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Marine News

JUNE 2012
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A Key to Port Survival

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(Gary R. Clark)

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BPA WORLDWIDE BUSINESS

On the Cover

The Philadelphia District dredge McFarland dredged the Southwest Pass in 2010. See Susan Buchanan's Report on the domestic dredging situation on page 32.

(photo courtesy U.S. Army Corps of Engineers)

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EDITOR'S NOTE

keefe@marinelink.com

Change: We find ourselves this month on the threshold of possibly the most important national elections in decades. At stake are many issues, including maritime industry pleas for full disbursement of the Harbor Maintenance Trust Fund (HMTF), which is being pushed for through the so-called RAMP Act. Anemic funding proposals for the U.S. Army Corps of Engineers (5 percent below FY 2012's appropriation) also has operators and shippers alike worried that dredging and maintenance will continue to fall short of physical requirements. Will the coming elections involve appreciable change? Or, does it really matter who roams the halls inside the Beltway, especially where the maritime equation is concerned?

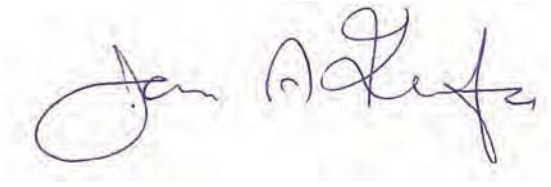
Changing the law: At least two pieces of legislation in the form of the Short Sea Shipping Act of 2011 (HR 1533) and the Great Lakes Short Sea Shipping Enhancement Act of 2011 (S.1964) have been introduced to address the inequities of HMT as it affects America's Marine Highways. This edition's **INSIGHTS** focus therefore appropriately calls upon the Commonwealth of Virginia's Secretary of Transportation and former Marad Administrator Sean Connaughton to weigh in on all things "shortsea shipping." Out of the national spotlight (for now), he remains as America's most ardent shortsea shipping advocate. Along the way, he has gotten a few things done. Find out how on page 16.

Also in this edition, we examine all things "dredging." Susan Buchanan's in-depth SITREP on the domestic situation is therefore a must-read, while our **BY THE NUMBERS** look at global dredging just might surprise you for any number of reasons. As the new super TEU Panamax container ships inch ever closer to U.S. ports, there is arguably no issue where the stakes are higher for U.S. ports and their customers.

Changing course: As perhaps Rhode Island's best kept secret, Senesco Marine Shipyard steps out into the wider commercial market. Boat operators are only just beginning to discover what Craig Reinauer already knows: this mid-tier yard is fully capable of producing high quality tonnage, in series, on time and at a fair price. As we go to press, McAllister Towing had announced their latest plans build a Jensen Maritime designed 5,150 hp twin ASD tractor tug; one of a growing list of commercial customers who will entrust their build and repair needs to this North Kingstown-based shipyard. It is an exciting story; one with the potential to impact the domestic shipyard and workboat operator markets in equal parts.

In terms of the broader workboat sector itself, perhaps no change is more pronounced than the move towards dynamic positioning (DP) for virtually any boat being produced or considered for today's increasingly sophisticated markets. Ten years ago, only one in two boats was churned out with DP capabilities. That percentage has changed dramatically. Our coverage of two prominent industry players in this $300 million equipment market is, then, especially timely.

Change: Summing it all up – change appears to be today's only constant on the waterfront. It's an exciting time for the maritime industry and *MarineNews* continues to put you out in front of the important stories. That's one thing that won't change.



Joseph Keefe, Editor, keefe@marinelink.com

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Azimuth Friction Free Towing Point

Dutch invention prevents towline failure on tugboats

Rotterdam based shipping company Rotortug and ASD Ship Design have invented a revolutionary tugboat technology ('tugnology') to prevent towline failures from chafing against a tugboats fixed towing point. The invention of Ton Kooren (Rotortug) and Arie Aalbers (ASD Ship Design), the so called azimuth friction free towing point, was unveiled last month in Barcelona, Spain.

Conventional towing point designs are usually fixed bitts fitted with polished and stainless steel cladding in line contact areas guiding a towline to a towing winch. Using state of the art towing winches, towlines are winched in and out automatically by using a pre-set line force to prevent both dynamic overloads and slack wires. Synthetic towlines can easily fail due to chafing and friction with increased risks for safety.

Fast in-and-outgoing movements of a towline with these winches cause high temperatures, especially at the inner core of synthetic towlines. This is an even bigger issue at high outdoor temperatures. The fiction and the high result temperature cause much wear and, eventually, failure of a towline connection itself.

Rotortug and ASD Ship Design in cooperation with the company Ridderinkhof in Hasselt have developed a rotating wheel construction to guide the towline without friction. The patent on this invention is currently pending. Because synthetic towlines are generally seven times lighter compared to equivalent steel wire towlines, they are also gradually replacing steel wire towlines. A downside to synthetic towlines, however, is their sensitivity to chafing and maximum safe working temperatures.

Together with the Rotterdam based maritime service provider Kotug International and the Rotterdam pilot organization Rotortug has developed new methods to assist sea going ships. One of these methods is the so called 'rotoring', a method through tugs of the Rotortug type can assist objects to be towed and moored in confined spaces. The azimuth friction free towing point enables 'rotoring' in heavy seas. Ridderinkhof is awarded the exclusive, initial production rights for the azimuth friction free towing point.

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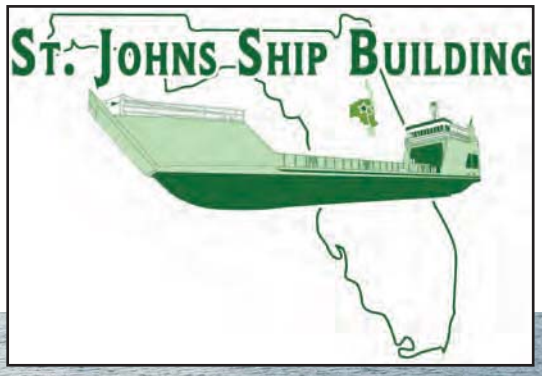

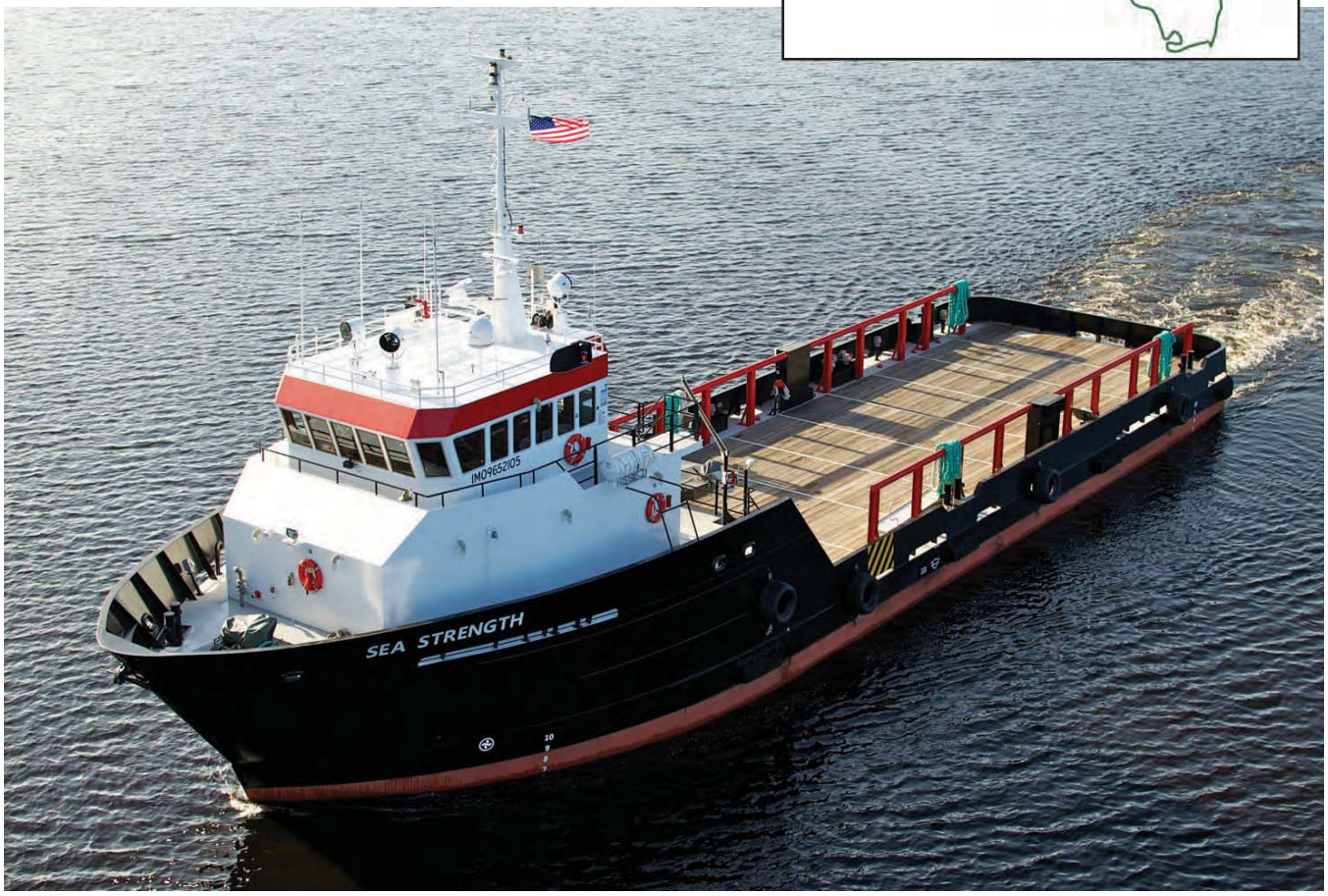

St. Johns Ship Building of Palatka, Fla. delivered the offshore service vessel (OSV) Sea Strength to A. R. Singh Contractors of Point Fortin, Trinidad. The 157-ft vessel is currently undergoing owner inspections and is available for work in the Caribbean offshore market. A. R. Singh Contractors Ltd. has served the local Trinidad market since 1978 and provides marine transportation, pipe laying and offshore construction services. A. R. Singh Contractors Ltd. operates a fleet of approximately 20 vessels including tugs, barges, crew boats and supply boats.

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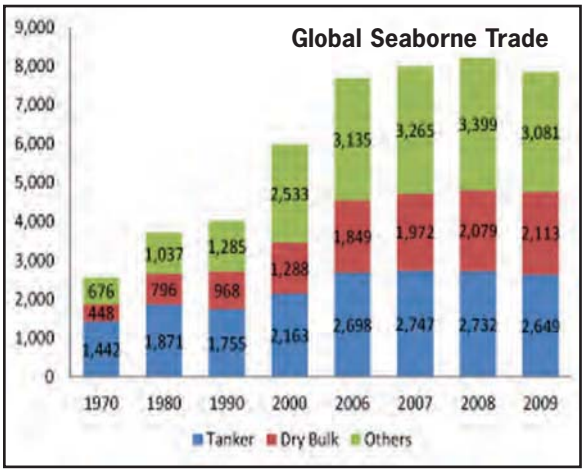
Dirty Bilge Water:	1,500 gallons
Sewage:	2,000 gallons
Gray Water:	2,000 gallons

Global Dredging

The latest annual review of the global dredging market provided by the International Association of Dredging Companies (IADC) focuses on the situation in 2010 and was published in October 2011. In that document, IADC, among other things, estimates global and regional dredging turnover. More importantly, perhaps, the report asks (and answers) the question: **What Drives Dredging?**

According to the study, dredging is vital to social and economic development, in particular to the construction and maintenance of much of the maritime infrastructure upon which worldwide economic prosperity as well as social and environmental well-being depends. Its impact on the global economy is in fact far larger than its effect on direct employment or industry turnover. Without port expansion and maintenance, the so-called post-Panamax 18,000 TEU container vessels, on the drawing boards at the moment but operational very soon, will not be able to enter any port. Without the industry dredging and backfilling trenches for pipelines, the world would soon lack sufficient oil and gas supplies. Without coastal defenses, the hinterland would soon be threatened by flooding. Dredging is a small, highly specialized, capital-intensive industry. The educational level of the employees at dredging companies is exceptionally high, with 40-50% having a bachelor's degree or higher. The estimated total turnover of global dredging contractors – private as well as state- or port-owned companies – is estimated at $13,400 mln for 2010.



As a result of the global economic downturn, waterborne trade fell 4.5% in 2009. However, trade picked up again rather quickly in 2010. As container ships get larger, putting increased demand on capacity and efficiency of ports, dredging helps meet this challenge by maintaining and deepening channels as well as supplying dredged material for building berths, quay walls and infrastructure. Before the drop of 4.5% in 2009, waterborne trade increased 36.5%, between 2000 and 2008, hence the turnover in capital and maintenance dredging for ports and harbors has also grown in a similar period from $2,476 to $6,850 mln; an average growth rate of 6.4%.

Dredging has grown faster than its drivers. All drivers for dredging have developed at a moderate rate since 2000, yet in the dredging industry itself, turnover has more than doubled. According to the IADC report, this is due to innovation and sustainability. Modern dredgers can dig deeper and retrieve material from greater distances, using ever-larger dredging vessels, equipped with more technology. These advances have combined to make the industry more cost efficient and also allows the industry to take on larger and more complex projects in new markets.

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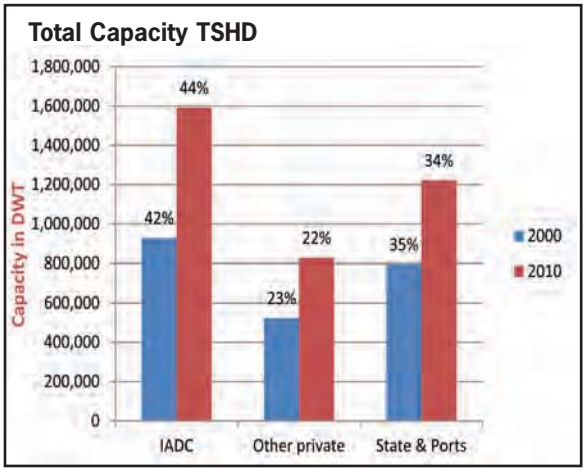
Dredging is carried out with a variety of specially developed equipment, that come in many sizes and types. These include mechanical dredgers (backhoes, grab and dipper dredgers) and hydraulic dredgers (hopper and cutter dredgers). Transport methods associated with hydraulic dredgers are pipeline and hopper transport. In some cases, hydraulic dredgers may pump the materials into barges for transport. The selection of dredging equipment for a particular project will depend on a combination of factors including the type of physical environment, the method of placement, the distance to the disposal site as well as the nature, quantity and quality of the material to be dredged.

Analyzing developments in capacity of dredging equipment is a difficult task. Many dredging vessels are inland vessels and may not be mentioned in any ship register. For TSHDs capacity is measured in deadweight tonnage (carrying capacity), for CSDs and backhoes in total installed diesel power in kW. The total industry capacity of TSHDs has increased by 62% since 2000 to 3.6 mln deadweight tons in 2010, which is an average increase of nearly 4% per annum over the last decade. From 2000 to 2010 the share of IADC member companies in TSHD capacity increased from 41% to 44%. Most of this increase is due to medium, large and jumbo high-tech vessels. The increase in state- and/or port-owned vessels is substantially related to China. The composition of the active global fleet (2010) can be summarized in the table below:

The Regional dredging markets also show interesting trends. In 2010, the Middle East, Europe and China were the largest dredging markets representing 59% of global turnover. Since 2000, the global dredging turnover has nearly tripled. However, compared to 2009, turnover in 2010 decreased slightly by 2%. Not all regional markets have developed at the same pace. As far as can be estimated, the Chinese market grew by 15% from 2009 to 2010. Part of this growth may be the result of more comprehensive data response. The Australian market again showed an increase of over 20% from 2009 to 2010. Dredging turnover in Europe remained fairly stable.

Category	Number	Increase (2000 to 2010)
Total Vessels	1,481	
Trailing suction hopper dredgers	604	62 % to 3.6 million DWT
Cutter suction dredgers (CSD)	565	75 % to 2.6 million kW
Backhoe/grab/dipper dredgers	311	41 % to 295,000 kW



The volume of dredging executed by state and/or port-owned companies as well as dredging projects closed to international tenders is still substantial, with China as number 1 and the USA number 2. In China, some projects are open for international tenders. The USA market is effectively closed by the Jones Act, which makes it impossible for a non-USA owned and controlled contractor to tender. In India, state-owned DCI has a preferred position in public tendering, although historically foreign companies from time to time have been active in the private sector. Globally, the market share of these closed markets was 42% in 2010.

The market share of private contractors that are members of IADC increased over the last decade from 43% in 2000 to 52% in 2010. When looking only at markets with free access, IADC members represent a total of 89% market share in 2010 (2000: 75%)

IADC is the global umbrella organization for contractors in the private dredging industry.
IADC has over one hundred main and associated members. On the WEB: www.iadc-dredging.com

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Sean T. Connaughton

Secretary of Transportation for the Commonwealth of Virginia

Sean Connaughton oversees seven state agencies with more than 9,700 employees and combined annual budgets of $5 billion. But this transportation professional is perhaps best known to ***MarineNews*** *readers as the U.S. Department of Transportation's Maritime Administrator during the second Bush Administration.*

As U.S. Maritime Administrator, he was responsible for the daily management of that agency and its promotional programs for the marine transportation industry. This included advising and assisting the Secretary of Transportation on commercial maritime matters, operation of over 50 ships in the Ready Reserve Force, supervision of the U.S. Merchant Marine Academy, oversight of the six State Maritime Academies, and administration of various shipyard and cargo programs.

Connaughton was appointed by the President and confirmed by the Senate. Prior to his current assignment, he served as Corporate Vice President, Government Affairs for the American Bureau of Shipping. Connaughton is a graduate of the U.S. Merchant Marine Academy and served the U.S. Coast Guard as both a commissioned officer and as a civil servant in the Office of Marine Safety, Security, and Environmental Protection. After gaining a Master's degree from Georgetown University, he joined the American Petroleum Institute, representing companies involved in the energy and marine transportation industries, during which time he also earned a law degree from George Mason University.

His many honors include the 2009 Vincent T. Hirsh Maritime Award for Outstanding Leadership by the Navy League of the United States and an honorary doctorate in Public Administration from the Massachusetts Maritime Academy.

Connaughton practices what he preaches. As a champion of the nation's waterways, mariners and arguably, still the most prominent leader in the effort to jumpstart a flagging, domestic "shortsea shipping" program, what he has to say always resonates with the U.S. commercial maritime industry. Our visit with him in May was no different.

By Joe Keefe, Editor

It has been almost four years since you departed the U.S. Maritime Administration and your post as its chief executive. The nation arguably made great strides during your tenure in terms of moving forward on shortsea shipping initiatives. Give us a SITREP of sorts on where you think we are today.

Obviously the biggest change since I was in office is the state of the economy. The marine highway concept seemed to be catching on and Congress even provided grant funds to seed various routes. Unfortunately, the economic downturn meant less cargo and more competition from the other modes of transportation making it even harder to start up marine highway operations. That being said, we need to continue to push now to get new operations started so that when the economy recovers they are in a position to provide services.

Closer to home, talk about what is happening in Virginia. What's happening with your "I-64 corridor" efforts? Give us an indication of the volume going up the James River and how many trucks you've cumulatively removed from the highways.

The 64 Express, our barge service linking the Hampton Roads Harbor and the Port of Richmond, continues to build momentum. The three-year-old service now runs twice a week and the Virginia Port Authority expects to add a third run per week by early summer. So far this year (through April) traffic on the 64 Express is up 85 percent when compared with the same period in 2011: 2,975 TEUs vs. 1,606 TEUs, respectively. So for the first four months of 2012 the barge has been responsible for removing just about 6,000 truck trips from I-64 (counting as roundtrip moves).

Rescinding the federal Harbor Maintenance Tax (HMT) for the shortsea leg has been cited as a key ingredient to getting our marine highways going. Do you agree? What's the prospect of seeing that happen soon?

The HMT is an impediment to the development of marine highways. This ad valorum tax is based on the value of the cargo and is paid by the shipper; no other mode of transportation has to pay such a tax. What makes this even more egregious is that the federal government is not using the majority of the revenues it collects for channel maintenance. So we have a double problem: a tax that drives up the costs of marine highways and increasingly silted-in channels that make it difficult for operators to serve many terminals and ports.

Can we expect to see a robust shortsea shipping effort here in the U.S. without the removal of the HMT?

There is already a robust marine highway industry in the inland waterways and Great Lakes since the cargo being moved are bulk commodities. However, the HMT acts as a disincentive for the movement of containers carrying higher value cargoes. Nonetheless, from a public benefits perspective, marine highways are a cost effective alternative to expanding highway infrastructure.

Labor has to be one of the unknown variables in shortsea shipping efforts. How has that affected your efforts in the Commonwealth?

The HMT is an impediment to the development of marine highways.
This ad valorem tax is based on the value of the cargo and is paid by the shipper;
no other mode of transportation has to pay such a tax.

It's had a definite impact. Ocean-borne containers will be handled three times and this obviously will drive up costs, especially if the same labor rates and practices are used each transfer. We need for this issue to be addressed in cooperation with labor in order for marine highways to be competitive.

The larger Panama Canal vessels are coming. Virginia's deepwater ports will be ready for them. Do you envision Norfolk and Hampton Roads to be a key transshipment point for domestic containers to smaller "feeder" niche ports – like Boston, for example?

That's a possibility, particularly if the other ports on the Atlantic coasts are unable to handle the larger ships. However, we still have to overcome the higher costs associated with marine highways, such as the harbor maintenance fee.

What advice would you give other transportation professionals contemplating shortsea initiatives? What can be accomplished on the state level that might be harder from a federal perspective?

At a state level, you have the opportunity to see the direct impact of marine highways in modal shifts, economic development and environmental benefits. In Virginia, our 64 Express service has taken thousands of trucks off one of our most congested interstates. If the marine highway operation is completely within a state's border, the benefits are tangible and measurable. The challenge is developing successful interstate marine highway operations. Cooperation and collaboration between states, neighboring and not, as well as metropolitan planning organizations is essential. This is role for the federal government, which can see beyond jurisdictional borders.

Are there any sources of federal funding available to those wanting to get started?

There's the possibility of federal highway, Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds, as well as Maritime Administration grants. We are using some of these in Virginia for the 64 Express.

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The Wolf in Disguise

By Michael J. Toohey, Waterways Council President/CEO

In April, the Taxpayers for Common Sense bestowed its "Golden Fleece Award" to what they termed a "Riverboat Ripoff" to Rep. Ed Whitfield of Kentucky for introducing H.R. 4342, the Waterways Are Vital for the Economy, Energy, Efficiency, and Environment Act of 2012 (WAVE 4 Act). This group claims that this "legislation would codify recommendations made by barge operators to increase the federal subsidy for inland waterway construction projects on the nation's rivers" and that "while the rest of the country is trying to find ways to trim the fat, Congressman Whitfield is trying to pad the wallets of barge companies…Now that the space shuttle is retired, inland waterways are the most heavily subsidized form of transportation, but they still want more. That makes us shake our heads."

After reading Taxpayers for Common Sense's hyperbolic press release, we shake our heads and realize that they must not have actually read the WAVE 4 bill. In fact, using as an example the Olmsted Lock and Dam project on the Ohio River that has seen a $1 billion cost over-run, half of which is borne by shippers and carriers, and half by other citizen taxpayers, this legislation in fact DOES aim at trimming unnecessary cost escalations. Rep. Whitfield and the co-sponsors of this bill should be commended for working toward a solution that puts the nation's inland transportation system on a path toward better efficiency that will allow for the doubling of our exports, increased prosperity as a country, and the end to taxpayer waste.

But we have seen this play before: huffing and puffing nonsense while cloaked in the fleece of the lamb, wolfishly demanding more taxes as the solution to the Nation's problems. WAVE 4 – co-sponsored by Rep. Jerry Costello (D-IL), Rep. John Duncan (R-TN), Rep. Tim Johnson (R-IL), Rep. Russ Carnahan (D-MO), Rep. Robert Aderholt (R-AL), Rep. Terri Sewell (D-AL), Rep. Pete Olson (R-TX), Rep. John Shimkus (R-IL), Rep. Steve Cohen (D-TN), Rep. Adam Kinzinger (R-IL), Rep. Leonard Boswell (D-IA), Rep. Daniel Lipinski (D-IL) and Rep. Dave Loebsack (D-IA) -- is intended to address the critical needs of the inland waterways system. And it will create American jobs, enable growth in U.S. exports, and continue to fuel the economic benefits that our waterways generate. These champions in the House have offered a bipartisan reform plan to address the real problem in America -- wasteful construction practices coupled with under-investment in our waterways transportation infrastructure.

The facts are clear. Since the WRDA Act of 1986, the navigation industry entered into an historic agreement with the Federal government to pay 50% of the cost of construction and major rehabilitation of the waterways through a diesel fuel tax, although there are multiple beneficiaries of the system who pay nothing for its modernization and care. This is not a subsidy, but a fair-share investment in a critical part of the transportation network.

The WAVE 4 bill calls for an increase in the user fee it pays on itself (by 6-to-9 cents per gallon) to pay for the investment of this system which benefits the entire nation.

Taxpayers for Common Sense has loudly criticized but never responsibly advocated for reforming the processes that currently exist in the funding and construction mechanisms for navigation projects. WAVE 4 addresses both of these issues in a manner that increases the amount the industry pays and appreciates the many beneficiaries of the lock and dam system to the nation who pay nothing.

On May 1, the Pittsburgh Post-Gazette newspaper wrote an editorial, "Dam the Stupidity: Golden Fleece Awards Now in the Hands of Goats," in response to the Taxpayers' fleece award. It said, in part: "So it has come to this. Funding vital infrastructure, a core responsibility of government, is now seen as 'fat' by anti-spending zealots with a chronic case of tunnel vision…While the bill may not be the complete answer, it's wrong to single out a lawmaker who is trying to keep one of the vital parts of America's transportation system functioning.".

This is hardly a 'riverboat rip-off.' Spending on locks and dams no more pads the wallets of barge companies than federal support of the national highway system pads the wallets of trucking firms or federal spending on airports pads the wallets of airlines.

By this reasoning, the nation's locks and dams might as

WATERWAYS COUNCIL, INC.

This is hardly a 'riverboat rip-off.' Spending on locks and dams no more pads the wallets of barge companies than federal support of the national highway system pads the wallets of trucking firms or federal spending on airports pads the wallets of airlines

well be left to crumble into the rivers. In the Pittsburgh region, where 220,000 jobs depend directly or indirectly on river transportation, an old infrastructure is well on its way to doing that. And once the river traffic is stopped for want of locks-and-dams funding, then all its cargo can be put on the roads. After that chaos unfolds, the anti-spending zealots will presumably want to defund the highways, too.

On that day, jobless Americans will truly know what it's liked to be fleeced. But then, they can console themselves that government spending is scant."

Enough said.

Marine Construction

By Ken Baldwin, Chief Underwriting Officer, Travelers Ocean Marine

As the economic recovery continues to sputter along, construction companies eager to land any available projects have found themselves bidding outside their normal scope of work. Maritime construction is one such industry that has seen an increase in contractors who may not typically work on marine-related projects, thereby increasing the likelihood that individual projects may fall outside their skill set.

While contracts in marine construction present opportunities for income, they also present potential risks which can negatively impact a business's bottom line. Contractors who work almost exclusively in the maritime construction business generally understand the unique risks, and recognize the need for specialized ocean marine insurance coverage. Other contractors who are not as accustomed to the particular facets of this industry may not be aware that a job with just a small amount of waterside work creates a marine component, let alone see the need for customized insurance coverage.

New Risks Bring New Regulations, too

Marine construction opportunities bring not only a new set of risks, but may also implicate different laws and regulations to keep in mind. In addition to compliance with the workers compensation laws of various states, consideration may also need to be given to the application of the Jones Act for vessel crew and to the federal Longshore and Harbor Workers' Compensation Act for some workers. Without the proper insurance coverage, contractors can be responsible for payouts and benefit claims that could cost the business far more than a typical workers' compensation claim.

Contractors participating in projects with a marine component, no matter how small, need customized insurance coverage to properly protect their employees and their businesses. Standard coverage for land-based contractors may often exclude coverage for marine-related exposures. Agents and insurance companies who understand the intricacies of both ocean marine and construction are best suited to provide the broad quality protection that such a business needs.

Fitting In

Today's marine construction industry consists of a wide variety of players such as dock builders, contractors building a road over a small waterway, or primarily land-based contractors working on various facets of building a 200-slip marina; each with vastly different levels of involvement and varying sets of risk exposure.

The dock builder would be more familiar with working on marine construction projects and would be likely to contact an insurance agent at the onset in order to be sure there is adequate coverage for marine risks, such as dock workers moving in and out of the water. This could also include liability protection for construction vessels onsite which could accidentally scrape the side of a private boat during the project, or become loose in a windstorm and damage a number of boats in a nearby marina.

However, the primarily land-based contractor may not realize potential marine exposures. For example, can the body of water at the jobsite be considered "navigable?" If a canoe can be maneuvered across state lines while remaining in the water, then the waterway may be considered navigable and could be argued to subject the project to a whole new set of laws and regulations, such as the Jones Act. Also, if the contractor is renting a barge and/or a floating crane for bridge construction, special coverage is likely necessary to protect the crew, the floating crane and the barge. Finally, the land-based contractor entering new territory may be exposed to unfamiliar exposures that could include operating floating cranes, barges or tugboats, employing divers, and compliance with environmental regulations. While mainly a dry land operator, this contractor may think his or her standard general liability coverage and umbrella policy will cover operations on the water; but it may not. For these types of projects, the contractor should work with an agent who can build a customized package, including perhaps a bumbershoot policy that covers excess liabilities for both marine and non-marine exposures.

An insurance agent may be able to suggest various ways to approach each marine-related project, whether it's drawing up an expanded general form that addresses the marine risks, developing a customized package, or adding a special coverage.

Off to a Good Start

Contractors bidding on projects within the maritime industry should be aware of the risks that lay ahead, the coverages available to protect against those risks and any associated costs before presenting a proposal.

The right insurance agent can provide streamlined insurance products and services tailored to fit contractors' needs as they relate to each specific job. That agent can provide products and services that can lead to faster and more accurate bid submissions, as well as provide valuable risk control counsel to help protect the contractor's employees after the bid is won.

Because marine contractors are subject to bid specifications for each job, they are more likely to need to meet with an agent on a regular basis – rather than just at renewal time. With such specific needs, an agent experienced in ocean marine and construction insurance can best determine the appropriate coverage necessary along with possible coverages that may not be needed for the particular project. An experienced agent may also be able to identify some unnecessary and costly bid requirements – potentially leading to cost savings for both parties.

With frequent agent interaction as a key to finding the right coverage for marine construction projects, contractors will want to look for insurance agents and insurance companies with a local presence. Companies with field offices across the country offer convenient access to underwriting and claim specialists. Finally, before signing on with an agent, contractors should ask for references and find out what other construction companies the agent has insured.

Marine construction is complicated, and it can be difficult for contractors to understand all the potential risk exposures. Smart contractors, who want to take on new jobs with marine components, should work closely with insurance agents who specialize in both the wet and dry sides of the business. The agent should be connected to an insurance carrier with a proven track record in marine construction, serve as a trustworthy advisor for coverage needs and risk mitigation, and have the resources to determine the best insurance products and services to fit the unique needs of any marine construction job.

The U.S. Supreme Court Weighs In

The Consequences of Being a "Vessel in Navigation"

By Frederick B. Goldsmith

Whether a boat or other vessel-like equipment qualifies as a "vessel" and one "in navigation" under maritime law impacts many things. These include many variables such as whether (a.) hull, protection and indemnity, and other types of marine (versus traditional land-based) insurance is required to insure it, (b.) those who work on or aboard it may be considered "seamen" under the Jones Act (and thus entitled to bring negligence, unseaworthiness, and maintenance and cure claims), (c.) the owner may be liable in negligence to land-based maritime workers for "vessel negligence" under the U.S. Longshore and Harbor Workers' Compensation Act, (d.) the owner may qualify as a "vessel owner" under the federal Vessel Owners' Limitation of Liability Act, and (e.) a maritime lien may be asserted. Hence, the matter is not as simple as it may otherwise seem.

The U.S. Supreme Court decided what constitutes a "vessel in navigation" under maritime law in 2005 *in Stewart v. Dutra Construction Company*. The Stewart case addressed whether a dredge called the Super Scoop, and its associated scows, all owned by Dutra, was a "vessel in navigation," in light of the facts the dredge was not self-propelled, moved slowly and sporadically in the water, and was not moving at the time of the accident in which Willard Stewart, a marine engineer hire by Dutra to maintain the Super Scoop's mechanical systems, was seriously injured.

The Super Scoop was at the time of the accident the world's largest dredge, capable of digging the 50-foot deep, 100-foot wide, ¾ mile long trench (which came to be called "the Big Dig") under Boston Harbor that is now the Ted Williams Tunnel and part of the Massachusetts Turnpike which connects South Boston and Logan Airport. The Supreme Court described the Super Scoop as follows:

"The Super Scoop is a massive floating platform from which a clamshell bucket is suspended beneath the water. The bucket removes silt from the ocean floor and dumps the sediment onto one of two scows that float alongside the dredge. The Super Scoop has certain characteristics common to seagoing vessels, such as a captain and crew, navigational lights, ballast tanks, and a crew dining area. But it lacks others. Most conspicuously, the Super Scoop has only limited means of self-propulsion. It is moved long distances by tugboat. (To work on the Big Dig, it was towed from its home base in California through the Panama Canal and up the eastern seaboard to Boston Harbor.) It navigates short distances by manipulating its anchors and cables. When dredging the Boston Harbor trench, it typically moved in this way once every couple of hours, covering a distance of 30-to-50 feet each time."

At the time Stewart was hurt, the Super Scoop was not moving, because the engine of one of its scows, Scow No. 4, was malfunctioning, and the other scow was at sea. Stewart was aboard Scow No. 4 feeding wires through a hatch and the Super Scoop was using its clam shell bucket to move the scow. While this was occurring, the scow collided with the Super Scoop itself, causing Stewart to be thrown headfirst through the hatch and ten feet to the deck below.

When Stewart filed suit in federal district court in Boston, he claimed he was a Jones Act seaman, and, alternatively, a longshoreman or harbor worker covered by the federal Longshore and Harbor Workers' Compensation Act. Both statutes, however, required the Super Scoop to be a "vessel in navigation" in order for Stewart to have the right to sue under them. This is why the Supreme Court was required to decide whether the Super Scoop was a "vessel" and one "in navigation."

Dutra asked the federal trial court to dismiss Stewart's case on the basis Stewart could not be a Jones Act seaman because in order to qualify as such Stewart would have to be the member of the crew of a vessel in navigation. Dutra further argued the Super Scoop's primary purpose was not navigation or commerce and that Stewart could only be a

hen Stewart filed suit in federal district court in oston he claimed he was a ones ct seaman and alternatively a longshoreman or harbor worker covered by the federal ongshore and arbor orkers' ompensation ct. oth statutes however re uired the Super Scoop to be a vessel in navigation in order for Stewart to have the right to sue under them.

seaman if the Super Scoop was in actual navigation or transit at the time of his injury. Dutra argued the Super Scoop's primary purpose was dredging, not transportation, and it was stationary at the time Stewart was hurt. The federal trial court agreed with Dutra and dismissed Stewart's case. Later, the trial court also dismissed Stewart's alternative claim, that he was entitled to sue Dutra for "vessel negligence" under the Longshore and Harbor Workers' Compensation Act, agreeing with Dutra the Super Scoop was not a "vessel in navigation" under that statute, either. The First Circuit Court of Appeals affirmed both of the federal district court's rulings.

The Supreme Court reversed. It first reviewed the federal statutory definition of a "vessel" codified at 1 United States Code Section 3, which reads: "The word 'vessel' includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water." The Supreme Court wrote that "a watercraft is not 'capable of being used' for maritime transport in any meaningful sense if it has been permanently moored or otherwise rendered practically incapable of transportation or movement." But, the high court held,

for a watercraft to be "used, or capable of being used, as a means of transportation on water," does not mean the watercraft must be used "primarily for that purpose."

The Supreme Court held the Super Scoop "was not only 'capable of being used' to transport equipment and workers over water—it was used to transport those things. Indeed it could not have dug the Ted Williams Tunnel had it been unable to traverse Boston Harbor, carrying with it workers like Stewart." The Court held the fact the Super Scoop was not self-propelled was not an impediment whatsoever to it being a "vessel in navigation." The Supreme Court also reaffirmed its rejection of the "snapshot test," meaning the watercraft need not be in motion at the time of the accident to qualify as a "vessel in navigation."

As for the "in navigation" requirement to qualify as a vessel, the Supreme Court held in the Stewart case this is only an element of the "vessel" status of a watercraft, only relevant to whether "the craft is 'used, or capable of being used' for maritime transportation." On this "in navigation" aspect of "vessel" status, the Supreme Court held: "The question remains in all cases whether the watercraft's use 'as a means of transportation on water' is a practical possibility or merely a theoretical one." In the Stewart case, Dutra conceded the Super Scoop was only temporarily stationary while undergoing repairs, that it "had not been taken out of service, permanently anchored, or otherwise rendered practically incapable of maritime transport."

Thus, the Supreme Court held in Stewart the Super Scoop qualified as a "vessel in navigation" under both the Jones Act and the Longshore and Harbor Workers' Compensation Act.

Whether a boat or other vessel-like equipment qualifies as a "vessel in navigation" under maritime law and various federal statutes can require a fact-intensive legal analysis. Courts have been asked in recent years, for example, to determine if floating casinos, "spars" and tension leg platforms used in the oil and gas industry, barges, dock barges, floating dormitories, vessels undergoing extensive repairs, and even Coastal Research Amphibious Buggies -- or "CRABs," are, or are not, "vessels in navigation." It is an issue which is hotly litigated every day in courts across the country because of the significant consequences which attend the outcome.

Fred Goldsmith is an attorney licensed to practice in Pennsylvania, West Virginia, and Ohio, who focuses his practice on admiralty & maritime litigation with Pittsburgh-based Goldsmith & Ogrodowski, LLC (www.golawllc.com). He can be reached at fbg@golawllc.com or (877) 404-6529.

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Inventing the iBoat

By Joe Hudspeth, All American Marine

It all started back in the mid 1990's when the seemingly new fangled internet became a tangible information portal for home computer users. As the prohibitive costs started to dissipate, the so called 'e'-volution took off, thus making access to email, blogs, and personalized web pages more tangible and popular, even to the point of being expected. Today, the internet has nearly become lifeblood and people are all but helpless without some form of streaming connection to the information superhighway. This need for linking in does not dissolve when people go to sea and thus, the age of the iboat is upon us.

Staying Connected – for a reason

Staying connected at sea used to be expensive, spotty, and depressingly slow. As highlighted in last month's issue of MarineNews, satellite technology has come a long way and now several affordable options exist that ensure 24/7 connectivity in all corners of the world. Similarly, computers, smart phones, tablets, and other networked devices have found their way onboard and are becoming a staple in the modern fleet. Such technologically advanced devices are often identified with a few signature features that may include wireless communication, touch screen navigation, GPS technology, and integral accelerometers. Potential examples for interfacing these virtually intelligent devices include navigation systems, weather systems, record keeping, alarm and monitoring systems and more. The possibilities for using this equipment are vast, making it entirely feasible to receive text messages from your bilge pumps, view a live video feed of the engine room from your stateroom bunk, or even turn on your boarding

lights before you reach the gangway. Do you really need such contemporary gadgets? Those who do follow the fad claim to save time, money, and reduce stress by making some ship tasks easier.

If You're Appy and You Know It:

If an opportunity for a system upgrade or new vessel construction is forthcoming, discuss with your builder and designer about what available smart systems might make sense for your application. Some solutions like Edoc's Helm Marine Operations software are slanted towards fleet management and are most applicable for shoreside administration. Other apps like Maretron's N2KView keep the crew up to date on any mobile device with a complete monitoring of the vessel systems, inclusive of everything from the ship's ice maker to the rudder position. There is no longer a need to run to the bridge for a status report. Consider how handy it would be to take a web-cam enabled tablet down into the engine room and host a live video conference with a shore side technician who can provide virtual guidance when troubleshooting. Some operators love their app-driven apparatuses so much that they are never out of arm's reach - even when manning the helm.

Designer Applications:

Boat builders and naval architects are also tapping into apps for useful data on performance metrics and input for new design features. With the newfound ability to capture and analyze fairly accurate data with an inexpensive app comes the potential to actually improve and enhance a vessel's design. Currently, apps exist for such purposes like calculating propeller slip, sensing vibrations, record-

ing noise levels, measuring RPM's, and detecting vessel accelerations. One new app even has the potential to record vessel accelerations and alert the crew before motions become potentially unsafe for the vessel and crew. The Small Craft Motion Program (SCraMP), an app developed by Dr. Leigh McCue-Weil, measures all 6 degrees of freedom: roll, pitch, yaw, surge, sway, and heave. SCraMP can be customized and programmed for each individual vessel to provide a warning index that indentifies the probable onset of sea sickness, crew fatigue, or excessive stresses to the hull. Dr. McCue-Weil hopes that SCraMP will provide mariners with a sense of awareness that, prior to now, they may have not been able to fully comprehend or assess.

Applicable Regulations:

Having such smart technology can be helpful but also dangerous. Our dependence on technology is in some cases replacing common sense. The sacred art of celestial navigation has been superseded by a new found faith in cellular navigation. A smart boat is never a substitute for a skilled mariner, yet mariners can easily be lured into trusting a digital display. With so many graphics and vivid screens, the eye can easily be caught. Such distractions in the wheelhouse have proven to be the instigator in several accidents. Currently, there is no marine regulated metric for the accuracy of smart applications nor is there an approved standard operating procedure. At present, standards are however being refined and developed specifically for e-Navigation. It is hard to say if the Coast Guard will develop standards and regulations for smart devices. In 2004, the USCG saw the benefit of advanced technology and issued a requirement for certain vessels to procure and operate an Automatic Identification System (AIS). At first, many vessel owners were claiming that AIS was unnecessary and the added cost couldn't be justified, but now they have found an added level of comfort in looking at a pilot house display and knowing "who is who" out in the channel.

Wrapping it Up:

Smarter boats are the trend, but danger lurks when the mariner becomes too engrossed or negligently relies solely on the technology when making decisions. It is easy to be duped by the factual façade that a digital display emits. The virtual watchman can only do so much. Neglecting to upgrade and implement the latest technology will however cause your operation to lag behind the competition. Bear in mind that while the end-user interface is typically quite simple, installing the various components and getting them to talk to each other can be a complex process. For an iBoat to work properly, connectivity is key. Remember, in the i-world the only thing worse than low signal or no signal is the loss of power – that, and dropping your smart device overboard.

Joe Hudspeth is Business Development Manager at All American Marine, Inc., a manufacturer of high speed passenger ferries, excursion vessels, and work boats, in Bellingham, WA. Hudspeth has been involved with maritime sales, marketing and product development since 2000. He currently serves as a regional co-chairman for the Passenger Vessel Association and participates on several committees concerned with marine industry issues. Reach him at jhudspeth@allamericanmarine.com

Dredging Update

Industry Looks to RAMP Act to Meet Dredging Needs

Photo: Courtesy U.S. Air Force.

By Susan Buchanan

Silt accumulation and dredging that's been postponed for years have prevented the full use of U.S. waterways and ports, maritime industry leaders said last month. Hundreds of U.S. ports and harbors are meant to be maintained by the U.S. Army Corps of Engineers to foster navigation. But many of the country's channels are not kept at their authorized depths, and last year the backlog of needed dredging projects swelled.

Meanwhile, just over half the fees charged to shippers through the federal Harbor Maintenance Trust Fund are spent on maintenance and operations, with the rest going into government coffers. The industry hopes that RAMP Act provisions, devoting HMTF revenues to maintenance and not deficit spending, will be included in the transportation bill that Congress is hammering out now.

Catching Up After 2011 Flood

Sean Duffy, executive director of the Big River Collation in Metairie, La., said in May, "the Army Corps' New Orleans District or NOD has a continuing need for additional funding for dredging. After two Congressional supplements, the district's budget this year totals $156.7 million, and I believe all of it will be used for dredging. That's enough for this year, and much of the year's supplemental funding will be used to try to recover the river's full channel."

He continued, saying "the channel hasn't completely recovered from historic water levels in 2011, which deposited a record amount of sediment carried downriver." The areas that the NOD dredges are the Lower Mississippi River or LMR, including the crossings above New Orleans, the New Orleans harbor and the stretch down to the Gulf of Mexico via the Southwest Pass.

"Crossings above New Orleans have a great deal of sediment left from last year," Duffy said. "But Southwest Pass is in better shape now than it was because dredges have been working there since January."

Captain Mike Lorino, president of the Associated Branch Pilots in New Orleans, said "the district has received enough money this year after supplements, but we're still trying to get the channel back to project dimensions. The river's draft is at 45 feet now but we don't have the width we need."

The Congressionally authorized dimensions of the river's shipping channel are 750 feet wide by 45 feet deep, according to the Port of New Orleans. Nevertheless, and because of high water in 2011, the channel's width deteriorated to less than 150 feet wide in some sections. "In some spots, the channel is 750 feet wide now, and it's a lot

less in other places," Lorino added. "After recent dredging, the entrance to Southwest Pass is now at a project dimension of 45 feet deep and 600 feet wide," he said. "That's after we were down to 300 and 200 feet wide last year and early this year. Right now, we have four hopper dredges and one cutter head dredge working the Southwest Pass."

Meanwhile, "material from the cutter head dredge in Southwest Pass is being pumped to build the lower delta of the Mississippi River," as Louisiana tries to save its wetlands, Lorino said. "And a hopper dredge in Pass A Loutre is dumping mud for beneficial use" or land building.

"We're expecting to see a slight rise in the river this summer and more dredging will be required then," Lorino said. "We have all the funds we need but don't have adequate equipment for the channel at this time."

Lorino said equipment is always a problem. "There isn't enough of it across the country," he noted. "And if the HMTF starts to be used for its intended purposes, we'll need a lot more equipment," he said, referring to the RAMP Act that Congress is now considering.

Duffy said "there are only ten hopper dredges in the nation--including dredges owned by the Army Corps and industry--that can work in the lower Mississippi River. And that equipment is also needed to restore and deepen drafts of coastal ports in other areas." Meanwhile, "in the Great Lakes, they use different types of dredging equipment than on the LMR," he said.

Great Lakes Ships Underused Because Of Excess Sediment

Glen Nekvasil, Ohio-based vice

"The district has received enough money this year after supplements, but we're still trying to get the channel back to project dimensions. The river's draft is at 45 feet now but we don't have the width we need."

— Captain Mike Lorino, president of the Associated Branch Pilots in New Orleans.

president of the Lake Carriers' Association (LCA), said "Great Lakes ports and waterways have over 16 million cubic yards of sediment that need to be dredged before ships can carry full loads again." Ships are leaving lake ports with unused hauling power. "Our largest vessels are designed to carry more than 70,000 tons each trip, but because ports aren't dredged to project depths we're losing more than 6,000 tons per trip. These big ships on the Lakes make about 50 trips a year. So a big ship is losing 300,000 tons or more from what it could be hauling every year."

Nekvasil continued, saying "we have enough dredging equipment for the Lakes but money given to the Army Corps to dredge is inadequate. The Corps needs $200 million to restore the Lake's navigation system. In April, the Harbor Maintenance Trust Fund had a $7 billion surplus so the money is there but it's not being appropriated." Inadequate funding for dredging has hurt the Great Lakes shipping industry and the regional economy. "A few years ago, the biggest ships on the lakes were losing 8,000 tons each trip," Nekvasil said. "To translate that, 8,000 tons of iron makes enough steel to build 6,000 cars, 8,000 tons of coal produces enough electricity to power Greater Detroit for three hours, and 8,000 tons of limestone is enough to build 24 homes."

Funds Will Deepen The Delaware River Channel

Dennis Rochford, president of the Maritime Exchange for the Delaware River and Bay, said "the Delaware River channel is maintenance dredged to 40 feet all year, so we're in pretty good shape for ships running up and down the river." But, he added "of course it would be a huge help if Congress approves the RAMP Act so that we're assured of maintenance funding."

Lack of dredging forces Great Lakes freighters to lose cargo. Some ships are forfeiting more than 300,000 tons in a shipping season

Photo: Gary R. Clark

Rochford said "our major interest is channel-depth projects now, and we're lining up federal and state funds." In April, the U.S. House Subcommittee on Energy and Water approved $29.45 million, which was most of the $31 million requested by President Obama, to deepen the Delaware River's main shipping channel to 45 feet. In February, $16.9 million was included in the Army Corps' fiscal 2012 budget for expanding the Delaware's channel from 40 feet to 45 feet.

That funding is needed for initiatives in the works, including the Philadelphia Regional Port Authority's Southport complex; a new port at Paulsboro, NJ; and the proposed expansion of the Port of Wilmington, Del. Meanwhile, the Delaware River port complex is big business, contributing $6 billion to the regional economy and providing 75,000 jobs. Rochford said federal funding sends a message to the global community that "Delaware River ports are competitive and able to do business in a post-Panamax ship world." Post-Panamax ships, which include the biggest container ships, have been too large for the Panama Canal. But the canal will accommodate those vessels when its widening and deepening is complete in 2014.

Industry Wants The RAMP Act Passed

In late May, Nekvasil said "we, along with so many others, are pushing legislation that will require the HMTF to spend what it takes in each year. House and Senate conferees on the Transportation Reauthorization bill are being encouraged to include RAMP Act provisions and to require that funds in the HMTF be used for dredging and port projects and are not raided for other uses." The RAMP Act was introduced by U.S. Congressman Charles Boustany of Louisiana in January 2011. RAMP is short for Realizing America's Maritime Promise.

The Harbor Maintenance Trust Fund, authorized by the Water Resources Development Act of 1986, levies an ad valorem tax on channel users to pay for operations and maintenance on commercial waterways. The 0.125% tax on the declared value of imported commercial cargo and on passenger vessel tickets is collected by the U.S. Customs Service for the Army Corps. Rochford noted that of

Hopper dredge McFarland dredging Southwest Pass in 2010

"We have enough dredging equipment for the Lakes but money given to the Army Corps to dredge is inadequate. The Corps needs $200 million to restore the Lake's navigation system. In April, the Harbor Maintenance Trust Fund had a $7 billion surplus so the money is there but it's not being appropriated."

—Glen Nekvasil, Ohio-based vice president of the Lake Carriers' Association (LCA)

the $1.5 billion credited to the HMTF yearly, only $800 million of it is used for maintenance and operations and $700 million ends up in the federal treasury. Duffy said in late May "Congress is working on a transportation bill before authorized funding runs out at the end of June, and it includes an amendment by Congressman Boustany similar to his RAMP bill." The amendment mandates that HMTF money be spent on dredging and other harbor maintenance. A bill passed without RAMP language would be bad news for the maritime industry, Duffy said. He added "some politicians want HMTF money for purposes other than dredging. But we as a nation must look at maintaining Congressionally authorized dimensions on our waterways, before repairing or building port infrastructure. We can do that in part by fixing the HMTF and using the money to restore and maintain our channels." He said other ways can be found then to pay for lock repairs, terminal construction and expansion, and anything else that has to be done before the expanded Panama Canal opens in 2014.

"Trade and terminals are very important but we have to fix the HMTF first to utilize what we already have," Duffy said. Vessels designed to carry larger loads on fewer trips are expected to move through the expanded Panama Canal. "To accommodate the new super ships, channels must be dredged to at least 50 feet, the controlling depth of the new canal locks," he said.

From the pilot's perspective, Mike Lorino insisted that more dredging equipment is needed in the U.S. to fill a current shortage and to meet future, shipping industry requirements.

"If we get full allocations from the HTMF, then dredging contractors will be able to justify investment in additional dredging equipment," Duffy said. "The HMTF remains the most critical, first step for our water arteries of trade as they prepare to capitalize on the Post-Panamax economic future."

Army Corps' Budget Will Decline In Fiscal 2013

The Obama Administration submitted a budget for the U.S. Army Corp for fiscal 2013--which begins this Oct. 1-- $4.731 billion, or 5 percent below FY 2012's appropriation. Within that, the Administration requested $2.398 billion for the preservation, operation, maintenance--including maintenance dredging--and care of existing river and harbor projects. That amount is down by less than one percent from fiscal 2012's appropriation of $2.412 billion. Nonetheless, a March 23 memo from the U.S. House of Representatives Committee on Transportation and Infrastructure warned that underfunding operations and maintenance, and then seeking supplemental appropriations as needs arise complicates planning and is inefficient. The anemic federal funding proposal therefore underscores the importance of the RAMP act for shippers and operators alike. For U.S. rivers, harbors, dredging firms and their customers alike; the stakes have never been higher.

Susan Buchanan is a New Orleans-based business writer, specializing in energy, maritime matters, agriculture, the environment and construction. She holds a master's degree from Cornell University in agricultural economics and an undergraduate degree from the University of Pennsylvania.

Dredging Crisis Threatens the Great Lakes

By Steven A. Fisher, Executive Director, American Great Lakes Ports Association

On April 15, the 1000-ft. M/V American Integrity grounded upon its approach to Burns Harbor, Indiana. Groundings such as these are on the increase in the Great Lakes region as sand and silt collect in harbors, obstructing navigation channels and impeding maritime commerce. To put it in perspective, Great Lakes shipping supports more than 227,000 jobs in the U.S. and Canada and generates more than $33.5b in business revenue. Maintenance of the nation's navigation channels is the responsibility of the Army Corps of Engineers. Through periodic dredging, the agency should maintain channels at their authorized dimensions. Due to a lack of adequate funding, the Corps has been unable to keep up. Today, the Great Lakes region is experiencing a dredging crisis. A backlog of 16 million cubic yards of material now chokes Great Lakes harbors.

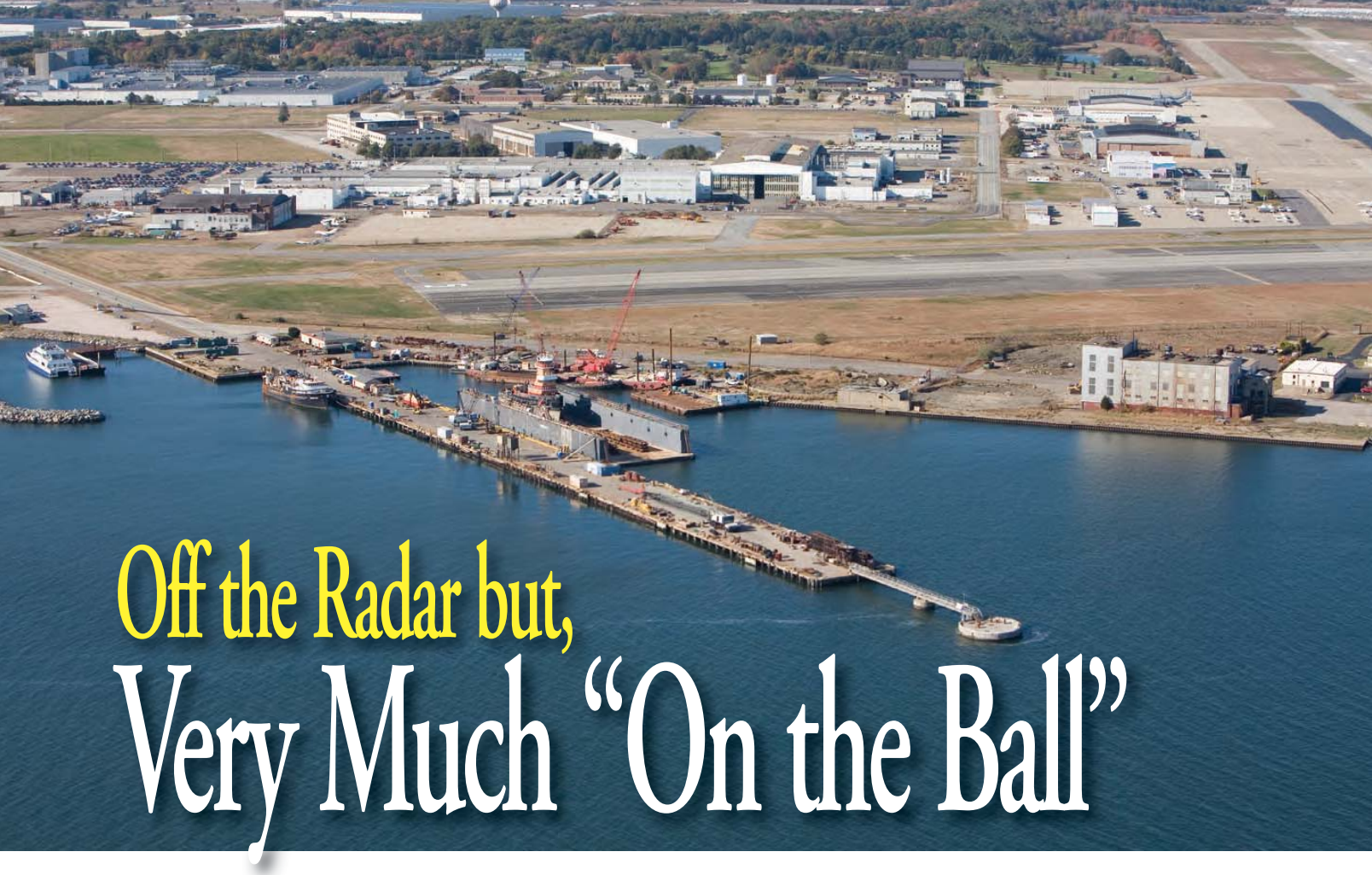
To cope, Great Lakes vessel operators are light loading certain vessels to compensate for inadequate draft. Such light loading destroys the operational efficiencies inherent to maritime commerce. Each inch of lost draft means cargo is being left behind on the dock. Because vessel operating costs remain constant, a decrease in carrying capacity results in a higher per-ton cost for transportation of cargo.

While the dredging crisis clearly harms vessel operators and their customers, it also threatens communities. Last year, the Corps of Engineers notified two Great Lakes communities that their harbors would be closed due to a lack of adequate draft. At the last moment, both were spared through the intervention of Members of Congress and a reprogramming of budgetary resources. Both of these harbors still have active industries providing employment in the community. Should the harbors have closed, those industries would confront difficult choices. Could they utilize alternative transportation modes? If not, should they relocate to another state? Or, another country?

On February 13, the Obama Administration released its Fiscal Year 2013 (FY2013) budget proposal which, among other things, details specific amounts to be expended for maintenance dredging of Great Lakes harbors by the Army Corps of Engineers. Unfortunately, the Corps proposes to dredge only 16 of 44 harbors that require dredging this coming year. This situation is unacceptable, particularly because the federal government assesses a user fee on the shipping industry specifically to generate revenue for harbor dredging. Congress enacted the Harbor Maintenance Tax (HMT) in 1986 to fund the Army Corps of Engineers' maintenance dredging activities. The tax currently generates $1.4 billion annually; however, the Administration's budget proposes to only spend $848 million of HMT revenue in Fiscal Year 2013. Of this amount, only $31 million will be spent on harbor and channel dredging in the Great Lakes, a shortfall of $61 million compared to the amount needed.

I understand the nation is struggling with an unprecedented budget deficit; however, we should remember that the Harbor Maintenance Tax was implemented in the mid-1980's in response to a budget deficit. The shipping industry agreed to this user fee as a means of providing a dedicated source of revenue for government services being provided to the industry. This 1980's "fix" for the harbor maintenance problem has now been hijacked. Today, the nation's ports are starved for funding while the Administration and Congress effectively steal user fees and divert them to other areas of government. **Legislation has been introduced in both the House and Senate (H.R. 104/S. 412) to require the federal government to fully spend the funds collected each year for harbor maintenance.** Known as the "RAMP" Act (Realize America's Maritime Promise), the legislation currently has 193 cosponsors in the House of Representatives and 35 cosponsors in the Senate. Few bills enjoy such broad, bipartisan support. A version of the bill has been included in surface transportation legislation that is currently being hammered out between a House-Senate conference committee. Should this legislation ultimately be enacted, the Corps' maintenance dredging program is expected to expand significantly, benefitting not only the Great Lakes, but all regions of the United States.

The nation's waterways are a critical transportation network supporting our economic prosperity and competitiveness. Congress needs to recognize this fact, end the dredging crisis, and properly invest in maintenance of Great Lakes and coastal ports.



Off the Radar but, Very Much "On the Ball"

Senesco Marine Steps Out Into the Broader Commercial Build and Repair Markets. The largest mid-tier yard in the U.S. Northeast touts deep experience and high standards. Suddenly, operators have another viable choice for newbuild and repair work.

By Joseph Keefe

After being off the radar for perhaps as many as 12 years – during which the yard was itself quite busy primarily servicing internal Reinauer requirements – Rhode Island-based Senesco Marine LLC has moved more aggressively into the outside commercial markets. Although perhaps representing a somewhat new entity to some clients, Senesco is anything but new on the scene. An accomplished builder of modern tonnage, it is more than capable of taking on any mid-tier shipyard newbuild or repair challenge. Boat operators and competing shipyards are about to discover how, and more importantly, why.

Now & Then

In operation since 1999, the Senesco shipyard of today was born when the original developers of the then relatively new shipyard encountered construction difficulties with a very large ATB unit that in many aspects was an attempt at a "bridge too far" at that point in the yard's development. At the same time, Reinauer Transportation Company had received two tank barges completed by the yard, with an ambitious OPA-90 driven fleet replacement program also planned. The obvious quality of the workmanship found in the first two Reinauer barges with plans for more led to the rescue and redirection of the yard by Reinauer. Another driving force of the acquisition was the lack of open slots in Gulf Coast yards at the time, especially following the now-famous hurricane activity that took its toll on Gulf Coast infrastructure. Craig Reinauer characterized the deal by saying, "The shipyard was obtained at a good price, at exactly the right time."

Dedicated to a fleet replacement program, the yard remained for more than five years, more or less as a captive operation by Reinauer. New management directed by

LEFT: Senesco repair division sits on Narragansett Bay with a 1,200 foot pier where a Dry Dock is positioned for repair work. Dimensions are 338'x 82' between the wing walls and a Lifting capacity of 4,500 Tons.

Mike Foster (VP & GM) and Joe Bush (VP Operations) redirected the yard over the next several years into an efficient, high quality builder of ocean class petroleum ATBs for Reinauer.

With the end of OPA-90 fleet replacement activity for both Reinauer and the Jones Act industry in general, the yard is now engaging the commercial marine industry at large. Senesco personnel now regularly attend industry events, seeking exposure and opportunity with the larger marine community. The successful first few steps of the yard are evidenced by the orders now in house for a dry dock, tractor tug, wind energy structure and some lesser contracts with expectations of others projects to follow. So far; so good.

Capabilities & Infrastructure

Senesco Marine operates two facilities which include a new building yard and a repair yard both located on the deep water of Narragansett Bay. Both facilities are situated on a southern portion of the very large Quonset Business Park about 15 miles south of Providence, RI. Once a large amphibious air base, but now reborn largely as an industrial park, Senesco holds a lengthy ground lease with Quonset, providing the footprint of two yards. The new construction yard consists of about 29 acres with more than 248,000 square feet of covered fabrication space including a separate ocean tug construction shelter. The main portion of the 248,000 square feet of space boasts updated and increased overhead crane capability enabling almost all of the steel preparation and fabrication to take place in weather protected environments with final erection of prefabricated modules taking place outside on erection/launching slabs. The entire 29+ acres of the yard are paved in concrete providing for a clean work environment, even in inclement weather.

Senesco's repair yard is located nearby on about 4 acres including a 1,200 foot deepwater pier with a floating dry dock with a capacity of 4,500 tons and internal dimensions of 400 x 82 feet. Beyond this, the yard's collective assets are impressive.

Senesco Shipyard Assets

Upgrading infrastructure at this Rhode Island yard has always been a priority. To that end, Senesco has also

Senesco Shipyard Assets

Automated Panel Line for Block Construction	Automated profile Saw for Structural's
2 each 20 foot x 40 foot Plasma Tables for N/C Cutting	4 each 200 ton American Crawler Cranes
Magnetic Lifts and Vacuum Lifts for Material Handling	3 each Cherry Pickers
Overhead Crane Capacity for Both Buildings	5 each 250 ton Transporters
500 Ton Brake Press	2 each 140 ton Truck Cranes
Plate Sheer and Presses	Fork Lifts up to 60 Ton Capacity
Programmable Pipe Bender	Iron Worker

Source: Senesco

received two ARRA grants. The first, $1.8 million towards the erection of an overhead, 20-ton double-girder underhung crane system for Building 1, updated facilities left over from the 1940's. Senesco also purchased a new ship section lift transporter with some of the proceeds of this grant. Another ARRA grant, still in progress, includes the acquisition of Launch Airbags, Ship Estimating Software and training and Ship Constructor Software and training.

Senesco currently launches all new vessels by way of rolling onto a floating dry dock and lowering the dock in deep water accomplishing a gentle float off launch. A heavy waterfront "transfer station" is incorporated into the yard waterfront to provide a stable dock interface for the transfer of heavy weights from the yard to the dry dock or in reverse for transferring materials and heavy structures from arriving heavy ocean deck barges to Senesco's paved yard for further fabrication or storage in holding for projects such as completed or semi-finished offshore wind energy components.

Building at Senesco

Hull No.	Customer	Vessel Type	Service
71	Reinauer	Tank Barge	100,000 bbl.
80	Reinauer	Tank Barge	40,000 bbl.
206	Reinauer	SOLAS Tug	4,200 HP ATB
207	Reinauer	SOLAS Tug	4,200 HP ATB
208	Reinauer	SOLAS Tug	4,200 HP ATB
210	Reinauer	SOLAS Tug	4,200 HP ATB
P001	Confidential	Structure	Offshore Wind Energy
1001	Confidential	Tank Barge	10,000 gallon
DD90	Caddell	Floating DD Section	75' x 70' (delivered)
DD91	Caddell	Floating Dry Dock	410' x 120'
300	McAllister Towing	Tractor Tug	5,000 HP

Source: Senesco

Deep Experience – and a Backlog, too …

Although not necessarily visible to the commercial marine industry at large, Senseco has rarely if ever been idle. A total of 46 hulls were built and delivered during its first six years (1999-2005), under the original private ownership. Under Reinauer's ownership (2006 until today), another 21 vessels were completed; all of which were built as part of the double hull fleet replacement program for Reinauer under the OPA-90 dictate. And, although Reinauer still has a few hulls still working in the yard, Senesco has branched out in recent years, now boasting a healthy backlog.

Quality

With only limited interaction with the commercial market in the recent past, some operators might be hesitant to entrust an unknown entity with a significant newbuild contract. On the other hand, Senesco's parent owns and operates more than 75 vessels; one of the youngest and up-to-date fleets on the East Coast. Many of those vessels – consisting in part of a new fleet of articulated double hulled barges and a new class of tugs – were built at Senseco. Recognized as a safe and progressive operator of marine tonnage, the quality of the work accomplished at Senesco shows through on Reinauer's hulls, where 66 percent of the current barge fleet and about one-third of their tugs are of Senesco origin.

Senesco's contract for the construction of a 120 x 420-ft., 7300 long-ton hauling capacity Dry Dock with Caddell Dry Dock and Repair Company is good example of the trust already building between this well-placed northeast shipyard and the maritime industry. Steve Kalil, President of Caddell's stated that after Senesco delivered a new dry dock section in July of 2011 it was easy to execute the second new build given the quality and workmanship experienced throughout the construction of the first unit. But, Senesco is no stranger to series build effi-

"We are loyal to our business partners and that loyalty has paid handsome dividends over the years; for us and for our customers."

Craig Reinauer, President, Senesco

ciencies, delivering numerous barges and tugs in recent years, including 22 large ATB's (40 – 60 – 100K bbl units). "That's our sweet spot," says Senesco Business Development VP Tom Johnson. He also noted that the ATB total lifting capacity in the domestic Jones Act trades now exceeds that of the domestic tanker fleet. Hence, when the time to perform ATB maintenance arises, Senesco will be ready.

Senesco's initial push into the outside commercial markets has already yielded dividends, achieving contracts that include new dry docks and a McAllister tractor tug. For his part, Craig Reinauer, President and CEO of President of both Senesco and Reinauer Transportation Company, told *MarineNews* in May, "We've come out strong, but now, we have to deal with other customers and other types of vessels." And, according to Reinauer, that's exactly where Senesco wants to be. He added, "We've built for our own fleets in different yards, we know what is out there and we know the quality of what we provide."

Partnerships

Although Senesco is just now pushing its way onto the national, commercial stage, it has always enjoyed strong relationships with commercial vendors. According to Craig Reinauer, that's always been the case since purchasing the yard in 2006. "We are loyal to our business partners and that loyalty has paid handsome dividends over the years; for us and for our customers." As a perfect example, Senesco lists W&O – one of the world's largest suppliers of valves, pipe, fittings, engineered products, valve automation and data management systems for the marine and offshore industries – as one of its strongest partners.

As a major supplier to coastwise and inland vessel builders, owners and operators, W&O remains ahead of the curve in many ways, offering high performance parts and customized service to their shipyard customers. Because W&O specializes in scalable solutions to meet any size marine vessel, the W&O relationship is therefore an important one for Senesco.

As a perfect complement to the Senesco tank barge and ATB markets, W&O also offers innovative solutions for new regulations on VOC emissions and inert gas requirements on tank barges. W&O is offering the latest technologies in pressure/vacuum relief valves and nitrogen generating systems from Pres-Vac. These valves offer high velocity tank vapor relief, higher operating pressures, and quick opening and shut-off capabilities to minimize VOC releases. Pres-Vac has also introduced a new self-contained nitrogen generating system called MIGS. These units are scalable to meet the inert gas generation capacity of many different size barges and offer multiple options for installation and operation. And, this remains important because new IMO regulations reportedly could soon reduce the size of the tank vessel that will require inert gas systems from 20,000 DWT to 8,000 DWT. Senesco also is working actively to develop an inventory of vessel designs and estimating knowledge to allow for rapid / confident correspondence with new client projects. This has led Senesco to examine marketing alliances with certain naval architects, including the Elliott Bay Design Group.

Just over the Horizon

A new world is developing along the global waterfront in many regards and Senesco is working to place itself

strategically in the best position to take advantage of it. The expectation that offshore wind development will finally come to fruition has Senesco looking to be at the heart of that effort. With a favorable geographical location for wind power growth, Senseco believes that the demand for larger (300 foot plus) ocean deck barges with heavy deck ratings will only grow. These will be needed to transport heavy structures such as offshore wind energy components and assist in removal of dormant Gulf of Mexico oil production platforms.

With a solid track record of building modern and reliable ATB's for the U.S. coastwise markets, Senesco also hopes to ride the coming shortsea shipping boom. In particular, the advent of smaller container feeder vessels could be just around the corner, especially with a larger Panama Canal now promising to bring super TEU carriers. Add to this the need for replacement of last generation OSV's with much larger multi-purpose OSVs, renewed interest in ice class vessels developing and the very probable development of LNG powered ferries, accompanied by conversion of existing vessels to LNG, and the recipe for continued success is arguably at hand.

This capable and experienced mid-tier shipyard is looking to expand its horizons after (successfully) completing a backlog of internal assignments. New equipment, situated in one of the youngest yards in the country, augmented by experienced personnel is awaiting new challenges from industry. Operators looking for a build and repair yard run from the standpoint of and understanding the needs of the smaller, mid-size, shortsea market operator may have just found a match. What's not to like?

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SafeOps: Dredging Industry Full Ahead

By Anjanette Riley

Safety experts both in and out of the maritime industry have for years been urging companies to restructure their organizational charts and erase the traditional division between Safety and Operations Departments in favor of disseminating safety responsibilities throughout operational divisions. This internal merger is often sold as an effective strategy for improving employee communications, fostering greater safety leadership throughout a company, and reducing the rate of injuries, as well as the high costs that come with them.

Great Lakes Dredge & Dock Company (GLDD), one of the largest dredging companies in the country, joined the growing list of companies to have embedded their Safety Department into Operations in 2007 in an attempt to strengthen efforts to lower incident rates. Five years later, the experiment has been declared a success.

"It has proven itself to be one of the best things that we have done," said Gail Johnson, the Divisional Safety, Health, and Environmental Manager (DSHEM) for GLDD's Clamshell Division.

But leaders at GLDD say their successes are far from guaranteed, and that the most important part of the process is what happens after the organizational chart is redrawn.

SafeOps at GLDD

GLDD first began to reflect on the role their Safety Department in 2005 after losing out on several larger projects because of annual incident rates in the double-digits. "We were low cost and technically the soundest, but when they looked at our safety record, we were lacking," said Steve O'Hara, Vice President of Safety and Incident and Injury Free for GLDD. "We thought we had a pretty sophisticated Safety Department, but we saw at that time that something there was missing."

GLDD responded with a series of programs designed to put greater emphasis on safety in Operations. But when the programs' initial success began to wane, the Illinois-based company realized that more needed to be done to change how employees understood safety and their role in it.

The old organizational chart went under the knife. Corporate and site-specific employees in the Safety Department were told that they now reported to Divisional and Site Managers, and employees working on projects across the company learned that safety expectations had been added to their job descriptions.

Safety: an ongoing process

Since 2007, GLDD has taken many additional steps to strengthen their safety culture, making it difficult to determine how much impact reorganization had directly. But GLDD is currently enjoying an Total Recordable Incident Rate of less than two, a number which is reached by dividing the number of incidents in a period by the number of hours worked and then multiplying the total by 200,000. And the Total Lost Time Injury Rate continues to hover below one.

With lower incidents have come significant savings for the company in the form of renegotiated insurance premiums, fewer claims costs, and improved employee retention. At the same time, GLDD has secured more and larger projects in part because of their strong safety record. On that list is the Chevron-operated Wheatstone LNG Project in Australia, which GLDD joined in February of this year. "We have an extra feather in our cap now with our recordable incident rate about 20% of what it was when we started," O'Hara said.

According to Johnson and O'Hara, one organizational change directly related to the 2007 decision, is a shift away from Safety employees being "safety cops" and safety itself a barrier to production. "Before this all came about we were definitely the old traditional safety role," Johnson said. "It was the cop. It was: go out, look for problems, and write up people for failure to perform safely."

But Safety employees working under Operations leaders meant the two groups spent more time than ever before working together—in meetings, on conference calls, and on-site. And with increased interaction came a better understanding of each other's work and role in safe operations.

Building Sustainable Change

At first glance, the successes GLDD has seen as a result of merging their Safety and Operations Departments may appear to be the result of the reorganization alone. But safety leaders within the company said the real change came from the way the 2007 transition was rolled-out

across the company.

Merging Safety with Operations and the strategies for introducing the change on-site were part of a larger Transformative Safety effort at GLDD developed through a partnership with the Illinois-based safety consultancy, the Hile Group. The goal was to move the company toward a process approach to safety, where safety initiatives are developed and implemented by the field and safety professionals are a resource for the front line and help facilitate field-developed processes.

Since 2007, the goals of Transformative Safety have also led GLDD to put a greater focus on the leadership role of their Safety Leadership Teams, redesign its New Hire Orientation program, develop a Job Safety Analysis process with booklets capturing standard tasks, revamp the structure of Project Launch Meetings, and, most recently, develop a safety rule book written and vetted by the front line.

According to Johnson, one key feature in the implementation of the departmental merger was the focus on face-to-face safety discussions. In the months following the merger, Safety employees travelled from dredge-to-dredge, site-to-site to talk, in part, directly with front-line crew about the new organizational chart. The visits gave Safety employees the opportunity to demonstrate interest in learning from Operations crew and inject stronger safety conversations into where and when the work is actually done.

"You are trying to overcome the production mentality of over 100 years, so people have to see it [dedication to Operations-led safety] in your eyes, see it on your face, hear it in your voice," Johnson said. GLDD made sure, Johnson said, that Safety employees were on-site during "the good, the bad, and the indifferent" to help teach crew to integrate safety into day-to-day communications and reinforce the message that a task is only done right if it is done safely.

Safety: Leading from the Top

At the same time, the interactions happening on site were being reinforced at the highest levels of the company. The demonstrated belief executives had in the processes and their efforts to model the type of discussions and behavior the company was aiming for helped GLDD get through some of the initial hesitancy from employees in both departments.

"It is a whole lot easier, and your success is much higher, when you have the commitment from the top leader," Johnson said. "I had a very strong VP and that was key. If the VP wasn't into it, it could have been disastrous."

But perhaps most important to the successful integration of Safety and Operations at GLDD is the commitment the company has fostered in individuals, from the front line to the executive offices, to working safely themselves and ensuring that others have the knowledge, resources, and organizational support needed for everyone to go home safe.

"Companies often try different things, but when it gets difficult they quit instead of recognizing that that difficulty or challenge is what is going to make them stronger." Johnson said. "If anyone thinks that transforming your company is going to be easy—it is not. It is not a 9:00 to 5:00 thing, but the rewards at the end are huge."

Anjanette Riley is a performance consultant for the safety consultancy the Hile Group.

Sophisticated Simulators

Used to Reduce DP Sea-Time Training

Dynamic Positioning (DP) simulators are well established as a vital training tool for DP operators aboard offshore vessels. With basic and advanced courses available in a wide variety of facilities across the world, the area has grown dramatically in the last decade, which is of course down to the growth in the use of DP. The rapidly expanding offshore fleet and move into deeper waters has created this stronger demand for Dynamic Positioning (DP) systems, which in turn has created a major growth area for Maritime Offshore Training Providers.

DP simulators are proven to aid the training of DP operators and indeed preparation for specific DP missions. However, the latest generation of DP simulators is now making it possible to significantly reduce the live vessel training (sea-time training) required in order to get a DP operators certificate. This reduces the risk of accidents resulting in loss of life or vessel damage because rookies aren't spending as much time in control of a sophisticated, multi-million pound offshore vessel. When they do take the helm, the training they have received prior is now even better than before. Running alongside this, is the fact that training your people on shore, is a less costly proposition than having them learn the ropes on a real DP vessel, that could be out earning money on charter.

Maersk Training Svendborg's MOSAIC simulator center is one of few early adopters of the type of simulators that enable sea-time training reduction DP certificate courses. Maersk's new course is made possible following new simulator guidance from the International Marine Contractors Association (IMCA), requirements from the Nautical Institute (NI) and the DNV SeaSkill DP-Package, which have raised the bar of both DP training as well as the simulator equipment used for training, assessment and certification. The result is the possibility to reduce sea-time training when using full mission DP-simulators, such as Kongsberg Maritime's Offshore Vessel Simulator (as installed at MOSAIC) or Polaris Bridge Simulator with an extensive visual scene and integration to real DP systems.

Maersk Training Svendborg offers a DP Sea Time Reduction programme for all seafarers seeking certification. Several courses are due this year. The course, which is accredited by the Nautical Institute and is only conducted by a total of three training centers worldwide, reduces the amount of sea time required to get a full DP operator certificate by up to 12 weeks. It is possible to reduce sea time by six weeks by just doing one part of the course.

Making DP training less dependent on sea-time training

"Training for obtaining a Dynamic Positioning Operator (DPO) certificate is a time consuming process, which involves onshore courses and DP watch keeping experience on DP vessels. Spending time training DP operators at sea is expensive and potentially hazardous, so governing bodies have developed regulations that enable the majority of training to take place on simulators integrated with a real DP system, such as the KONGSBERG K-Pos or SDP systems," explains Soren Einar Veierland, Business Manager, Kongsberg Maritime.

With such a configuration, according to Veierland it is possible to implement a steeper learning curve through intensive and realistic training on complex DP scenarios. Simulator installations like the one at MOSAIC meet the NI's highest class, NI-A; a full mission DP simulator intended for running sea-time reduction training (the equivalent class from Det Norske Veritas is DNV Class A(DP)). Both classes require visual systems, with NI stating no less than 210 degrees for simulator class NI-A and will from 2014 require visual scene also for class NI-B. The current sea-time reduction possibilities (using these simulators) can be found on table 1, next page.

Besides Maersk Training Svendborg, several of Kongsberg Maritime's clients have or will upgrade their systems to meet this class in order to benefit from the cost-efficient sea-time reduction training. As one of the first institutes providing DP training, STC Rotterdam, in April, ordered an upgrade to class NI-A for one of its existing simulator bridges, which will allow it to offer sea-time reduction DP training courses according to latest standards. The upgrade includes among others, integration of a dual redundant, type approved KONGSBERG K-Pos DP system, an independent joystick system with automatic heading control and a Power Management System. Furthermore, the upgrade also includes new

Table 1

Intensive DP simulator training	DP sea-time reduction
1st week	42 days
2nd week	42 days
Shuttle tanker offshore loading	**DP sea-time reduction**
Phase 2	22.5 hrs simulator time (35 days)
Phase 3	15 hrs simulator time (21 days)

equipment giving the instructor the capability to monitor each of the K-Pos displays on the full mission bridge in the instructor room, along with the possibility to monitor and control settings on the K-Pos DP system .

Developing the realism required

According to Terje Heierstad, Product & Technology Manager, Kongsberg Maritime, visual and physical realism is the ingredient that makes sea-time reduction training a possibility: "The latest generation of our Seaview visual system utilises advanced techniques to ensure realism of the scene, which is vital because a significant proportion of information retained by students during simulator training is gathered through visual observation of what goes on outside the bridge."

Ship models are created using the AgX physical engine, optimised for high fidelity real time simulation of lines and anchor chains used in anchor handling, towing or crane operations. The physical modeling simulates all physical forces in an offshore scenario and real time calculations of loads/forces for line tensions on the drum/winches, friction on the seabed and aft deck and collision detection between all objects in the scenario.

Exercise area databases are modeled to the highest degree of realism using S57 chart data from C-MAP as the foundation, in addition to other available geo-spatial and terrain data. Objects in the area database are modelled and photo textured including day and night texturing/light maps. Additionally, full triangulation enables correct collision detection between objects and the seabed.

"The realism possible prepares operators for their job with minimal 'live' training and enables a life-like depiction of DP operations, in the safety and relative low cost of a shore based training facility," concludes Heierstad.

DP Takes Control at Sea

Growing reliance on DP tech, a booming global market and the focus on offshore safety means that DP capabilities are no longer optional.

By Joe Keefe, Editor

The requirement for Dynamic Positioning (DP) capabilities on offshore tonnage is growing in leaps and bounds; directly related to the offshore drilling boom in many parts of the globe. And, says Michael C. Ford, Vice President of Commercial Operations for L-3 Dynamic Positioning and control Systems, "The global market is larger than you would think. For every rig out there, 7 to 8 OSV's and 2 construction vessels are needed to service that operation. In the next few years, it will involve at least $200 million in DP investment." Ford goes on to say that offshore operations, as a minimum, now demand DP1 capabilities. For anything carrying drilling mud, fuel and supplies, DP class 2 is the minimum standard. And, the rare workboat that does get delivered without DP is usually fitted to make later retrofit an easy proposition.

L-3's Ford points toward specific markets where huge growth in the need for DP will soon take shape. He adds, "In Brazil, they are looking at 30 rigs alone in the next few years. Multiply that times the necessary number of support vessels, and that translates into a robust market." According to Ford, L-3 has recently refocused its attention towards servicing the workboat – major boat operators, large drilling contractors, etc. – because of burgeoning needs in that market.

Experience and Corporate Focus

Dynamic Positioning has been around since the 1960's, starting with Honeywell. Honeywell eventually sold that offshore division to Nautronics in early 1990's. In essence then, L-3 - which acquired Nautronics in 2006 – has been providing DP equipment for well over 25 years. As one of the more experienced providers in this sophisticated market, it also is one the most progressive in terms of equipment upgrades and attention to detail. Michael Ford told *MarineNews* in May, "Our main focus is on keeping the user interface as simple as possible." This he says, keeps operator more engaged, resulting much more efficient and safer operations. Addressing the need to satisfy a wide range and age spread of mariners, he added, "One of the things we have to do is bridge the gap between generations – those more mature mariners who are used to a very hands on approach and with the younger generation who are very much a video game crew."

Sea Change

In the global offshore industry, the huge reliance in DP in offshore offshore operations because of the efficiency it offers for boat operators is obvious. Ten years ago, every other boat might have DP; now almost nothing gets built now without at least the built-in possibility of refitting later. In the interim, according to L-3, the hardware hasn't changed a lot. The same cannot be said for the operating software has changed. L-3, for example, just did a complete upgrade of their user interface. The goal, according to Ford, is to provide uniformity across all systems – Radar, charts, DP, etc. – so that the operator gains the level of comfort with all components. Ford explains, "It's very much an integrated control system. As the vessels get bigger and harder to handle, the DP makes that easier."

To that end, L-3 Dynamic Positioning & Control Systems recently announced the release of the latest addition to the Navigation Automation Control System (NACOS) Platinum series, adding Dynamic Positioning (DP) to the system's suite of navigation, automation and control applications. Dynamic Positioning & Control Systems developed the new integrated Dynamic Positioning (DP) system working with two other L-3 Marine & Power Systems companies – Lyngsø Marine and SAM Electronics. The new DP capability complements the NACOS Platinum's proven range of functionality for vessels of all types and sizes and offers unprecedented levels of system usability and scalability.

"We developed the NACOS Platinum DP System according to user-centered design principles, building on the valued feedback from end users and human factors

experts, as well as L-3's combined years of marine offshore oil and gas experience," said Tony Gardiner, general manager of L-3 DP&CS. "The system features combined wide-screen and touch-screen display technology, delivering a smarter user interface that is intuitive, with complete vessel overviews. Overall, this development greatly simplifies operations ..enabling the crew to concentrate on operating the ship safely and reliably without any undue distraction or stress."

L-3 DP&CS' new NACOS Platinum DP System uses a combination of networked architecture and modular components to support a full range of applications – from small alarm or stand-alone DP system capability to large and complex configurations for positioning, maneuvering, navigation and control of highly advanced vessels. Additionally, system configurations can be easily expanded, upgraded or modified to provide increased functionality for each type of vessel. The versatility of the L-3 NACOS Platinum System is illustrated by integrated multi-functional workstations directly connected to the vessel's IP network, enabling access to information from any workstation.

The NACOS Platinum product suite is based on identical components that utilize a common network supporting Dynamic Positioning, Radarpilot, ECDISpilot, Trackpilot, Conning Displays, Propulsion Control, Power Management Systems, and the Alarm, Monitoring and Control System. With system reliability of utmost importance, all hardware in the NACOS Platinum product line is based on marine-certified components that can be configured with redundancy and triple voting options for vital DP operations.

Interface and Coordination

According to Michael Ford, the various propulsion systems in common use today come ready to be interfaced with DP control systems. That wasn't always the case. Today, L-3 DP controls interface with virtually any propulsion system imaginable, and L-3 liaises with manufacturers to ensure that this occurs as smoothly as possible. Among the propulsion technologies that L-3 commonly interface with are Berg, Schottel, Waterjet, Thrustmaster, Voith Schneider and many others. Ford insists, "Almost anything out there can be DP'd. One of our strengths is our flexibility in dealing with different varieties of propulsion systems."

Training

Training is always an important consideration with the operation of any complex marine equipment. Dynamic Positioning is no exception to the rule. As DP skills and certifications come under increasing scrutiny, coupled with the renewed focus on offshore safety, DP training also finds itself under the hot spotlight. And although there are private certifications in play and IMO and the STCW developers are talking about it, nothing has yet been formalized in terms of a global standard. L-3, like other DP players, maintains a robust in-house training presence. L-3's Ford explains, "Fundamentally, DP is the same on any console, but there are nuances to each operator's equipment. We operate three schools (Houston, Singapore, and Brazil) and partner with third party schools, as well." Training, he says, is a key part of their service package.

American Manufactured – Globally Aware

With L-3 components manufactured right here in the United States, we asked Ford if that variable gave L-3 an inroad to the U.S., Jones Act trades. And, while that might be a selling point here in North America, Ford instead pointed to the broader, international markets. "Even a vessel delivered here may find itself eventually trading in any number of markets. We market to a global audience."

The global need for dynamic positioning is growing. Driving that demand is a rebounding offshore energy sector and a post-Macondo focus on safety. That reality requires robust, easy to use equipment, and the experience to deliver all of that on a global level. In on the ground floor of DP development more than 25 years ago, L-3 today remains among the top tier of firms able to do just that. For hundreds of hulls and the operators that operate them, that's the good news.

www.L-3com.com/MPS

North River's 33' Hybrid R.A.I.V Force Protection / Patrol Vessel

ALMAR by North River Boats of Roseburg Oregon recently constructed and launched a 33' x 10' Hybrid R.A.I.V. Force Protection / Patrol vessel. The 33' Patrol vessel is specifically designed as a Law Enforcement, Force Protection, Anti-terrorism, Patrol and Search & Rescue boat. This boat is designed to offer effective operations for harbors, ports, coastal waterways and large lakes and rivers throughout the world. Powered by twin Yamaha 300 hp outboard motors, the 33' vessel has a cruising speed of approximately 24 knots and a maximum speed of more than 39 knots. A gracious 250 gallon fuel capacity provides for over 250 NM Range. The Wing Hybrid foam / air fender provides for a great boarding platform, increased stability and additional flotation. The complete electronics suite includes Raymarine E120W and E90W displays, a 24" 4kw digital Radar, GPS and Sounder with thru hull transducer, Icom & Standard Horizon VHF Radios, LED Law Enforcement light bar and siren and a FLIR M324CP Thermal Imaging camera

Other design features and options include:

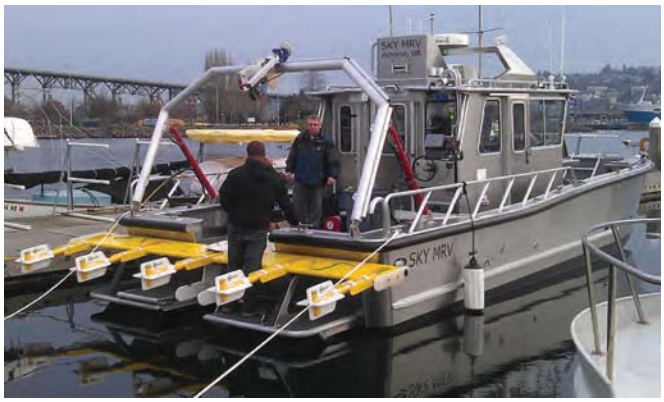
Design Features	Hull Characteristics
Twin Yamaha 4.2L V-6 Offshore 300 hp outboard engines	Length: 33'
9' Force Protection style cabin w/Diamond Seaglaze windows & doors	LOA: 38'
Aft towing post	Beam: 10' 3"
Adjustable outboard protection / rope guard	Bottom: 8' 3"
HO Bostrom shock mitigating seats	Deadrise: 24°
Darley 2BE 21H - 350 GPM fire fighting system with bow monitor	Lightship: 10,360 lbs

www.northriverboats.com or www.almarboats.com

Munson Delivers to Sky Research

During a routine security dive, Port of Seattle divers discovered munitions that date back to World War II. Munitions were found on six more occasions, the last of which was considered hazardous. The U.S. Army Corps of Engineers authorized a time critical removal action to deal with munitions found where cruise ships berthed on Pier 91. Sky Research was contracted to begin a series of surveys using multi-beam, side scan and stationary scanning sonar to produce a higher resolution picture. Through the innovative use of advanced geophysical and remote sensing technologies, Sky Research has developed an efficient and effective Unexploded Ordnance (UXO) detection methodology. The surveys uncovered 11 discarded military munitions and 212 munitions-related items. Sky Research selected Munson Boats to produce a highly customized multipurpose research vessel designed for multi-diver operations, marine magnetometer data collection, Remotely Operated Vehicle (ROV) deployments, and marine survey operations including Side Scan Sonar, Scanning Sonar, Sub-Bottom Profiling and Multi-Beam Bathymetry. One of the primary roles for the new vessel is to collect underwater magnetometer data with the SkyDiver array. The array is made of a reinforced non-metallic fiberglass wing that can carry five magnetometers. The magnetometers detect ferrous metal (iron) objects at or beneath the surface of the seafloor. The new 36' Munson Packcat has 250 square feet of open deck workspace. The rear deck is equipped with a 1,000 lb capacity stern A-Frame. The bow deck has a 1,000 lb davit with a hydraulic capstan, hydraulic bow door, and dual side doors. For dive operations, locations were provided to mount dive ladders on the bow door, transom swim step, as well as port or starboard side doors. Power is provided by twin Volvo D6 330 HP diesel stern drives producing a 30 mph cruise and 41 mph top speed.

www.munsonboats.com



US Fab Delivers Paper Barge to Georgia Pacific

US Fab LLC, a Vigor Industrial subsidiary, announced the delivery of a 180' x 52' x 10' covered paper barge to Georgia-Pacific Consumer Products LP. The design for this state-of-the-art barge was provided by Associated Marine Systems from Corbett, OR and the details drawing was done by Elliot Bay Design Group in Seattle, WA.

Multraship Taking Delivery of new Damen ASD 3212 tug

Towage and salvage specialist Multraship is to take delivery of a new design of ASD 3212 tug from the Galati, Romania yard of the Damen Shipyards Group. The new ASD 3212 Multratug 19 has been built to a completely new design specification developed after a period of intensive research. Multraship's specification called for a tug with minimum 80 tons bollard pull (BP), able to serve specific market segments. During its initial sea trials, Multratug 19 achieved over 83 tons BP and a speed of almost 15 knots. The new design has been thoroughly researched over an extensive period, resulting in a tug that can perform to maximum efficiency in rough weather conditions. Multratug 19 performed well in 3.5 m waves and is very suitable for escort services. Exhaustive research went into the design of the tug's winch, which has been developed by Maaskant Shipyards Stellendam (part of the Damen Shipyards Group) and Bosch Rexroth, in co-operation with Lloyd's Register. Multratug 19 is the second vessel to be built by Damen for Multraship, following the 2010 delivery of the newbuilding ASD3213 tug, Multratug 3, built at Damen's Vietnam yard. Damen delivered two ASD 3212 tugs earlier this year to an Australian coal terminal operator, and a further 85-ton BP vessel, a sister tug to Multratug 19, has been sold to Intertug S.A. (Colombia) for delivery in June 2012 from Damen Shipyards Galati in Romania.


Steinke


Medved


Daily


Damen


Crowley-SUNY

Steinke to Lead Moffatt & Nichol's Ports Practice

Moffatt & Nichol announced that Richard D. Steinke, former Executive Director of the Port of Long Beach, has joined the firm as Ports Practice Leader.

In this role, his background and experience will strengthen the firm's presence and reputation as the global leader in the planning and design of marine terminals.

Following a 22-year tenure at the Port of Long Beach, Mr. Steinke retired from his 14-year post as executive director in 2011, leaving behind a legacy of innovation. On his watch, the Port of Long Beach secured its competitive position among the world's premier ports.

Medved Named Regional Sales Manager at Drew Marine

Drew Marine welcomed Steve Medved as Regional Sales Manager, North America on May 1, 2012. Mr. Medved will be responsible for executing Drew Marine's technical solution strategies in North America. Mr. Medved has 30 years of technical experience and market knowledge in the maritime industry.

Most recently, he served as Nalfleet's Head of Sales in the Americas. In his new position, Steve will report to Michael Cassaras, Senior Vice President of Sales and will provide a key service and support resource for Drew Marine's clients.

Global Diving & Salvage Names Daily AK Dive Operations Manager

Global Diving & Salvage, Inc. has announced the promotion of Ben Daily to Dive Operations Manager - Alaska Region. Mr. Daily, with over ten years in the commercial diving industry, has been with Global since 2004. During his tenure, he has been involved in all facets of the commercial diving industry in Alaska, spending the majority of his time working in the Cook Inlet as well as throughout the state.

In this new role, Mr. Daily will be tasked with responsibilities including: the scheduling of all day to day diving projects; working with customers to identify their needs and ensure their expectations are being met / exceeded; work with the divers and dive supervisors to assist and enhance training; assist management with proposals and estimating; and research and develop new technology as appropriate.

Kommer Damen Wins Lifetime Achievement Award

Kommer Damen, Chairman of Damen Shipyards Group, has been awarded the Lifetime Achievement Award at the annual Seawork Innovation Awards Dinner. Seawork International is in its 15th year and is Europe's largest workboat event. Arnout Damen, COO of Damen Shipyards Group, accepted the award on behalf of Kommer Damen from the hands of Ms Caroline Dinenage, MP. In 1969 Kommer Damen took the helm of the family business (est. 1927) and its six workers and soon introduced several key concepts that have lasted to this day, among which are keeping vessels in stock and the standardization of ship types and their supply chains.

Furthermore, he introduced the modular shipbuilding concept for small (work) boats, which was later applied to bigger vessels, such as frigates and corvettes.

This standardization – the Damen Standard – results in short delivery times, reduced costs and proven technology.

Crowley Honored for Charitable Efforts from SUNY Maritime

Crowley Maritime Corporation was recently honored for its charitable efforts with an award from the State University of New York (SUNY) Maritime College that recognized the company's continued dedication to supporting SUNY students with scholarships, internship programs


Kellner


Thomas


Neo Tiau Gee


Mody


Trafford & Vojvodich

and career opportunities through the years. Crowley President, Chairman and CEO Tom Crowley Jr. accepted the award from SUNY Maritime College President Rear Admiral Wendi B. Carpenter, USN (Ret.), during the college's annual Admiral's Scholarship Dinner, held on the Throggs Neck campus in New York.

Since 1984, Crowley has provided more than half-a-million dollars in scholarships for more than 200 students at maritime academies and other select institutions.

In 1994, Crowley established the Thomas B. Crowley Sr. Memorial Scholarship Program in honor of his father, and has also donated more than $2 million over the years to support other educational programs.

WRSystems Announces Key Appointments

W R Systems, Ltd. (WRSystems) announced two key appointments in its Maritime Technologies Division: Arthur Thomas Senior joins as Vice President – Maritime Business and Mike Kellner joins as Director – Maritime Business.

Thomas has extensive experience in the commercial maritime electronics sector. He was both President and owner of Seacoast Electronics until its sale to Radio Holland (RH) in 2009. Before joining WRSystems he held the position of Director, Maritime Sales – Americas at Thrane & Thrane. Mike Kellner has held senior positions at Thrane & Thrane, Radio Holland and Furuno.

IBIA announces Vice Chairman for 2012

The International Bunker Industry Association's (IBIA) board of directors has unanimously agreed to appoint Simon Neo Tiau Gee as Vice-Chairman and Dilip Mody as Honorary Treasurer for 2012 to 2013.

Sea Tow Captain Trafford Receives Coast Guard Service Award

Sea Tow Services International, Inc., is proud to announce that Captain Les Trafford, owner of Sea Tow Shinnecock and Moriches, headquartered in Hampton Bays, NY, has been honored with a Certificate of Merit Public Service Award from the Commandant of the United States Coast Guard on behalf of the Secretary of Homeland Security. The award was presented to Capt. Trafford by Commander, Coast Guard Sector Long Island Sound, Captain J. M. Vojvodich at a ceremony held at Coast Guard Station Moriches, N.Y., on May 15, 2012. Trafford, who has been a U.S. licensed Coast Guard Captain for over 22 years, was cited for, "his exemplary commitment to maritime safety and support of [U.S. Coast Guard] Station Shinnecock, Aids to Navigation Team (ANT) Moriches, and the local boating community from January 2009 to October 2011. Throughout this period, Captain Trafford has devoted countless hours providing invaluable local knowledge of the ever-changing shoals of Moriches Bay and Inlet. His efforts were instrumental in recent aids to navigation (ATON) operations."

Braemar Appoints Far East Director

Braemar Technical Services (Incorporating The Salvage Association) has announced the appointment of Graeme Temple to the role of Regional Director for its Far East region. Graeme is a Marine Engineer with a Class 1 Certificate of competency and he sailed as a chief engineer for 15 years. Since moving into marine consultancy and surveying Graeme's particular areas of expertise has included hull and machinery damage surveys, expert witness work, expert marine engineering consultancy, bunker dispute advice, towage approvals, general marine surveying and pollution advice.


Temple


Pizer


Schwiering


O'Brien


Opinante


Richardson

Imtech adds Experience to Radio Holland USA's Sales Force

Imtech Marine is pleased to announce the addition of two Area Sales Managers to the Radio Holland USA team. Mike Pizer of Houston, and John Schwiering of Ft. Lauderdale recently joined the Radio Holland sales team, adding more than 40 years of navigation and communication experience to the RHUSA sales organization. Radio Holland is a member of the global company Imtech Marine. Recently Imtech Marine announced the expansion of its service network in the USA to a total of 15 ports and its intentions of further growth to provide on the spot quality service to ship owners. Mike Pizer, with more than 20 years of marine electronics experience, returns to Radio Holland after a brief term with Telemar, to serve the Central gulf coast territory. John Schwiering worked for Radio Holland for 18 years, starting his career in the Northeast, then moving to the Northwest to open the Radio Holland Seattle facility in 2001.

IMUA Elects New Officers & Board Members

Underwriters, brokers, claims personnel and key industry suppliers converged on San Diego's Rancho Bernardo earlier this month for the 82st Annual Meeting of the Inland Marine Underwriters Association (IMUA). At the meeting, the election of a new slate of officers took place. Peter Opinante, Swiss Re America, who had been serving as acting Chairman for the past three months, was formerly inaugurated as the new Chairman of the IUMA. Also elected as new officers of the association was Michelle Hoehn, The Travelers Group, as Deputy Chairperson and William Rosa, XL Reinsurance, as Vice Chairman. Also announced were the IMUA's Board of Director's Class of 2015 which includes Pat Carroll – Gen Re, Richard Pye – Zurich, Sharon Primerano – AGCS, Drew McCormack – Chartis and Bruce S. Jervis – ACE North America Property. Also re-elected at the Annual Meeting was Kevin O'Brien and Lillian Colson - the Association's President and CEO and Vice President and Secretary respectively.

Richardson Appointed Operations Managers at Royston LTD

Simon Richardson has been appointed as operations manager for diesel engineering specialists Royston Ltd. The appointment follows the retirement of Peter Millen after 30 years with the company. Simon joined Royston in 1997 and has become well known among the company's global customer base for his technical expertise as a field service engineer. In that role he provided hands-on engineering support for Royston's service teams when undertaking the maintenance and repair of diesel engines. In his new appointment Simon will manage customer support 24/7 and will take charge of the deployment and logistical planning of the company's engineering teams. Simon will be based at the Royston Ltd headquarters in Newcastle-upon-Tyne, UK.

CSU Trustees Appoint Cropper as President of CMA

The California State University Board of Trustees has named Thomas A. Cropper, Rear Admiral, U.S. Navy, as president of California Maritime Academy. Cropper was among the finalists for the position to succeed retiring President William B. Eisenhardt, who has served as president since 2001. He is expected to begin in his new role as president on July 1 following retirement from active duty. For the past two years, Cropper has directed education and at-sea training for ships and aviation squadrons deploying to the western Pacific and the Middle East. He also served on the Joint Chiefs of Staff Strategy Working Group at the Pentagon where he headed a select senior officer team working with representatives of each U.S. armed forces chief, the Joint Staff, the State Department and agencies within the cabinet. Cropper earned a bachelor's degree in Engineering Operations from Iowa State, and three master's degrees.

McMurdo Fast Find 220 Personal Locator Beacon

The new McMurdo Fast Find 220 is a powerful distress beacon, which provides a direct method of alerting the search and rescue authorities where no other forms of communication are available, using the 406 MHz search and rescue satellite communication system, COSPAS SARSAT. As well as sending out a distress signal by satellite, it transmits a 121.5MHz homing signal. Waterproof to 10 meters and able to operate in temperatures as low as -4°, the 220 will transmit continuously for a minimum of 24 hours at a powerful 5 watt output.

www.mcmurdomarine.com

Oceanview Night-Vision Cameras on Zyvex Boats

Zyvex Marine selected OceanView Technologies' Zeus Night-Vision Camera for use in its product portfolio of nanocomposite vessels; the first OceanView product chosen by the boatbuilder. The Zeus Camera has 2-axis, fiber-optic stabilization. This system takes thermal imaging to the apex of night vision capabilities. The Zeus includes object tracking, enabling it to lock on another vessel, a man overboard, aircraft, debris or a buoy. HD is an available option for the Zeus camera. The Zeus is ideal for private vessels such as megayachts, expedition yachts and sportfish vessels.

www.nightboating.com

BRP to Begin Testing Next Generation Biofuel

BRP has begun a program to test butanol-extended fuel in a variety of marine engines for Argonne National Laboratory, in collaboration with the U.S. Department of Energy. Butanol-extended fuel will be tested as an alternative to gasoline containing 15 percent ethanol (E15). E15 can cause significant damage to marine engines. A 2011 alternative fuel study executed by BRP, the National Marine Manufacturers Association and the American Boat and Yacht Council concluded that isobutanol was a promising alternative fuel. BRP, Argonne Laboratory and the NMMA, marine manufacturers Volvo-Penta and Indmar Marine provided testing resources for the project.

www.evinrude.com

New Ultrajet 251HT

Ultra Dynamics has introduced the UltraJet 251HT (High Thrust) specifically for lower speed craft. The UJ251HT has a similar physical size and weight to the UJ251, utilizing a different impeller to achieve higher thrust. The UJ251 and the UJ251HT have similar hull footprints enabling boat builders to offer a standard UJ251 for most applications and the UJ251HT as an option for heavier boats or high bollard-pull applications. The intake housing is designed for good water flow to the impeller at lower speeds and for sprint speeds up to approximately 35 knots. The UJ251HT is ideal for towing and salvage workboats, bridge erection boats and landing craft.

http://www.ultradynamics.com

PureBilge: 5 ppm type Approval for Bilge Water Separators

Alfa Laval's bilge water treatment system is certified according to DNV's new 5 ppm type approval process. DNV Clean Design class notation is a voluntary newbuilding specification. For bilge water, Clean Design stipulates a maximum 5 ppm of oil remaining in the water after treatment, prior to pumping overboard. MARPOL regulations stipulate 15 ppm. In 2011, DNV introduced a 5 ppm type approval process for marine bilge water separators. Alfa Laval's PureBilge is the first system to obtain the new DNV type approval certificate. The system is U.S. Coast Guard approved.

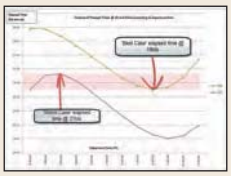
www.alfalaval.com

BCB Marine's Offshore Survival Kit

UK based Marine safety and survival specialists, BCB Marine, recently unveiled a survival kit which workers on offshore installations can reach for in emergency situations. BCB Marine's offshore survival kit is packed with essential first aid and survival essentials including distress whistles, sterile gauze swabs red lightsticks and emergency rations. The offshore survival kit, which comes in various sizes, is designed to provide workers with quick and easy access to first aid and survival equipment which buys them time and helps rescue teams get to them.

http://bcbin.com

New Tidal Optimization Reveals Bunker Savings



Tidetech has introduced tidal optimization as a tool for improving efficiency on coastal shipping routes. In simulations developed for transits through the English Channel, a time difference of 12.8 per cent was shown between 'best case' and 'worst case' passage times when using optimal tide and current (based on an 8000 TEU container ship steaming at 21kt). This is the approximate equivalent of $9,400 of bunker costs saved on one journey. Speed optimization using accurate tidal stream data is about choosing the best time to transit a passage where a choice of route is limited or restricted.

www.tidetech.org

100 AMP Shore Power Devices Stand up to Mother Nature

Ship-to-shore power devices are always stuck out in the elements, subjected to heat, cold, rain, snow or corrosive salt spray. Hubbell Marine's shore power inlets use a spring-loaded, gasketed cover that automatically closes when not in use, creating a weatherproof seal. Locking the cover makes it watertight. Nickel-plated, solid brass pins ensure a reliable electrical contact. A high-impact thermoset contact carrier is resistant to arcing and overheating, enhancing safety. Terminals are clearly marked for simple installation. Hubbell Marine's 100 amp devices meet USCG requirements, are UL Listed and have ABYC approval.

www.hubbell-marine.com

Powerful Yanmar 12AY Diesels Offer Simple Maintenance

Yanmar America now offers the 12AY series High-Speed Commercial Workboat diesel engine. With easy installation and maintenance, the purpose-built 12AY is ideal for offshore support vessels, ferries, tugs, and other demanding applications. A key element of the improved performance and efficiency is a new staggered injection nozzle and patented combustion chamber design, allowing wide rpm range, low fuel consumption and emissions. The turbocharged diesel engine is available in five power ratings across three models. Compliant with IMO Tier II emissions regulations, the 12AY series has type approval by the six major classification societies.

www.yanmar.com

Tideland Consortium for Aids to Navigation

Tideland Signal, Dabbrook Services and Tranberg Systems of Denmark have joined forces to present a comprehensive service for specifying, supply and installation of navigation warning systems and all other low-voltage equipment on offshore wind farms. Tideland Signal supplies navigational aids and solar power systems to the world's ports, harbors and offshore industries, while its sister company, Dabbrook Services Ltd. specializes in the installation of photovoltaic and other electrical systems offshore. Tranberg Systems is also a long-standing associate of Tideland Signal and has extensive experience of the offshore power industry.

www.tidelandsignal.com

Nano Fuels

Nano Fuels Technology (NFT) is a performance enhancer and liquid fuel catalyst providing fuel efficiency, pollution reduction, mechanical longevity. Nano Fossil Fuel Technologies unique product achieves for its brown and blue water boats and ships, Improved Fuel Economy, Improved Engine Performance, Reduced Exhaust Emissions by 90 Percent, Improved Fuel Stability, and Elimination of Microbial Growth. Saving customers money and reducing their carbon footprint, Nano Fuels represents the true "green" solution.

www.kickasphalt.us

ZF Marine Transmissions in USCG FRC Vessels

ZF Marine announced their involvement with the US Coast Guard FRC project. The USCG vessel Bernard C. Webber, first of the new 154' Sentinel Class Fast Response Cutters (FRC), was recently commissioned. ZF Marine provided two ZF 23560C Marine Transmissions for each vessel. With a patrol boat or light duty rating well in excess of 4300 kW @ 2100 rpm, these robust transmissions will support the vital service role of the new FRC vessels. Today, more than 200 US Coast Guard boats and cutters are sailing with ZF Marine transmissions.

www.zf.com

Compliance Manager
Job Location: USA, Houston

Job Summary:
Manages and coordinates regulatory compliance issues associated with daily operations, construction, repairs and modifications to rig fleet
Essential Duties and Responsibilities:
Interfaces with Regulatory Agencies (USCG, ABS and MMS) and Flag State Administrations (USA, Panama, Liberia & Vanuatu) to manage compliance of rig fleet
Interfaces with Rig Managers, Rig Superintendents, Rig Crews, other departments and third party contractors on compliance issues
Tracks, schedules and coordinates all regulatory inspections and surveys with Regulatory Agencies, Rig Managers, Rig Superintendents, Rig Crews, other departments and third party contractors
Attends and supervises regulatory inspections and surveys on an as needed basis
Coordinates with Regulatory Agencies and rig crews in order to clear all deficiencies and outstanding requirements issued
Interfaces with Project Managers for assistance in repairs associated with regulatory inspections
Manages repairs as defined in duties of Project Manager, if applicable
Develops Authorization for Expenditure (AFE) for regulatory inspections and surveys and submits them for approval when required
Interfaces with the Technical Assistant for development, submittal and approval of regulatory drawings
Prepares annual budgets for regulatory inspections and surveys
Maintains all compliance documents, drawings, manuals and (etc.) through interface with the Technical Support Administrator
Interfaces with Project Managers for submittal and approval of drawings, calculations, (etc.) that apply to rig repairs, upgrades or retrofits to regulatory agencies
Manages and approves regulatory cost expenditures according to delegation of authority
Rachel Lahasky
Hercules Offshore, Inc.
Houston TX 77046 USA
Fax: 713-350-5112
Email: resumes@herculesoffshore.com
Web: http://www.herculesoffshore.com

Mooring Master
Job Location: USA, Houston

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Gwen Cooper
SPT Inc.
909 Fannin St., Suite 3300
Houston TX 77010 USA
Phone: 713-735-8830
Fax: 713-735-8430
Email: hr@sptmts.com
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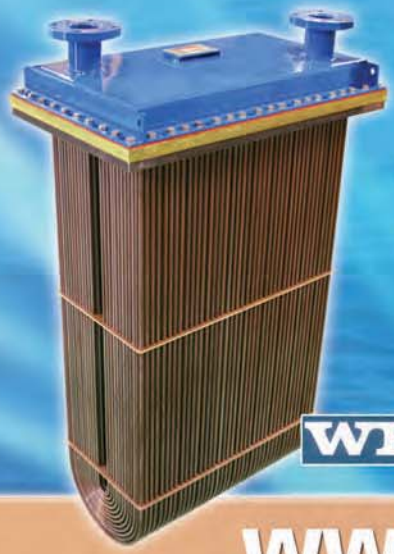

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