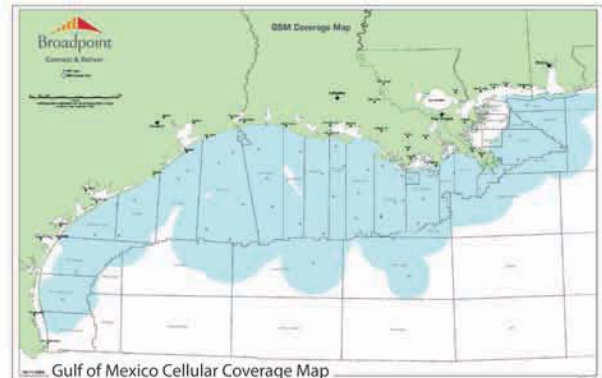
At the time, Ward worked for the construction and industrial maintenance company then called Ty-Matt. “We had been watching the yard and noticed that the peak demand for ship repair services is in winter, which is counter-cyclical to most economic activity in the state, particular in the Southeast.”

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“We were a general contractor doing maintenance work out at the Ketchikan pulp mill. That was our primary customer. But that work was seasonal. We worked through the summer and had to lay people off in the winter. So we saw the shipyard as having the potential to provide year round employment for our construction crew. Year round employment in this state is golden.”

After he saw that the first round of proposals for the Ketchikan shipyard had been unsuccessful, Randy Johnson, President of Ty-Matt, wrote to then Governor Wally Hickel. “Randy asked him to remove that experience requirement and let Alaska contractors have another shot at operating the yard,” Ward said. The Governor agreed. Johnson’s company applied and was awarded a three-year contract to operate ASD in November 1993. The objectives were to reactivate and complete maintenance on the shipyard, complete maintenance on two MHS vessels and seek funding for shipyard expansion.

“The intent was to get enough infrastructure in the yard so that it could operate year round and provide full-time employment,” Ward said. “Being a new shipyard with new people and inadequate capacity, it was a real challenge to

get new customers to come in. There was some deserved skepticism from the state. We were a new maintenance company.” While the company proved itself as a shipyard operator, Ward said, “It was a long three years.”

The Big Objective: Economic Development

When it came time to meet the objective to expand the capacity and market share of the yard, Johnson sought a more fitting home for ASD in state government. Alaska’s DOTPF, which originally controlled the yard when it was purchased, is an agency designed to provide safe and efficient transportation for movement of freight and people, but it does not have an economic development mission. Ward said the early planning documents for the yard recommended that after the conclusion of construction, ownership be transferred to an authority like the Alaska Industrial Development Authority (AIDA). But at the time the yard went operational, AIDA didn’t have any projects on such a scale and it didn’t own real estate.

In the late 90s, near the end of his firm’s first three years as yard operator, Johnson had a chance meeting with then Governor Tony Knowles on an airplane during a business trip. On that plane, Johnson asked Knowles if he would

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support transfer of ownership of the yard to AIDA. Johnson's proposition was accepted and in 1996 the facilities ownership was transferred from DOTPF to AIDA. It was one of the first pieces of real estate that AIDA controlled. "One of our motivations for getting the yard over to AIDA was that they understood the nature of economic development projects, for one, and they also had access to finance tools." Around that time closure of pulp mills in the state caused enormous job loss and economic disaster relief money came into the area. Through AIDA, some of that money was invested in ASD to grow its potential as an employer in the area. Specifically, the 1999 Ketchikan Shipyard Development Plan, or "99 Plan," as Ward refers to it, was created with these funds.

The 99 Plan: Yard Expansion

"At that point the Matanuska-Susitna [Mat-Su] Borough commissioned Northern Economics and Kvaerner Masa Marine Inc. to conduct a development plan study for the project," said Ward. "Kvaerner Masa at that time was one of the leading northern European shipyards. They brought over their lead shipyard designer, and provided a footprint and introduction to northern European shipbuilding and repair."

ASD also called on the expertise of Dr. Larry Gebherdt, who introduced the yard to the notion of concurrent development. "As we went into the 1999 Development Plan, we realized that there have been many publically funded projects that have failed because of the mentality of build-it-and-they-will-come."

"The principles of concurrent development say it's not enough just to build infrastructure. In order to mitigate risk to the enterprise, it's important to also have an eye on



Left to right: Randy Johnson, President of Alaska Ship & Drydock, and Doug Ward, Director of Shipyard Development.

the market to create demand as well as looking at the workforce so you can manufacture competitively. Part of concurrent development is to look at the various classes of risk that exist and assign the various risks to the partners that are best able to manage that risk."

"So that's the approach we've taken," Ward said. "AIDA has been a great partner in that. They've stepped up to the plate. They own the real estate and are managing the public investment in the facility while we focus on the operations of the facility and developing the market."

Research for the 99 Plan found that in ASD's region



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“there were roughly 1,500 ships, 95% of which were 250-ft and 2,500 long tons or less. So our infrastructure footprint is built around that class of vessel.” The plan also calls for large enclosed repair facilities capable of bringing 250-ft ships onto land. “That helps mitigate the risk to schedule and cost and increases quality, on the repair side of the market, by going indoors,” Ward said.

“Right now we’re breaking ground on the very large ship hall, a land-level enclosed berth. We will be putting out contracts for construction of the ship hall and construction will begin 2011. We would like it to be ready for service in spring 2012.”

“In the 99 Plan we also introduced the ability of the yard to do new ship construction. Repair alone goes through

cycles, can be fiercely competitive and has seasonal peaks to it. New construction is a year round activity and provides a base level of employment.” The yard’s first new build was in 2000, a small ferry that runs between Ketchikan and the airport.

The Turning Point: MV Susitna Comes to Ketchikan

All the studies and planning that went into Alaska Ship & Drydock paid off with the arrival of the MV Susitna contract. Around 2004, Ward said, “the Office of Naval Research [ONR] came along with the MV Susitna, or Expeditionary Craft [E-Craft].”

Admiral Jay Cohen was commanding the ONR at the time. “Part of the motivations of Adm. Cohen was to



The vision of the expanded Alaska Ship & Drydock facilities. Construction on Ship Hall No. 1 on the left begins in 2011 with a planned completion date in 2012. The concrete pad for Berth No. 1, in front of Ship Hall No. 1, is complete, but the canopy is planned for the future as funding becomes available. The steel fabrication shop for a panel line, to the left of Ship Hall No. 1, and Ship Hall No. 2, are both planned for the future as funding becomes available. Drydock No. 2, in front of Berth No. 1, is a land-level transfer system that went into service in 2009. Drydock No. 1, to the far right, went into service in 1987.



Photos courtesy Alaska Ship & Drydock

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avoid the cost of large shipyards and defense contractors. He was looking for a company and a yard that was ready for innovation and capable of building a complex vessel.”

“Adm. Cohen knew it was going to be a new kind of ship, and rather than build a one-off prototype that would have no commercial purpose, he wanted to have the naval technology be transferred to the commercial side so there would be practical application of the technology during the demonstration period and eventually be able to be commercialized in the region it was built.”

“So that set the stage,” Ward said. “Adm. Cohen found out that we were interested in the project and came out to look us in the eyes and see if we were serious about it, see if we were capable of doing it. And he wanted to look at the region and see if the technology was going to be transferable. He found ‘yes’ was the answer to all those ques-

tions and eventually we ended up getting the contract to build it here in Ketchikan.”

According to Ward, the E-Craft is part of a Navy initiative called Forward Sea Basing. “The Navy wanted these forward sea bases that would be mobile and could loiter out of harm’s way in the ocean, a hundred nautical miles or more offshore. Those would be the forward supply bases and then they would need a connector vessel. That vessel is the E-Craft, which drives from those forward sea bases, through the surf and onto the beach.”

“Those were some pretty unique requirements,” Ward said. Previous landing craft designs weren’t meant to travel as far or move as fast as the E-Craft design. With its variable draft design, the E-Craft is capable of maintaining a deep draft through heavy sea states, and then transform into a beachable shallow-draft vessel.

The MV Susitna, a high-speed, variable draft ferry built by Alaska Ship & Drydock and commissioned by ONR.



Photos courtesy Alaska Ship & Drydock

“It’s an extreme example of a mix of products that we described in our 99 Plan that would be part of our new build market. What we called these vessels then was ‘rapidly deployable affordable ports and harbor structures.’”

“The vessel itself is going to be owned and operated by Mat/Su Borough as a commercial ferry between Anchorage and Port McKenzie. Now the Navy doesn’t have to support the sea trials, it’s getting an extended demonstration period and the Mat/Su Borough will collect the operational information — there are strain gauges throughout the ship. The Navy will have a prolonged operational period to get information about the design and how well it works.”

“The commercialization of E-Craft technology represents our new construction market,” said Ward. “It’s a purpose built ship for Alaska — the world’s first ice strengthened twin hull vessel. It is efficient over long distances, can operate in many sea states, and most importantly, doesn’t require expensive terminal and marine civil infrastructure. It can land on a beach or a boat ramp. It’s an ideal boat for opening up the North Pacific and Arctic Oceans.” **MN**

Alaska Ship & Drydock Capabilities

Pier side: 1,400 feet of deepwater moorage (35 feet at MLLW) with all services including shore power, potable water, firefighting water, sanitary sewage, oily and hazardous waste handling, compressed air, oil, telephone and internet connections (including DSL service) and digital T.V.

Drydocks	No. 1	No. 2
Length, o.a.	432.8 ft	229.5 ft
Clear width (between wingwall fenders)	107 ft	87.4 ft
Normal draft over pontoon deck	24 ft	26 ft
Capacity	9,600 lt	2,500 lt

Land-level Berth: Capacity for 250-ft new-build or repair use. Heavy-lift dolly transfer of vessels to and from Drydock No. 2.

Shops & outside craftsmanship: Steel and aluminum fabrication and assembly, piping, inside and outside machinery, electrical-electronic, hull and deck, carpentry and joinery, interior and hull marine coatings. Systems integration and testing.

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Passenger Vessels in 2011

MarineNews spoke with industry experts to get an overview of the passenger vessel market as it stands today, including a legislative update and business leaders' insights on pricing, ridership and vessel construction and renovation.

John Groundwater, Executive Director of the Passenger Vessel Association (PVA), on Legislation

Actions in Congress this year provided a mixed bag for passenger vessel operators. Because of the new tax law, private operators will be able to take advantage of an immediate 100% depreciation deduction for capital investments made in 2011. Also, owners of passenger vessel businesses who desire to pass their enterprises down to the next generation will be gratified by the new estate tax rates and exemptions.

PVA's efforts with Congress also paid off when the final version of the newly enacted Cruise Vessel Security and Safety Act did not apply to U.S.-flagged "small ship" overnight cruise vessels; the well-publicized problems of assaults and missing passengers that prompted the legislation had not occurred on PVA members' vessels.

PVA was heartened this past summer when Congress continued until late 2013 the provision that exempts a passenger vessel of less than 79 feet in length from complying with the EPA's Vessel General Permit for wastewater discharges incidental to normal operations; PVA had pushed for this exemption to be extended.

A big "win" is the part of the Coast Guard Authorization Act of 2010 that relieves holders of Coast Guard licenses and merchant marine documents from having to obtain or renew a TWIC (Transportation Worker Identification Credential) to work on a passenger vessel not required to have a security plan (generally, a passenger vessel authorized to carry not more than 150 passengers). On the other hand, that same law will eventually place new mandates on passenger vessel operators for safety management sys-



Groundwater

"It remains to be seen whether the new Health Care Act will produce affordable coverage for most individuals, as its promoters claim, but the 'small business' exemption may relieve a number of passenger vessel operators from having to comply with the law's employer mandate."



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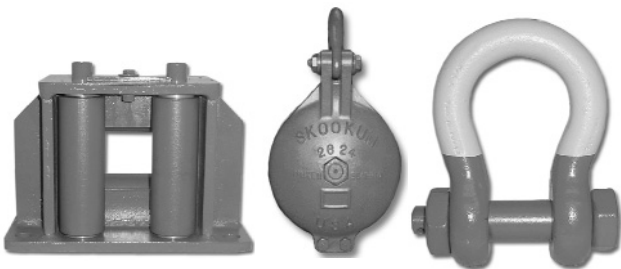
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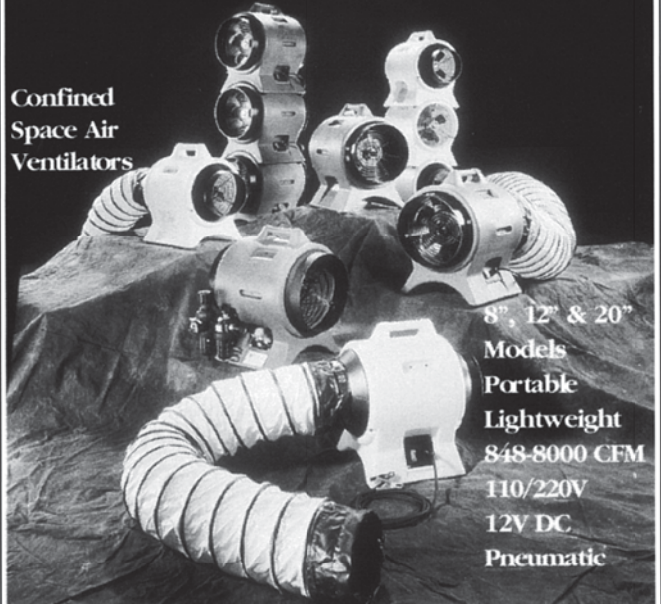
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Market Report

tems, out-of-the-water lifesaving and more extensive log book requirements. PVA has signed a Memorandum of Understanding with the Coast Guard to develop the Flagship program, a safety management system especially for the passenger vessel industry.

It remains to be seen whether the new Health Care Act will produce affordable coverage for most individuals, as its promoters claim, but the “small business” exemption may relieve a number of passenger vessel operators from having to comply with the law’s employer mandate.

Important new federal rules will become effective in 2011, and that will impact passenger vessel operators. In December, passenger vessels must demonstrate that they can comply with stability rules that assume an average passenger weight of 185 pounds. Also, new rules on service to passengers with disabilities become effective in the first quarter of the year. The Department of Transportation rule covers an entity operating a vessel transporting a passenger from point A to point B. The related Department of Justice rule will apply to all other passenger vessel operators. PVA has prepared a guide for its members explaining the ADA rules in detail.

Darrell Bryan, President & CEO of Clipper Navigation, on Pricing

Darrell Bryan is President and CEO of Clipper Navigation, Inc., which operates ferries between Seattle, Wash. and Victoria, BC. “We’re expecting little growth in 2011,” Bryan said. “We’ve budgeted a three percent increase for the year, however Clipper does foresee stronger results in the economy going into the 4th quarter.” Bryan works closely with the hotel industry and has found that packaging allows for greater flexibility in pricing. The customer does not know what is being charged by the hotel or Clipper. “It seems that people have become conditioned to deals and packages, so by packaging our ferry service with leading hotels, we’re able offer competitive pricing that appeals to consumers. In addition, our discounted rate is not naked which will make it easier for us to maintain a higher retail rate.”

“Since July, we’ve experienced double-digit growth by being flexible and aggressive with our package pricing. We currently have a package with a four-star hotel by offering a rate of \$115 that includes the ferry ride and a night’s stay at the hotel. That’s great for the customer. However it



Darrell Bryan

“We’re expecting little growth in 2011.

We’ve budgeted a three percent increase for the year, however Clipper does foresee stronger results in the economy going into the 4th quarter.”

comes at a price for us and we have to carry more passengers to maintain the same level of revenue. Fortunately, we've generated greater revenue. Part of this is attributable to our ancillary sales — hotels, tours, afternoon teas,

etc. — to accommodate deals like this.”

Looking forward, Bryan cited forecasts and reports from the hospitality industry which indicate that the economy may be slow in the short

term, but is expected to pick up in the coming years to be back where it had been before the recession hit.

“It's going to get better. We all just have to keep our heads above water until it does,” Bryan said.

Damen, Doeksen Environmentally Friendly Ferry

Damen has been tasked with developing the first environmentally friendly ferry design for the Dutch shipping company Rederij Doeksen. Based in Harlingen, Rederij Doeksen operates passenger and car ferries between Harlingen and the Dutch Wadden islands of Vlieland and Terschelling. Once the Dutch shipbuilding group and Doeksen have collected all the data, the two partners will analyze the best way an environmentally friendly vessel can be developed. The vessel will be powered by LNG, a hybrid system using wind/solar energy and other alternative solutions. “If it turns out that using a diesel system with a filter is the better option then this may be considered,” said Henk Grunstra, Damen Product Director. Damen and Doeksen aim to have a detailed design completed by the end of 2011. The sustainable ferry design project is partly funded by the Dutch government (Stimulatie Innovatie Binnenvaart) and by a European Union Interreg – North Sea Region grant (iTRANSFER) which promotes interregional cooperation. The funding aims to stimulate connections via the waterways in the North Sea area, with particular attention being paid to sustainable shipping.

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Market Report

John Waterhouse, Chief Engineering Officer of EBDG, on Construction & Renovation:

When John Waterhouse, P.E., Chief Engineering Officer and founder of Elliott Bay Design Group in Seattle, Wash., (with offices in New Orleans) prognosticated about the future of the passenger vessel industry, he was optimistic that the coming years will be good ones.

Waterhouse said, "It looks very good out there. I'm optimistic about so many of the niches that comprise the passenger vessel industry."

Waterhouse foresees positive outlooks in many market segments. "The ferries that were built in the 1960s are just now beginning to need to be updated, renovated or replaced," said Waterhouse. "So there's good news for those of us in that side of the business."

"Although the dinner boat operators have taken a bit of a hit due to the economy, I think that we'll soon see that segment regain its strong customer base," he said.

"The same goes for the excursion and eco-tour vessel

operators. They still offer a tremendous service and people love being on the water.

I'm confident that the passenger vessel industry will do well in the coming years."

Frederick Hall, Vice President of Bridgeport/Port Jefferson Steamboat, on Ridership:

"I like what we were seeing at the end of the last quarter of 2010," reported Fred Hall, Vice President of Bridgeport/Port Jefferson Steamboat in Jefferson, N.Y. "We experienced an incremental increase in business and I'm optimistic that will continue in 2011."

Hall said that the operation that runs a ferry between Bridgeport, Conn. and Port Jefferson, on Long Island, N.Y., has modified its schedules to stay in tune with ridership, which he now describes as "steady" and "positive."

"The price of fuel, however, is the key component to success or failure. If the price of fuel is manageable, we'll be fine this year," Hall said.

MN



Waterhouse

"The ferries that were built in the 1960s are just now beginning to need to be updated, renovated or replaced. So there's good news for those of us in that side of the business."

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SeaArk 55-ft Pilot Boat to Colombia



Photo courtesy SeaArk Marine

SeaArk Marine, Inc. delivered Isla Tesoro, a 55-ft Dauntless RAM pilot boat, to the Armada Nacional De Colombia. The vessel is assigned to DIMAR at the Port of Cartagena. It is powered by twin MAN diesel engines at 800 hp each coupled to ZF gears and Ultra Dynamics 410 jet pumps with Jet Master joy stick controls. This pilot boat can attain a top speed of 28.6 knots with a cruise of 21 knots. All enclosed cabin spaces are fully climate controlled. The pilothouse includes hydraulic/suspension seating for a crew of three with additional seating for six passengers. The electronic suite includes extensive communications equipment, fully integrated radar with GPS, plotter, AIS and SAT/NAV equipment. Wide side decks and generous safety rails provide ease of walk around and pilot deployment/recovery. For onboard electrical service, ships batteries provide 12V service, a 20 kW Northern Lights generator and 100 amp shore power supply 110/220 volt auxiliary power to the boat.

Specifications:

Length, o.a.60 ft
 Length, w.l.50 ft
 Beam (max.)20 ft
 Draft3 ft
 Deadrise22°
 Displacement . .53,500 lbs
 Fuel800 gal
 Max speed . . .28.6 knots
 Service speed . . .21 knots
 Main enginesMAN
 Marine gearsZF
 Jet pumpsUltra Jet
 NavigationFuruno
 RadiosICOM
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communications equipment, fully integrated radar with GPS, plotter, AIS and SAT/NAV equipment. Wide side decks and generous safety rails provide ease of walk around and pilot deployment/recovery.

For onboard electrical service, ships batteries provide 12V service, a 20 kW Northern Lights generator and 100 amp shore power supply 110/220 volt auxiliary power to the boat.

Columbia Class Tug for Shaver

Capilano Maritime Design Ltd. has completed the design of an 80-ft Columbia Class ASD Ship-Docking Tug for Shaver Transportation Company of Portland, Ore. The tug is currently being built by Diversified Marine Inc., also of Portland, and will be the most powerful in Shaver's fleet when delivered in 2011. Power will be provided by two high-speed MTV/Detroit Diesel 16V4000 M61 main engines, each rated 2,680 bhp at 1,800 rpm. Each engine drives a Schottel SRP1215 360° azimuthing thruster with 94.5-inch diameter fixed pitch propeller. Ship-docking will be performed by a heavy duty Hawser winch from Markey Machinery, model no. DEPCF-48, with a 50-hp electric motor. The winch will be fit with 400 ft of nine-



Image courtesy Capilano Maritime Design LTD

inch circumference Spectra/Plasma line in eight layers and will have a brake capacity of 400,000 lbs minimum, at the second layer. The rated pull is 22,150 lbs on the second layer at a speed of 67 ft per minute.

Specifications:

Length, o.a.80 ft
 Breadth, moulded36 ft
 Depth, moulded14.3 ft
 Draft, max.17 ft
 Power5,360 bhp
 Bollard pull134,000 lb

Kvichak Delivers Water Taxi

The brightly painted Aqualink built by Kvichak Marine Industries (KMI) and designed by Incat Crowther, has been in operation by Long Beach Transit (LBT) shuttling visitors and commuters between the Long Beach downtown/waterfront area to Alamitos Bay Landing since 2001. LBT has now returned to Kvichak to build a second boat to add to their fleet and provide route expansion. Aqualink II, an all-aluminum, 65-ft by 24-ft, fully-enclosed catamaran is currently under construction at Kvichak Marine Industries. The 74-passenger cat is powered by twin Cummins QSM 11 diesel engines, rated for 610 hp at 2,300 rpm, and fitted to ZF 360A marine gears. The vessel will operate at a service speed of about 25 knots with a crew of two.



Photo courtesy Kvichak Marine

Kvichak will outfit the kiosk with a refrigerator, coffee brewing system, soft drink dispenser, sink and Corian bar top. Delivery is scheduled for May 2011.

Specifications:

Length, o.a.64.9 ft
 Beam, o.a.24 ft
 Draft4.5 ft
 Fuel capacity700 gal
 GensetNorthern Lights 30 kW

Yankee Fleet's New Ferry

Incat Crowther announced a contract to design a 110-ft Catamaran Ferry for operation in Florida. The vessel will be built by Gladding-Hearn for Yankee Fleet. To be named Yankee Freedom III, the vessel will replace Yankee Freedom II, designed and built by the same partnership in 1999. She will operate on the company's daily run from Key West to Dry Tortugas National Park and Fort Jefferson. Yankee Freedom III will be the 37th ferry built by Gladding-Hearn to Incat Crowther's designs. The vessel will feature an isolated superstructure, reducing the transmission of noise and vibration to the passenger spaces, as well as offering construction efficiency. The fully ADA compliant main deck features 142 seats and four wheelchair spaces, all with tables. There is a large bar and shop aft, with an additional serving counter. Aft of the bar are four toilets, one of which is wheelchair accessible. There are some exterior seats on the aft main deck, allowing passengers to enjoy the sunset on return journeys. The main deck cabin



Photo courtesy Incat Crowther

features forward doors with direct access to the foredeck, which is optimized for aquatic wildlife viewing. The upper deck features 52 exterior seats. Inside, there are 56 seats, some with tables, and a small additional bar. Yankee Freedom III will be powered by a pair of Caterpillar 3512C engines, which are Tier II emissions compliant. These engines each produce 1,230 kW at 1,800 rpm. The vessel will have a service speed of 28 knots.

Specifications:

Length, o.a	.....109.9 ft
Length, w.l	.....106.7 ft
Beam, o.a	.....29.8 ft
Draft (hull)	.....5.2 ft
Draft (prop)	.....6.7 ft
Depth	.....11.8 ft
Construction	.....Marine grade aluminum
Crew	.....5
Speed (max)	.....30 knots

Truckable Tugs

Marine Inland Fabricators, located in Panama City, Fla., specializes in truckable push boats and recently filled a seventeen boat order for General Electric to work in the Hudson River in N.Y. These boats have 10 ton winches, a fuel capacity of 500 gallons, automatic CO2 fire suppression systems, air-conditioning, insulated pilothouses, generators and shore power. Marine Inland Fabricators also builds barges and has built work boats as big as 60 ft by 26



Photo courtesy Marine Inland Fabricators

ft by eight ft, two of which are currently working in Lake Ponchartrain in New Orleans, La.

Chatham Area's Mary Musgrove



Images courtesy Custom Steel Boats, Inc.

The Mary Musgrove, a 67-ft T-Class passenger ferry, is being built by Custom Steel Boats, Inc. for the Chatham Area Transit Authority in Savannah, Ga. It is scheduled to be delivered mid-September 2011. The Mary Musgrove is powered by two John Deere 8.1 liter 6081 AFM75 M1 engines and propelled by two Schottel Z-Drives. The vessel will also be equipped with an 18-inch Wesmar hydraulic bow thruster and a single 46 kW John Deere generator. The engines, generator and four four-ton Cruisairs will be cooled by Fernstrum Keelcoolers. It

Specifications:

Length, o.a	.....67 ft
Beam, molded	.....24 ft
Depth	.....7.8 ft
Draft, full load	.....5.7 ft ABL
Passengers	.....150
Crew	.....5
GT	.....less than 100
Fuel oil	.....1,600 gal
Engine	.....John Deere
Z Drive units	.....Schottel
Generators	.....John Deere

will accommodate 150 passengers for transportation to the International Trade and Convention Center located on Hutchinson Island from downtown Savannah. While the Mary Musgrove is the third vessel to be built for the Chatham Area Transit Authority, it is the first to be built by Custom Steel Boats, Inc. and designed by DeJong and Lebet. The vessel is being funded in part by federal stimulus dollars and in part by a grant from the U.S. DOT.

APU & Maritime Reporter

Webcast Series Kicks Off in February

First online installment of this unique partnership to focus on Maritime Risk. Out in front of the premier edition of *Maritime Professional* print magazine, **readers and online listeners will learn how to overcome uncertainty and meet compliance standards** – by empowering their individual employees.

Maritime stakeholders continue to face complex challenges. Maintaining a healthy bottom line in the face of a myriad of regulatory, environmental and operational risks, therefore, has become Job 1. Preventing the loss of vessel and crew from acts of piracy, catastrophic accidents, natural disasters or the loss of infrastructure resulting in down time which prevents or suspends essential activities are just some of tasks confronting today's maritime professional.

As the New Year moves into full swing on February 16th, an innovative WEBCAST series will kick off at 1100 hours EST to address the scourge of Maritime Risk. This interactive discussion between maritime experts Joseph Keefe (Maritime Reporter group) and Donald McKay (American Public University) will promote dialogue, heighten awareness and present solutions to these challenges. These will include:

- Standards of Training and Certification and Watchkeeping (STCW) Compliance

- Cost-Effective Education of the maritime workforce
- Utilizing technology to more effectively deliver content
- Optimizing operational efficiency while minimizing vulnerability

This webcast will also include a Q&A session and a few twists that you might not expect. Also participating, appropriately enough – as one of many online choices available to industry – is the industry's online STCW training leader, MEBA's Calhoun MEBA Engineering School (CMES). CMES and its offerings are important in that they have developed, packaged and are now delivering the maritime industry's first online, fully interactive U.S. Coast Guard approved STCW training course. Maritime Professional Managing Editor (and licensed mariner) Joseph Keefe has taken and passed both courses and will lead listeners through a discussion of what's available, how that affects your bottom line and more importantly – why it is good for the maritime industry.

From APU, Professor Donald McKay will talk about Minimizing Maritime Risk using a Knowledge Management Framework. From the solid base of APU's critically acclaimed expertise in online education (APU is the 2009 recipient of the Sloan Consortium's prestigious Ralph E. Gomory Award), online participants will learn

Seattle Shipyard Takeover is a Pointer for 2011

Speculation on the forthcoming year has become remarkably sparse because of the tumultuous events in liner shipping and uncertainty over the international economic situation. But a year-end port-related takeover is a probable indication of which way U.S. shipbuilding is headed. Portland, Ore. yard Vigor Industrial has bought the venerable (94-year-old) Todd Shipyards in the Seattle area for \$130m, creating a company with 1,600 employees. Todd's management will remain, as will all existing contracts. So, what sort of work is Vigor acquiring? Unsurprisingly, Todd is big in the naval and Coast Guard business. This month it won a contract to give the Nimitz a new electronic and general equipment sparkle, on top of a contract awarded previously. All told, there is an order book of \$100 million. While Todd has a fairly sizeable private order book as well, it's the government side that is of the greatest interest. Which is the pointer to 2011 trends. Other West Coast yards are likely to change hands as profitability becomes increasingly difficult, with two that spring immediately to mind. The burden of bureaucracy and form filling is also behind Todd's sale, another pointer for the year. "Being publicly owned is a tremendous management drain, in terms of spending significant amounts of time making sure your disclosures are accurate and up to date," is how a Todd boss put it. But even shipyards are not immune to lawyers trying to make money out of a deal. At least four law firms have announced they are investigating the deal for "breach of fiduciary duty," which means that some shareholders reckon Todd could have got a better offer. That too is an indication of what the next 12 months hold.

Excerpt from Martin Rushmere's post on MaritimeProfessional.com

why Knowledge Management offers a strategic means to address risk management from different perspectives to provide broader coverage and balance, promotes and enables learning and knowledge sharing which leads to improved organizational performance.

Online delivery of educational materials is not a new concept. Arguably, the global maritime industry lags badly in its utilization of this increasingly important tool. The new Manila Amendments to the STCW Code directly address the possibility of expanding online education, blended learning and alternative ways to deliver content. Webcast participants can, upon request, take away tools from the webinar that can assist them in their quest to improve employee knowledge and facilitate regulatory (think: Manila amendments to STCW code) compliance. This Webcast will quite possibly be one of the more important learning and interactive events for the global marketplace in the New Year. Make plans now to participate and stay tuned for additional details.

To get an idea of the objectives and outcomes of past webinars, MarPro readers can click on <http://www.apu.apus.edu/lp/webcast>. The webinars provide a forum on important topics in a fully interactive manner. The coming maritime webinar will be of benefit to maritime industry and educational stakeholders across the broad spectrum of the global waterfront.

For more information, contact:
 Irvin Varkonyi, CSCP, P.Log; Email: ivarkonyi@apus.edu or visit www.apus.edu

Posted on MaritimeProfessional.com by Joseph Keefe, lead commentator.

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For contest rules: <http://img.marinelink.com/eb/MPro/Rules&Terms>



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PEOPLE & COMPANY NEWS



Stosz



Chilton



Green



Hagan



Crowley Scholarships for USMMA Cadets

First Woman Superintendent of Military Academy

The first woman superintendent of a military service academy will be at the helm of the U.S. Coast Guard Academy when classes convene next summer. The commandant of the Coast Guard, Adm. Bob Papp, has selected Rear Adm. Sandra L. Stosz, Coast Guard director of reserve and leadership, for the superintendent position.

HB Rentals Promotes Chilton

Onsite accommodation specialist, HB Rentals, a Superior Energy Services company, has opened a second district office in Pennsylvania and named Brian Chilton Regional Operations Manager for the Northeast U.S. The new Pennsylvania office located in Mill Hall will coordinate with the company's existing district office in Canonsburg, Pa., to provide equipment and services for the growing demand in the Marcellus shale play and the surrounding region. Chilton joined HB Rentals in 2006, and this move marks his third promotion since joining the company.

Capt. Score Takes Command of NOAA's Atlantic Fleet

NOAA Capt. David A. Score assumed command of the agency's Marine Operations Center-Atlantic in Norfolk, Va., which manages the day-to-day operations of the nine

research and survey ships in NOAA's Atlantic fleet. Capt. Score served most recently as commanding officer of NOAA Ship Gordon Gunter, which conducted key research missions during the BP Deepwater Horizon oil spill response.

Green Joins Maritime Museum

Joe Green of Portland, Ore. has joined the Chesapeake Bay Maritime Museum (CBMM) in St. Michaels, Md. as a shipwright apprentice. Green will primarily work on the restoration of the Museum's bugeye, the Edna E. Lockwood.

Hagan Tech Dev. & Support Manager for Elcometer

Elcometer, Inc. announced that Lynn Hagan has joined the company as Technical Development & Support Manager for the U.S. and Canada. Prior to joining Elcometer, Inc., Hagan consulted on a number of government and industry initiatives. Most notably, she was the Technical Program Manager and Solution Architect for the U.S. Navy's paperless QA initiative.

Great Lakes Towing Company Leadership Changes

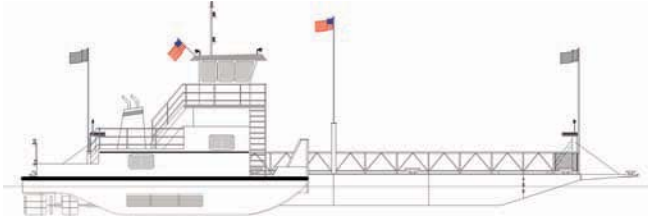
Joseph Starck Jr. will take over as President of Great Lakes Towing Company. Starck joined the towing company in 1991 and was most recently its Vice President – Engineering. Since April 2009, he

has also been President of the company's shipyard division, which operates under the name Great Lakes Shipyard. George Sogor was named Executive Vice President & Chief Financial Officer. Sogor has been with the Great Lakes Towing Company for nearly 25 years, most recently serving as Senior Vice President – Finance and Administration. Ronald Rasmus, who has been President of The Great Lakes Towing Company since 1983, will move to the position of Chairman.

Scholarships for USMMA Cadets

Crowley continued to reward exemplary students at maritime schools around the country by presenting Thomas B. Crowley Sr. Memorial Scholarships to four deserving midshipmen from the United States Merchant Marine Academy (USMMA) at the Containerization and Intermodal Institute's Connie Awards dinner in early December in Newark, N.J. The USMMA cadets Christina Becker, David Irish, Lesley Walz and Gregory Otto were recognized with Crowley scholarships for their strong academic records, leadership capacity and financial need. Sarah Cross, Crowley's marine recruiter, presented the scholarships at the yearly dinner attended by hundreds of maritime and transportation professionals.

Wisconsin's Oldest Operating Ferry Gets an Upgrade



Wisconsin's oldest operating ferry service is about to get its newest boat. By July 9, 2011, the Cassville ferry service will have a new tug and barge to make its Mississippi River crossing. On December 3, 2010, Skipperliner was awarded a \$1.7m contract to deliver a new tugboat and ferry barge. Skipperliner will construct a new 78-ft barge that can carry about 12 typical vehicles, as well as a 45-ft tugboat to push it. While the company has built numerous commercial and industrial vessels, this is its first ferry to transport vehicles. The new Cassville ferry will replace the existing Charlie D, which carries up to nine cars. Charlie D has been crossing the Mississippi River at Cassville since 1966. Ferry service here dates as far back as 1833. Cassville's new ferry was designed by Farrell and Norton Naval Architects. The funds for the project came from \$1.8m in federal stimulus dollars. Wisconsin was among 19 states that received some of the \$60m designated specifically for ferry replacement and refurbishment through the American Recovery and Reinvestment Act of 2009.

CG Admiral Calls Foss an Industry Leader

Foss Maritime is an industry leader in safety and compliance, U.S. Coast Guard Rear Admiral J.R. Castillo said after the company's San Francisco Bay Area-based tug group became the first to complete voluntary examinations for all of the vessels in its northern California group. Company officials say the rest of Foss' fleet will soon pass the voluntary exam, which the Coast Guard and federal government consider a bridge to mandatory towing vessel regulations in the future. The Richmond, Calif.-based northern California group was the first in the nation to complete the voluntary towing safety examinations. Captain Igor Loch, Foss Maritime's director of marine assurance, said all of the company's regional operations are participating in the voluntary effort and that 36 tugs nationwide have passed. Completion is pending for two others.



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PEOPLE & COMPANY NEWS

Second Research Vessel at Great Lakes Shipyard



Great Lakes Shipyard will perform repairs, haul out and drydocking, as necessary, to the U.S. Geological Survey Research Vessel Sturgeon. The work is part of a fleet maintenance contract with the Great Lakes Science Center, Ann Arbor, Mich. of the U.S. Geological Survey, Department of the Interior. The 105-ft R/V Sturgeon was built in 1974 and is home-ported in Cheboygan, Mich.

Blount Boats Wins 4-Boat Deal

Blount Boats, Inc. received Notice of Award to design and construct four 75-ft passenger vessels for the U.S. Army Kwajalein Atoll in the South Pacific. The vessels will be built to meet the USCG Subchapter T for

operation between the Marshall Islands of Kwajalein, Rio-Namur and Ennubirr Island on a Protected Waters Route for the Kwajalein Range Service, LLC. The 150-passenger mono hull boat will be constructed of welded Corten steel with an aluminum superstructure. The ferries will be powered by twin Detroit Series 60 diesel engines, rated at 475 hp at 1,800 rpm, coupled to ZF 550 1.833:1 ratio gears. The fire and bilge pumps will be PTO driven off both mains and the steering will be operated by a cable-type steering system.

JonRie's New Towing System

JonRie commissioned its new Series 500 Towing System on the 1,200 kW tug Crystal Cutler built for Poling and Cutler Marine Transportation,



Freehold, N.J. The winch features JonRie's independent drive level wind and an independent drive gypsy head. The winch has a line pull of 25 tons, a line speed of 18 M/m and drum brake with the capacity of 125 tons. The capacity of the drum is 500 M of 38mm wire. JonRie also designed and supplied the boat deck console, control system, HPU and pilot house drum slip alarm and abort system. The tug will tow its new 30,000 bb barge in New York's shallow harbors, rivers and water ways.

Rapp Hydema Winches for USGS Research Vessels

Great Lakes Shipyard awarded Rapp Hydema NW the deck machinery packages for two U.S. Geological Survey research vessels now under construction. Rapp's award includes a pair of trawl winches, a centerline winch, side-sampling winches port and starboard, and a dual net reel, for each vessel. Rapp will be providing its PTS Pentagon Canbus system for winch control and monitoring, as well a Rapp Syd gillnet lifter for each boat. The centerline and side-sampling winches will be slip-ring capable.

Austal Multi-Vessel LCS Contract

The USA division of Australian-headquartered Austal has been awarded a U.S. Navy contract to construct one Independence Class Littoral Combat Ship (LCS). The total value



Photo courtesy Austal

MRG Acquires Cook Inlet Tug & Barge

Marine Resources Group (MRG), a family of companies that operate tug and barge fleets throughout the U.S., is expanding into the Alaska harbor services business. MRG acquired the assets of Cook Inlet Tug & Barge, based in Anchorage, which operates as an independent subsidiary. The family-owned Alaska company, which traces its history to 1923, has 10 employees and operates three tugs and one barge. Steve Scalzo, MRG chief operating officer, said Capt. Carl Anderson, the previous owner, will remain at Cook Inlet Tug & Barge in a consulting capacity to support the business during the transition. All other employees are expected to stay with the company, including Capt. Brad Kroon, who will have overall management responsibility, and Capt. Katrina Anderson, Carl's daughter, who will provide operational, administrative and safety-related support. Also with the company is Carl's son Garrett, who works on the tugs. The Anchorage company's fleet includes two ice-class ASD tractor tugs at 3,500 hp and 2,200 hp, and a 1,000 hp pusher tug. **Carl Anderson's grandfather, Norwegian-born Jack Anderson, started Cook Inlet Tug & Barge in 1923.**

of the contract is \$432.1m. The contract includes options for nine additional vessels in the following five years. Austal will immediately commence preparation work including a \$140m facility expansion and workforce development which will take approximately 12 months to complete. Construction of the first LCS vessel will commence in early 2012 and is scheduled for delivery in 2015. The aluminum warships will be built at Austal's U.S. shipyard in Mobile, Ala. and will more than double Austal's U.S. workforce to around 3,800 employees.

Lockheed Martin-Led Team Launches Third LCS

The Lockheed Martin-led industry team launched the nation's third Littoral Combat Ship (LCS), Fort Worth, at the Marinette Marine shipyard. The 389-ft Fort Worth was launched into the Menominee River. Just prior to its launch, the ship's sponsor, Congresswoman Kay Granger of Texas, christened Fort Worth with the traditional smashing of a champagne bottle across the ship's bow. Fort Worth will continue to undergo outfitting and testing at Marinette Marine before delivery to the Navy in 2012.

Clean Harbors Opens New Iberia Response Center

Clean Harbors, provider of environmental, energy and industrial services throughout North America, has based a regional response center here to respond to environmental emergencies throughout the Gulf Coast region. The new facility also augments the company's natural disaster response and logistical support services for the region, as well as supports existing field services locations

in Louisiana and Texas. The Clean Harbors New Iberia facility houses self-contained skimming watercraft of up to 30 ft in length, various response boats and landing craft, shallow water skimmers and containment boom. Supply and tanker trucks, personal protective equipment, mobile communications equipment and other response assets are also kept at the ready.

Crowley Expands at Everglades

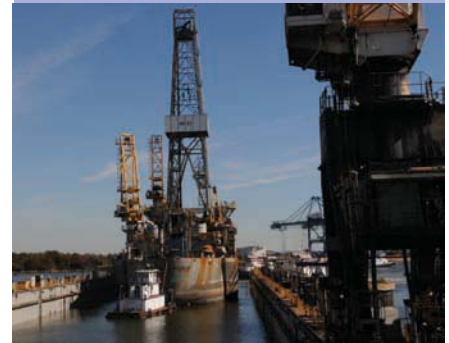
Crowley Liner Services is expanding at Port Everglades with a new 10-year terminal lease that calls for additional acreage and increased container guarantees. The terms of the new lease call for increasing Crowley's terminal from 68.2 to 80 acres. Guaranteed container moves will begin at 110,000 in 2011, increase to 112,000 in 2012, and increase by 1,000 annually thereafter on each January 1st through 2020. Under the new agreement Crowley's first-year guarantee represents nearly 96% of their FY10 container volumes.

Delta Wave Comms Teams with Global Rescue

Delta Wave Communications, Inc. has teamed up with Global Rescue to combine their service with Delta Wave's line of satellite based global personal tracking and emergency alert products and services. Global Rescue is an emergency services company that provides medical, aeromedical evacuation, search and rescue and security services.

The companies have partnered to offer a full service emergency alert program for customers who require a total solution with global two-way communications and emergency alert features, along with field care and evacuation services.

Signal International Completes Mobile Yard Renovations



Signal International Inc. recently completed a \$9m yard and drydock renovation on its ship repair facility in Mobile, Ala. Signal Ship Repair (SSR), the company's most recent acquisition, offers repair and new construction for ships, workboats and tugs in the Signal family of yards. The facility upgrade project was completed ahead of schedule and made ready for the Transocean Deepwater Navigator. The drillship has been at Signal's Pascagoula yard for repairs and recently arrived at SSR's Panamax drydock, for hull and tank repairs, thruster removal and repair, servicing of the main propulsion system and lower hull painting. The newly refurbished Panamax floating drydock has been certified for a lift capacity of 21,500 tons. Over 500 tons of steel were replaced on the well deck supporting structure and the wing wall plating with attached internal structure. The west end well deck apron was also renewed in its entirety and all exterior wing wall coatings were redone. The south wing wall crane had two new engines installed, all the steel cables on both cranes were replaced and both cranes were inspected, tested and annual certifications renewed.

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www.OutreachTrainer.org

Efrem Martinez
tel: 956-342-6640
fax: 956-381-0770
email: martinezemarti@aol.com
Descr: OSHA maritime industry training and consultants

IMLCORP, LLC

869 Pickens Industrial Dr.
Marietta, GA 30062
www.imlcorp.com
Cheryl Katz
tel: 678-331-3190
fax: 678-331-3170
email: info@imlcorp.com
Descr: Manufacturer of high quality clear voice emergency notification loudspeaker systems for improved communications, safety and security in every emergency
Products: SoundCommander emergency notification loudspeaker systems, AlertCommander message delivery system, Pow-R-Entry fast entry tool and more.

Jotron USA Inc.

10645 Richmond Ave.
Houston, TX 77042
www.jotron.com
Patrick Woodman
tel: 713-268-1061
fax: 713-268-1062
email: patrick.woodman@jotron.com
Descr: Manufacturer
Products: EPIRB, SART, AIS SART, GMDSS equipment, VHF/UHF radios

Kidde Fire Systems

400 Main St.
Ashland, MA 01752
www.kiddemarine.com
Daniel Sullivan
tel: 781-545-9022
email: daniel.sullivan@fs.utc.com
Descr: Marine fire protection for vessels with extensive marine approvals and a global network of distributors
Products: FM-200, 3M Novec 1230 fire protection fluid, CO2, galley systems

Lifeline Inflatable Services Inc.

1590 NW 159th St.
Miami, FL 33169
www.lifelineinflatable.com
Lee Gillette
tel: 305-621-1500
fax: 305-621-1730
email: service@lifelineinflatable.com
Products: Sales & service for life rafts, inflatable boats, Yamaha outboards and marine safety equipment.

Mid-State Instruments

3547 S. Higuera St. Unit B
San Luis Obispo, CA 93401
www.midstateinstruments.com
Darryl Mendivil
tel: 866-451-2257
fax: 805-576-7629
email: sales@msisales.com
Descr: Distributor of maritime thermal night vision

DIRECTORY: FIRE & SAFETY PRODUCTS

systems including portable and fixed thermal night vision cameras

Products: FLIR First Mate portable hand held maritime camera, Navigator II short range fixed thermal camera, M Series short to medium range thermal camera, Voyager II long range

Machovec

PO Box 307
Monticello, MN 55362
www.machovec.com
tel: 763-263-9835
fax: 763-263-9812
email: jay@machovec.com

Descr: Mustang survival distributor

Products: Flotation vests, work suits, immersion suits

Marine & Offshore Supplies, Inc.

10736 Cory Lake Dr.
Tampa, FL 33647
www.marineoffshore.net
Holger Reins
tel: 813-986-8100
fax: 813-986-2600

email: sales@marineoffshore.net

Descr: Marine & offshore material supplies

Products: Joiner systems, life & rescue boats, high lift rudders, marine windows, blast and fire doors, vibration mounts

Marine Systems Corporation

70 Fargo St.
Boston, MA 02210
www.msCorp.net
Cynthia Tirrell-Norton
tel: 617-542-3345, ext. 112
fax: 617-542-2461

email: Cynthia.Tirrell-Norton@msCorp.net

Products: Fire safety plans/fire suppression engineering services

Ramco Manufacturing Company, Inc.

365 Carnegie Ave.
Kenilworth, NJ 07033
www.ramco-safetyshields.com
Kevin J. Nee
tel: 908-245-4500
fax: 908-245-3142

email: info@ramco-safetyshields.com

Descr: Manufacturer of flange and valve safety shields

Products: Teflon and metal safety shields that meet requirements of SOLAS 15.2.11 and prevent sprayouts from piping connections

Safety Management Systems Training Academy

2916 North University Ave.
Lafayette, LA 70507

www.safetyms.com

Chris Grossie

tel: 337-521-3430

fax: 337-291-4200

email: training@acadian.com

Descr: SMS provides a comprehensive list of safety and regulatory compliance training required by MMS, U.S. Coast Guard, OSHA, IADC, API, STCW part 95 and the DOT

Safety & Technical Products, Div. of IFAI

1801 County Rd. B West
Roseville, MN 55113
www.safetyfabrics.com

Ruth Stephens

tel: 651-222-2508

fax: 651-631-9334

email: rastephens@ifai.com

Descr: Trade association for specialty fabrics and technical textile products

Safety Lamp of Houston, Inc.

1816 Rotary Dr.
Humble, TX 77338

www.safetylampofhouston.com

Jim Reeves

tel: 281-964-1019

fax: 281-964-1040

email: sales@safetylampofhouston.com

Descr: Safety and hazardous area lighting

Products: Full line of WOLF pneumatic lights, hand lamps, rechargeable hand lampschargers, torches, head torches, parts, sales and service

Sea Safety International, Inc.

10 Wood Ave.
Secaucus, NJ 07094

www.seasafety.com

Peter O' Shea

tel: 201-330-3225

fax: 201-330-0448

email: pjo@seasafety.com

Descr: Marine safety products sales and services

Products: Life rafts, firefighting equipment, portable gas monitors, SCBA, EEED, deck safety items and more

Stang Industrial/CounterFire Ltd.

2616 Research Dr. Unit B
Corona, CA 92882

www.stangindustrial.com

Ed Bender

tel: 951-479-9810

fax: 951-479-9817

email: ebender@stangindustrial.com

Descr: Manufacturer of fire fighting monitors and packages

Tube-Mac Industries Ltd.

853 Arvin Ave.
Stoney Creek, ON L8E5N8, Canada

www.pyblok.com

Chris Peitchinis

tel: 905-643-8823

fax: 905-643-0643

email: chris.peitchinis@tube-mac.com

Descr: Non-welded piping technologies

Products: PYPLOK - non-welded, cold worked, piping connection for high pressure fire suppression systems

Viking Life Saving Equipment

1521 S. 92nd Place, Suite A
Seattle, WA 98108

www.vikingsafetyshop.com

tel: 206-783-3900

fax: 206-783-3993

Descr: Viking provides and services essential safe-

ty equipment for passenger and commercial vessels, offshore installations and vessels, the defense sector, industrial fire fighting as well as leisure yachts

Western Fire & Safety Co., Inc.

2446 NW Market St.
Seattle, WA 98107

www.westernfireandsafety.com

email: sales@westernfireandsafety.com

tel: 206-782-7825

fax: 206-783-5748

Products: 250CG/AFFF foam extinguisher, 810CG extinguisher bracket, complete ABS(pda) approved firemans outfit/SCBA always in stock

PRODUCTS

Sea Marshall AU9 Man Overboard Personal Locator

Marine Rescue Technologies released the Sea Marshall AU9 series of alerts for dive industry, rigs, supply vessels and work boats. The Sea Marshall Maritime Survivor Locating Devices (MSLD) system is a man over board (MOB) system comprised of an alerting unit (AU) or personal locator beacon (PLB), worn by each crewmember, and a base unit receiver/locator unit installed on the vessel. The unit comes in two power options; 100mW and 500mW long range version. The alerts are water-activated and provide an immediate MOB alarm to the crew and precision direction back to the MOB. The alarm only CG121 MKII and SARfinder also provide an automatic GPS wave point where the MOB incident first occurred.

www.seamarshall-us.com

GMN WebXaccelerator for Ship-to-Shore Comms

Global Marine Networks introduced the GMN webXaccelerator for ship-to-shore and remote communications needs for the commercial fishing, marine transport, cruise ships, offshore oil rigs and first-response communications coordination markets. The webXaccelerator is a data accelerator and control router that gives users of satellite and other wireless data systems control of their satellite data installations while providing data speeds up to five times faster than uncompressed rates.

www.globalmarinenet.com

New Weather Closures Adjust Automatically

Heavy doors and hatches require manpower to close in rough waters. The Weather Closures from Delta "T" Systems can be remotely shut in the event of bad weather, violent seas and extreme wind or for security purposes. The units are designed for offshore vessels, workboats, tugs, crew quarters and pump houses. Available in custom sizes to fit any application, the versatile Weather Closures are constructed from marine-grade 6063 aluminum housing with anodized aluminum blades. Lightweight and energy efficient, they feature 24V DC or 110V AC electric actuators, which enable users to remotely open or close the weather closures from the helm or other required locations.

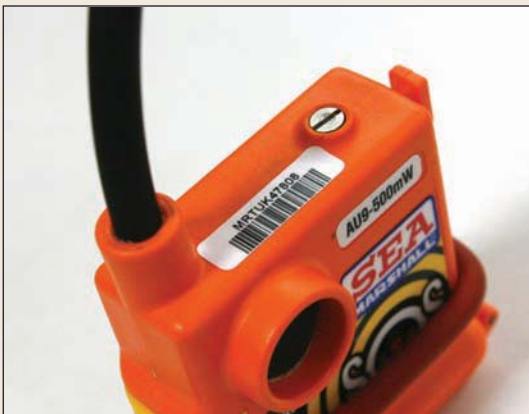
www.deltatystems.com

Magnalight: Offshore Hazardous Location Lighting

Larson Electronics' magnalight.com announced new additions to its line of offshore LED lighting for hazardous locations. New LED lights include the stainless steel HALSS-48-2L-LED and the HALP-48-2L-LED with a corrosion resistant polyester fiberglass blend housing. Finally, the HALSS-TRN-400WMH stainless steel UL rated Class 1 Division 2, 400 watt metal halide flood light rounds out the new offerings for the corrosive, marine and offshore hazardous location environments.

www.magnalight.com

Sea Marshall AU9



WebXaccelerator



Weather Closures



Magnalight



Larson Electronics: Explosion Proof LED Light

Larson Electronics added a Class 1 and Class 2 rated explosion proof LED drop light on an explosion proof reel to its wide array of hazardous location lighting. Featuring lower operating temperatures, brighter light and drop proof durability, the EHL-LED-7W-50-HR explosion proof hand lamp with 50-ft SOOW cord reduces the need for re-lamping and maintenance. Equipped with a seven watt LED bulb, the Class rated LED hand lamp is suitable for areas requiring UL Class 1 and Class 2 lighting. The explosion proof reel offers a Class 1 Division 1 and Class 2 Division 2 rating so that both the reel and the trouble light can be installed in hazardous location areas. The EHL-LED-7W-100-HR is also available with a 90-ft SOOW cord.

www.magnalight.com

Perko Large Vessel Navigation Lights

Perko's line of navigation lights for vessels over 65.6 ft in length has been granted American Bureau of Shipping (ABS) Type Approval. ABS Type Approval is a voluntary program that certifies companies around the world in compliance with industry specifications for design, manufacturing and consistency. ABS is recognized by more than 100 governments.

www.perkofuelsystems.com

Colfax SmartSense Intelligent Pump Technology

Colfax Corporation announced the expansion of its SmartSense intelligent pump monitoring line to include the new SmartSense Pulse. Measuring only 2.4 inches long, 1.6 inches wide and 1.3 inches deep, the Pulse easily fits near the bearing on a pump to gauge temperature and vibration. At-a-glance LEDs on the unit indicate pump performance and provide preventive maintenance alerts. The Pulse follows the introduction of Colfax's initial SmartSense system, whose larger control unit, measuring 22 inches long, 20 inches wide and 10 inches deep, and additional sensors monitor pressure, wear, cavitation and integrity of the pump's mechanical seal, in addition to temperature and vibration.

www.colfaxcorp.com

Multical 15-Hand-Held Loop Calibrator

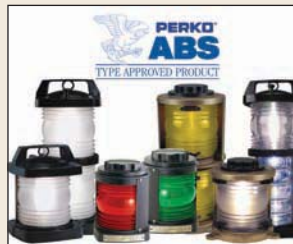
The MultiCal 15 is a compact, rugged hand-held mA/V (loop) calibrator that can measure & simulate DC voltage, DC current and frequency. The calibrator is designed to meet test and calibration needs both in the field and laboratory. The MultiCal 15 features accuracy of $\pm 0.02\%$ rdg + LSD, measurement of DC voltage up to 55V, simulation of DC Voltage up to 10V, capability to provide loop supply (24V), measurement frequency up to 50KHz and simulation frequency up to 10KHz.

www.E-Inst.com

Explosion Proof LED Light



Perko Navigation Lights



Colfax



**Hand-Held
Loop
Calibrator**

BY THE NUMBERS

Offshore Rig Fleet by Region

Region	%	No.
Africa – West	84.9%	(45/53)
Asia – SouthEast	72.5%	(66/91)
Europe - North Sea	86.1%	(62/72)
Mediterranean	77.3%	(17/22)
MidEast - Persian Gulf	75.5%	(71/94)
N. America – Mexico	75.0%	(24/32)
N. America - US GOM	67.9%	(53/78)
S. America – Brazil	91.8%	(56/61)

Source: Rigzone

Offshore Rig Utilization by Type

Type	%	No.
Drill Barge	80.0%	(8/10)
Drillship	71.4%	(40/56)
Jackup	75.7%	(274/362)
Semisub	86.3%	(145/168)
Tender	75.9%	(22/29)

Source: Rigzone

Offshore Rig Day Rates

Floating Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Drillship < 4000' WD	5 rigs	8 rigs	\$242,200.00
Drillship 4000' + WD	38 rigs	50 rigs	\$431,324.13
Semisub < 1500' WD	10 rigs	18 rigs	\$274,368.75
Semisub 1500' + WD	65 rigs	86 rigs	\$315,176.35
Semisub 4000' + WD	75 rigs	91 rigs	\$405,990.26

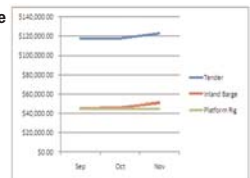
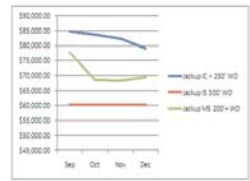
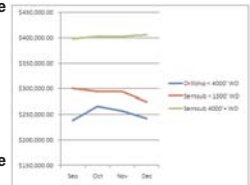
Jackup Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Jackup IC < 250' WD	30 rigs	52 rigs	\$79,062.50
Jackup IC 250' WD	42 rigs	65 rigs	\$96,212.86
Jackup IC 300' WD	86 rigs	125 rigs	\$101,400.00
Jackup IC 300' + WD	111 rigs	147 rigs	\$139,807.18
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	2 rigs	16 rigs	\$33,000.00
Jackup MC 200' + WD	13 rigs	28 rigs	\$49,000.00
Jackup MS < 200' WD	2 rigs	2 rigs	—
Jackup MS 200' + WD	6 rigs	19 rigs	\$69,250.00

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	—
Inland Barge	36 rigs	74 rigs	\$51,585.71
Platform Rig	142 rigs	250 rigs	\$44,996.43
Submersible	0 rigs	6 rigs	—
Tender	22 rigs	32 rigs	\$123,897.00

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/%
Dec 20	52950	+8.50	+1.6
Dec 13	521.00	-2.00	-0.4
Dec 6	523.00	+21.00	+4.2
Nov 29	502.00	+8.50	+1.7
Nov 22	493.50	+4.50	+0.9
Nov 15	489.00	-11.50	-2.3
Nov 8	500.50	+23.00	+4.8
Nov 1	477.50	+1.00	+0.2
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

East Coast

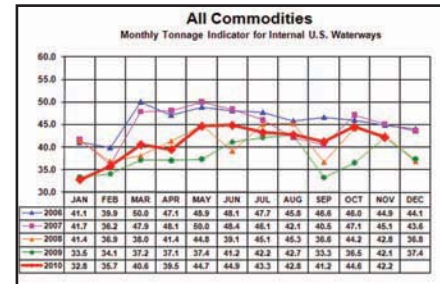
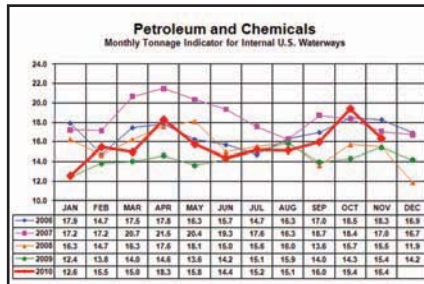
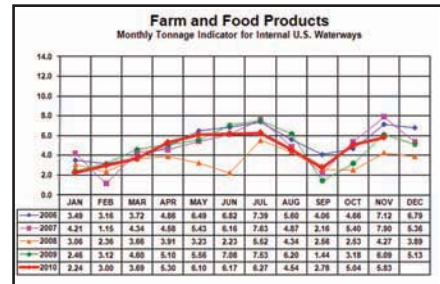
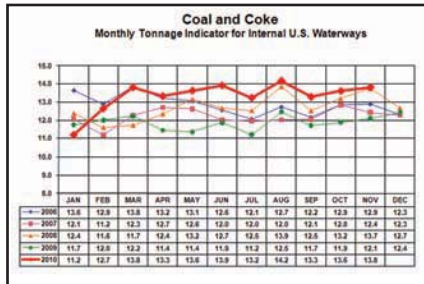
Date	\$/MT	ch/\$	ch/%
Dec 20	512.50	+5.00	+1.0
Dec 13	507.50	-6.50	-1.3
Dec 6	514.00	+19.00	+3.8
Nov 29	495.00	+14.00	+2.9
Nov 22	481.00	-16.00	-3.2
Nov 15	497.00	-2.00	-0.4
Nov 8	499.00	+21.00	+4.4
Nov 1	478.00	+1.00	+0.2
Oct 25	477.00	+5.50	+1.2
Oct 18	471.50	-11.00	-2.3
Oct 11	482.50	+8.50	+1.8
Oct 4	474.00	+19.00	+4.2

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

Indicative World Steel Prices

Indicative prices	Change
SBB HRC world price \$/t	680.691 +19
SBB Rebar world price \$/t	659.665 +26
SBB World Price Tracker	237.696 +7

Source: Steel Business Briefing <http://www.steelbb.com/steelprices/>



Bunker Fuel

Port	IFO 380	IFO 180	MDO	Del. Date
Corpus Christi	525.00	545.00	815.00	D 2010-12-21
Houston	498.00	518.00	—	W 2010-12-21

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

Port	IFO380	IFO180	MGO	MDO	Barge	Updated
New York	503.00	536.00	—	812.50	\$7.50	Dec 21
Houston	496.50	515.50	—	792.50	\$7.00	Dec 21
Los Angeles	538.50	564.50	815.00	782.50	\$5.80	Dec 21

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

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- Director of Simulation Technology FY11-13

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- Focus marketing activities in development and delivery of technical presentations, and seminars with emphasis on integrating design elements.
- Support Sales team in vessel design as a valued proposition including facilitating concepts of early design, FEED, and shipyard support.
- Pursue market opportunities to build and secure sales.

Educational/ Experience requirements:

- Ideal candidate has Bachelor's Degree with major in Naval Architecture and or Marine Engineering "NAME" (Master's a plus) and 5+ years related experience in vessel design firm, shipyard, and or vessel operations.

IM requirements:

Working knowledge of Ship design software including AutoCAD, Ship Constructor, and other advanced design tools.

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Port Captain

Job Location: USA, Concord, California
Port Captain Job Posting

A San Francisco Bay Area ship management company is seeking an individual to fill the position of Port Captain for the management of our Maritime Administration (Marad) and Military Sealift Command (MSC) contracted vessels. This individual will be based in our Concord, California office and will occasionally be expected to travel to our various ship and office locations in the US and Asia.

The Port Captain will be required to be a U.S. citizen, capable of gaining a security clearance and shall meet the following qualifications:

- A minimum of five (5) years of commercial Port Captain's experience, or
- A minimum of five (5) years of seagoing experience as a ship's Master or Chief Mate on a USCG unlimited license, or
- A combination of a Bachelor's degree in Marine Transportation and at least three (3) years of documented sailing experience on a USCG unlimited license.

The Port Captain needs to have a combination of education and experience that provides a high level of understanding of ship operations and maintenance management, including knowledge and working experience with Classification Societies, USCG regulations, and vessel and port security requirements. As part of his/her responsibilities, the Port Captain will actively participate in the formation and implementation of the Company's ISM Code and regulations.

The Port Captain will also be required to have an understanding of union-management relations, work rules and STCW requirements. As part of the Port Captain's responsibilities, he/she will participate in the selection of the senior deck officers for the Company's managed vessels.

The Port Captain will work with the program managers of the Marad and MSC fleets, providing technical nautical experience for the management of their various vessels.

Salary: Competitive Salary and Benefits.

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Concord, California 94520, CA 94520 USA

Phone: 925-296-2000

Email: Patriot.Employment@ASMHQ.COM

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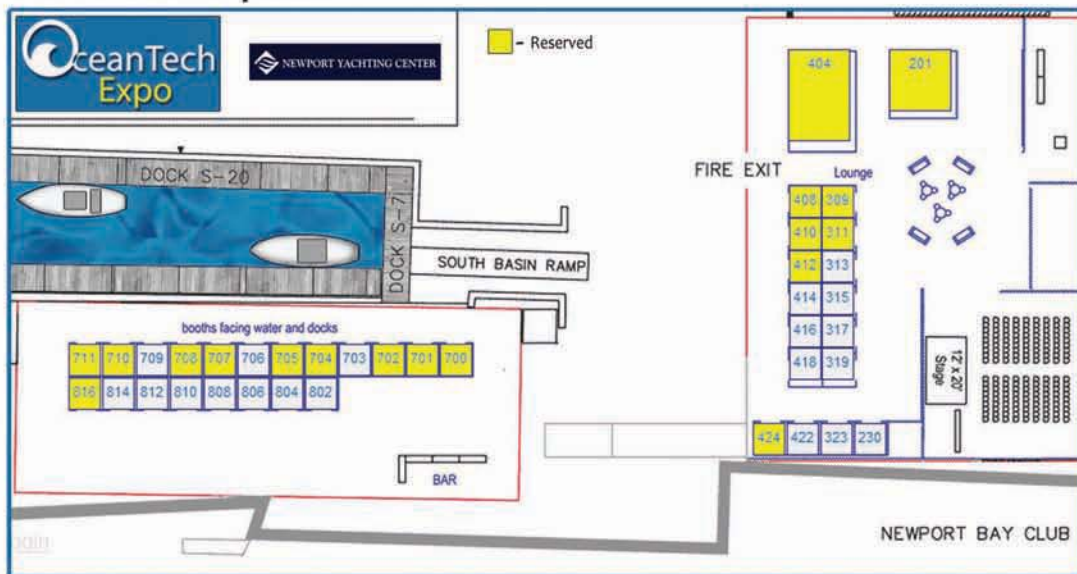
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