

# Marine

## News

JANUARY 2019

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## Passenger Vessels & Ferries

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### **Inland River Cruising**

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### **Ferries Forward**

Tampa Bay: take two

### **Training & Education**

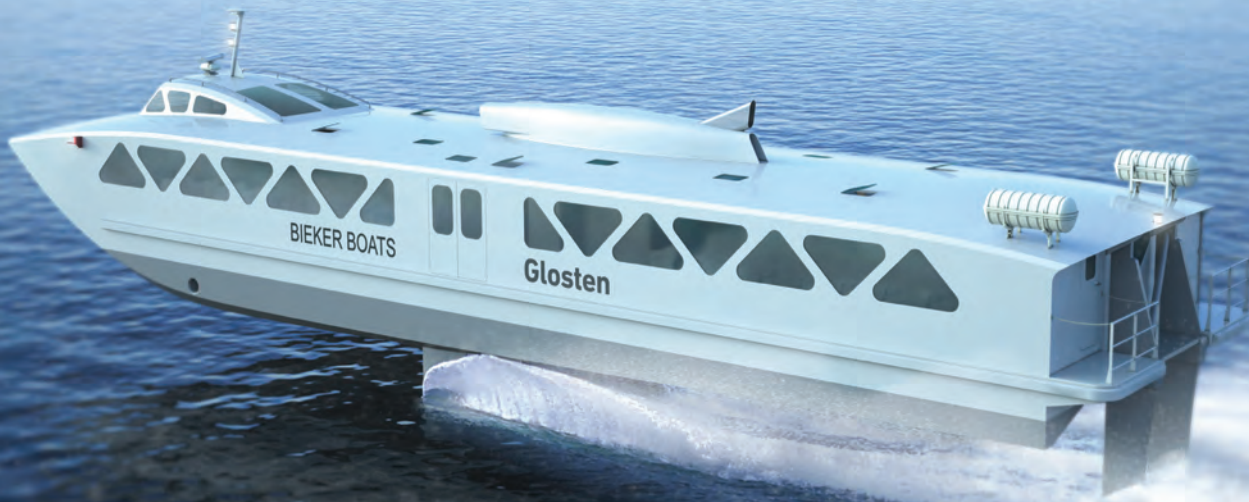
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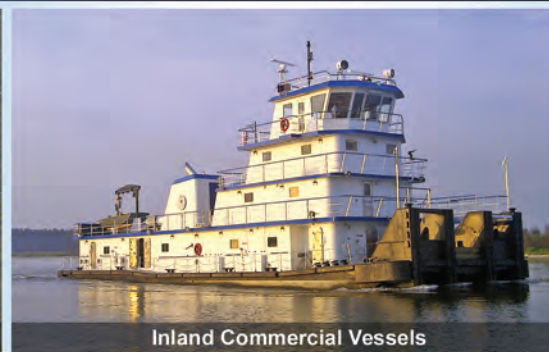
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ON THE COVER

The American Song, American Cruise Lines' newest entry to the coastal inland passenger cruising trades, is also the first modern riverboat of its kind in U.S. history. The vessel's innovative (patent pending) bow opening is just one of many 'firsts' for this vessel – and the sector she hopes to dominate in the coming years. The story begins on page 38.

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## PUBLISHER

John C. O'Malley • [jomalley@marinelink.com](mailto:jomalley@marinelink.com)

## Associate Publisher & Editorial Director

Greg Trauthwein • [trauthwein@marinelink.com](mailto:trauthwein@marinelink.com)

## Editor

Joseph Keefe • [keefe@marinelink.com](mailto:keefe@marinelink.com)

Tel: 704-661-8475

## Web Editor

Eric Haun • [haun@marinelink.com](mailto:haun@marinelink.com)

## Contributing Writers

Susan Buchanan • Lawrence R. DeMarcay, III • Tom Ewing  
Rick Eyerdam • Joe Hudspeth • Randy O'Neill • Barry Parker

## PRODUCTION

### Production & Graphics Manager

Nicole Ventimiglia • [nicole@marinelink.com](mailto:nicole@marinelink.com)

## SALES

### Vice President, Sales & Marketing

Rob Howard • [howard@marinelink.com](mailto:howard@marinelink.com)

### Advertising Sales Managers

National Sales Manager

Terry Breese • [breese@marinelink.com](mailto:breese@marinelink.com)

Tel: 561-732-1185 Fax: 561-732-8414

Lucia Annunziata

Tel: 212-477-6700 ext 6220

• [annunziata@marinelink.com](mailto:annunziata@marinelink.com)

Fax: 212-254-6271

John Cagni

Tel: 631-472-2715

• [cagni@marinelink.com](mailto:cagni@marinelink.com)

Fax: 561-732-8063

Frank Covella

Tel: 561-732-1659

• [covella@marinelink.com](mailto:covella@marinelink.com)

Fax: 561-732-8063

Mitch Engel

Tel: 561-732-0312

• [engel@marinelink.com](mailto:engel@marinelink.com)

Fax: 561-732-8063

Mike Kozlowski

Tel: 561-733-2477

• [kozlowski@marinelink.com](mailto:kozlowski@marinelink.com)

Fax: 561-732-9670

Jean Vertucci

Tel: 212-477-6700 ext 6210

• [vertucci@marinelink.com](mailto:vertucci@marinelink.com)

Fax: 212-254-6271

### Managing Director, Intl. Sales

Paul Barrett • [ieaco@aol.com](mailto:ieaco@aol.com)

Tel: +44 1268 711560 Fax: +44 1268 711567

Uwe Riemeyer • [riemeyer@intermediapartners.de](mailto:riemeyer@intermediapartners.de)

Tel: +49 202 27169 0 Fax: +49 202 27169 20

## CORPORATE STAFF

### Manager, Marketing

Mark O'Malley • [momalley@marinelink.com](mailto:momalley@marinelink.com)

### Accounting

Esther Rothenberger • [rothenberger@marinelink.com](mailto:rothenberger@marinelink.com)

Tel: 212-477-6700 ext 6810

### Manager, Info Tech Services

Vladimir Bibik • [bibik@marinelink.com](mailto:bibik@marinelink.com)

## CIRCULATION

### Circulation Manager

Kathleen Hickey • [k.hickey@marinelink.com](mailto:k.hickey@marinelink.com)

Tel: 212-477-6700 ext 6320

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For more information email Kathleen Hickey at:

[k.hickey@marinelink.com](mailto:k.hickey@marinelink.com)



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**W**hen I think about passenger vessels, the first thing that pops into my head is a picture of a 900-foot, gleaming cruise ship on its way into the port of Miami with about 3,000 souls on board. Very few, if any of those behemoths are U.S. flag and none of them serve our coastwise Jones Act markets. On the other hand, more than 6,300 inspected passenger vessels ply U.S. waters for one reason or another, fully 15 percent of our domestic, Jones Act compliant fleet in terms of numbers alone. It's much more important than that, however. At last count, the U.S. Department of Transportation estimated that more than 120 million passengers were embarked in 2016 alone.

Today's North American passenger vessel and ferry sector continues right where it left off at the end of 2017, red hot and staying that way. The recapitalization of the existing passenger vessel fleet – now said to be 27 years old, still five years older than the fleet's mean age – is one reason. Another rests in the reality that new routes and markets are being explored and opened. Tampa Bay is one such place where the second year of a seasonal ferry trial is underway. That story begins on page 34.

Further inland, the days of riverboat cruising on tired, recycled hulls are drawing to a close. Sparkling new, fit-for-purpose vessels are entering service and new players are looking for a way in. Passengers eager to explore the heartland aren't going to be satisfied with a fresh coat of paint and some new carpets. In this edition, Tom Ewing provides a close look at this rapidly evolving niche sector, starting on page 38.

Amidst all the good news about newbuildings, new routes and green repowers (passenger vessels are enthusiastically embracing emerging hybrid, battery and Tier 4 propulsion options), the issue of safety continues to dog the sector. No, not here at home – that's primarily a third world problem – but a look at the latest Coast Guard safety numbers is ample proof that we can tighten up in North America, as well. Indeed, the passenger vessel sector is one of the most tightly regulated of any on this side of the pond. The advent of Safety Management Systems (SMS), something championed by both the Coast Guard and the Passenger Vessel Association (PVA), therefore is arguably coming at just the right time.

At a time when there is much uncertainty on the collective waterfronts, I can think of no other sector that has more upside to achieve in the New Year than does the domestic passenger vessel game. It's here then, that we should stop and look back to my final thoughts in this very space, exactly one year ago. I said, "The ultimate winner(s) will be the environment, as more cars and trucks are removed from the congested roadways, a smoother supply chain that has more options, and a boatbuilding industry that embraces the challenge of making it all possible." *I love it when I'm right.*

Joseph Keefe, Editor, keefe@marinelink.com





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# Authors & Contributors



Eyerdam



Corrigan



Gaspardo



Ewing



Parker

**Mike Corrigan** is CEO of Interferry, the trade association that represents the worldwide ferry industry. Mike brings extensive executive experience in the ferry industry, most recently as the CEO of BC Ferries, one of the world's largest ferry operators. During Mike's tenure with BC Ferries, the company became recognized as a world leader in safety and operational excellence, set record earnings levels, invested \$2 Billion in ships and terminals, and established itself as an employee-centric company earning top employer recognition.

**Tom Ewing** is a freelance writer specializing in energy and environmental issues.

**Rick Eyerdam** is a Miami-based, national award-winning journalist and editor. He is a former editor of Florida Shipper Magazine and has served as an adjunct professor of communications at Florida International University. Eyerdam graduated from Florida

State University with a double major in English Literature and Government. His articles have appeared in myriad maritime publications.

**Gus Gaspardo** is President of Padelford Packet Boat Co. A founding PVA member, Padelford provides a wide variety of public cruises and private events on the Mississippi River with three passenger subchapter K vessels. Gaspardo attended Mankato State University and joined Padelford as a deckhand in 1984 and obtained his Masters license in 1986. Gus and his wife purchased the company in 2016. Gus has been a previous Chairman of the Regulatory Committee for PVA, and a past Rivers Region Chair.

**Barry Parker**, bdp1 Consulting Ltd provides strategic and tactical support, including analytics and communications, to businesses across the maritime spectrum. The company can be found online at [www.conconnect.com](http://www.conconnect.com)

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# Benchmarking Domestic Passenger Vessel Safety

Over time, our *BY THE NUMBERS* entry has gone to some interesting places and reported (sometimes) surprising conclusions supported by the data that we dig up. The topic for this space doesn't always readily present itself in a timely manner, or in alignment with our editorial calendar. This month we hit pay dirt with not one, but instead four different reports that touched upon safety on passenger vessels.

The first annual *USCG-PVA Passenger Vessel Report*, *NTSB's 'Lessons Learned' document*, a *Lloyd's Register Foundation report* on passenger vessel safety and the first annual *Coast Guard Domestic Vessel Inspection Annual Report on Flag State Control* in the United States all arrived within weeks of one another. Every one of these documents provides unique insights into passenger vessel safety and trends thereof. Accordingly, we'll visit each for a glimpse into what's happening on the water. We know that you're simply dying to know.

The U.S. flag passenger vessel industry is a diverse collection of dinner and excursion vessels, ferry vessels; both public and private, overnight cruise vessels, casino vessels, whale watch vessels, private charter boats, and amphibious vehicles. In 2017, the inspected passenger vessel fleet consisted of 6,353 active vessels. The reach of these Coast Guard certificated passenger vessels is seen in most every port and navigable waterway in the nation. Annually, U.S. passenger vessels carry more than 200 million passengers safely.

*The Lloyd's Register Foundation (LRF)* Insight report on safety in the passenger ferry industry, issued in June of 2018, characterizes passenger vessel safety "A global safety challenge." The report goes on to say that the global ferry industry has averaged more than 1,000 fatalities per year since the 1960s, with the greater majority occurring on domestic voyages in Asia and Africa. The grisly tally includes 750 recorded fatal accidents involving passenger vessels, resulting (tragically) in 59,600 fatalities. Moreover, 93 percent of ferry accidents occurred during domestic voyages, with 90% of fatalities occurring in just 20 countries and 76% in 10. It's heartbreaking.

The LRF investigation focuses on confirming the countries where the most fatalities are occurring, the predominant causes of accidents and the practical measure(s) which could save the most lives. It turns out that the highest numbers of fatalities have occurred in the Philippines, Bangladesh, and Indonesia. Not surprisingly, the causes of ferry accidents are related to economic status, value placed on life and social outlook of the operators and passengers in the countries where incidents occur.

Providing North American operators the opportunity

to look inwards, the report also concludes that in countries enjoying favorable economies, root causes of casualties include the failure to enforce existing regulations; suboptimal vessel design, including bridge ergonomics, suboptimal technology informing mariners of real-time vessel status, incomplete or less than best-practice safety training, suboptimal emergency equipment, and most importantly, *the lack of a safety culture which eventually produces dangerous behavior and decisions.*

Despite a short-term improvement from 2011-2017, the statistical significance of which is currently unknown, LRF says that the fatality trend is a steady increase over a 50-year period. It is also true that very few fatalities – despite the millions of passengers carried annually – occur in U.S. waters on Jones Act tonnage. That doesn't mean we don't have room to tighten up – **we do.**

Another document, the *USCG-PVA Passenger Vessel Report*, presents information reported to the U.S. Coast Guard which guides the discussions of the USCG-PVA Quality Partnership. The document provides an overview of the U.S. flag, Inspected Passenger Vessel fleet, as well as information concerning marine casualties and inspections involving U.S. Inspected Passenger Vessels. This report covers calendar years 2015, 2016, and 2017 and was developed from information contained in the U.S. Coast Guard Marine Information for Safety and Law Enforcement (MISLE) database. The Coast Guard data includes three classes of domestic vessels, as follows:

<b>H:</b> Vessels of 100 gross tons or greater that carry passengers.
<b>K:</b> Vessels <100 GT that carry >149 passengers, or have overnight accommodations for >49 passengers.
<b>T:</b> Vessels >100 GT carrying >6 but <150 passengers, or have overnight accommodations for 49 or less.

For example, and from 2015 through 2017, the Coast Guard received reports of 118 fatalities onboard U.S. flag inspected passenger vessels. A total of 78 of the 118 fatalities were attributed to intentional acts or non-accidental causes. These types of casualties are NOT considered to be "vessel-related." A review of the remaining 40 fatalities revealed that just 3 of them were "vessel-related." During that same period, there were 188 incidents which resulted in 184 Serious, Severe, or Critical injuries.

Passengers were involved in 142 of the 184 (77.2%) of the personnel casualties that resulted in serious, severe, or critical injuries. 57.0% (81/142) of the passenger injuries were the result of falls on board the vessel, while 41.5% (17/41)

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of the crewmember injuries were also the result of falls. During that period, inspected Passenger Vessels were involved in 1,425 reportable marine casualties. Of those, 6.5% (93 of 1,425) of these casualties were classified as ‘Serious’ Marine Incidents. Importantly, a majority of the vessel inspections involved T-boats. From 2015 to 2017, there was a slight decline in the number of deficiencies issued from year to year. Nevertheless, the percentage of inspection activities resulting in deficiencies is increasing from year to year.

The NTSB’s SAFER SEAS DIGEST, or *Lessons Learned from Marine Accident Investigations in 2017*, is an eye-opener. For starters, the National Transportation Safety Board (NTSB) is an independent Federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—marine, railroad, highway, and pipeline. In a memorandum of understanding (MOU) signed December 18, 2008, the NTSB and the US Coast Guard agreed that when both agencies investigate a marine casualty, one agency will serve as the lead federal agency for the investigation.

The 41 marine accidents included in Safer Seas Digest 2017 involved a range of allisions, capsizings, collisions, fires, explosions, flooding, groundings, and equipment damage. The vessels ranged from small passenger vessels, to barges and towboats, to cruise ships and ocean-going cargo vessels. *These include a total of 7 accidents involving passenger vessels, including 4 small domestic passenger vessels. These casualties included flooding, allisions, collisions and groundings.*

Separately, the Coast Guard also released its *Coast Guard Domestic Vessel Inspection Annual Report on Flag State Control in the United States*, which provides regulatory compliance statistics for the current fleet of U.S. flag vessels. The first annual report for the U.S. Flag fleet, 2017 will serve as a baseline to study trends, identify key performance indicators, and bring attention to issues in the fleet. In 2017, Coast Guard Marine Inspectors con-

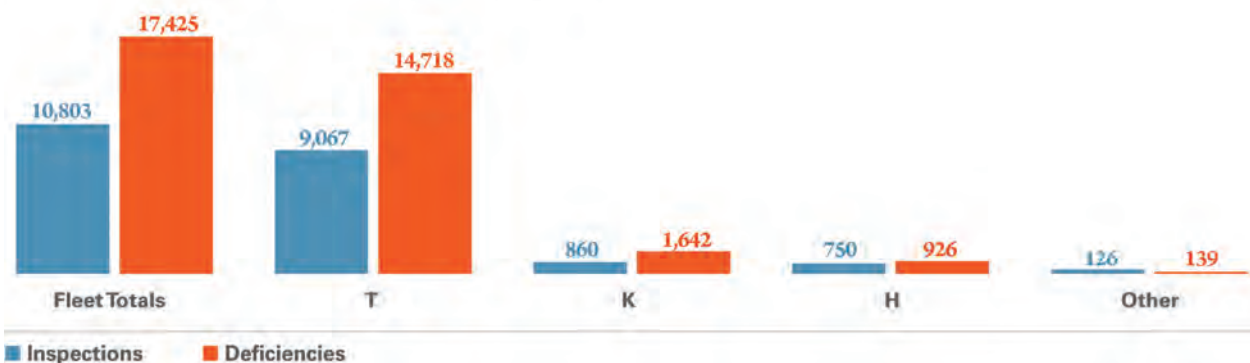
ducted 18,424 inspections on 12,189 U.S. flag vessels. There were 21,629 deficiencies documented during these inspections, which is an average of 1.77 deficiencies per vessel. Over the last 5 years, the number of inspections and deficiencies have increased 7.5% and 3%, respectively.

The report covers all manners of U.S. flag vessels, but also has a focus on passenger vessels. *It is here where we circle back and remember that we have work to do.* For example, the ratio of deficiencies to the number of vessels for each type shows that passenger vessels recorded the second highest rate of deficiencies, second only to cargo ships. Perhaps a function of that, the Coast Guard reports that passenger vessels are, on average, 27 years old – fully five years older than the fleet’s mean age of 22 years.

According to the Coast Guard, the top 3 types of *Reportable Marine Casualties* on passenger vessels were Material Failure/Malfunction (23.5%); Loss/Reduction of Propulsion or Steering (20.6%), and Flooding (11.8%). There were 10,803 passenger vessel inspections conducted in 2017, during which 17,425 deficiencies were identified at a ratio of 2.74 deficiencies per vessel. In comparison to the overall flag state fleet totals, passenger vessel inspections accounted for 59% of the inspections and 81% of the deficiencies. On the good news front, of the 685 reportable marine casualties in 2017, just 34 or 5% of these events involved an inspected passenger vessel.

**What should we take from all of this?** Lloyd’s Register Foundation (LRF) Recommendations for the global fleet are clear: A non-profit, ferry-operator funded organization dedicated to improving ferry safety should be established. LRF says that the initial operational area will be the three countries experiencing the most fatalities, but the long-term intention is to offer safety services globally. That said; we argue that between PVA, the U.S. Coast Guard, Interferry and Roberta Weisbrod’s Worldwide Ferry Safety Association (WFSA), the effort is more than covered in terms of ‘sweat equity.’ How about you? – *What do you think?*

FIGURE 24 | Inspections & Deficiencies



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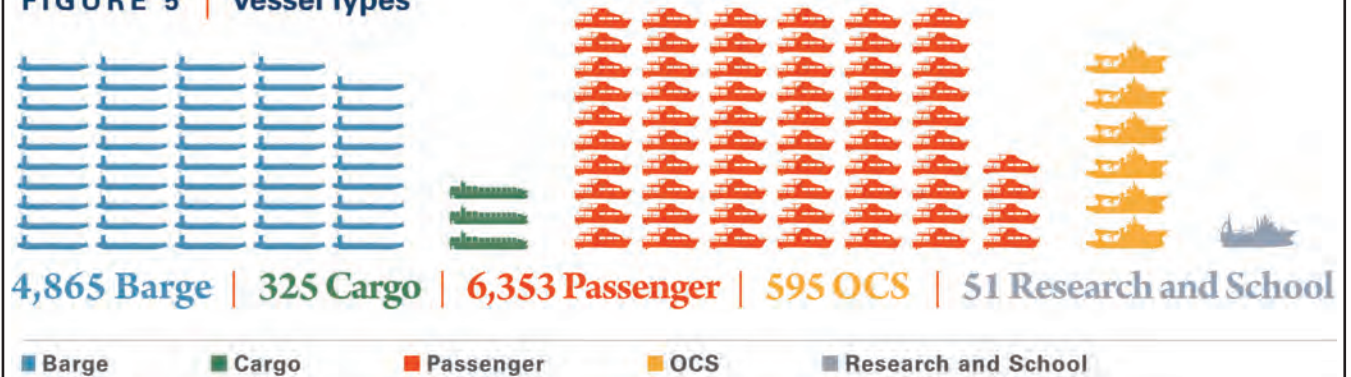
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**FIGURE 25 | Deficiencies per Inspection**



**FIGURE 5 | Vessel Types**



**Table 1 - Passenger Vessels by Inspection Subchapter and Status**

Vessel Status	H	K	T	Totals
Active	146	416	5,729	6,291
Inactive			58	58
Laid Up			25	25
Scrapped			1	1
Sunk-Not Recoverable			1	1
Unknown		1	2	3
<b>Total</b>	<b>146</b>	<b>417</b>	<b>5,816</b>	<b>6,379</b>

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*Admiral Karl Schultz*

## *Commandant,* **U.S. Coast Guard**

**A**dmiral Karl L. Schultz assumed the duties as the 26th Commandant of the United States Coast Guard on June 1, 2018. He previously served from August 2016 to May 2018 as Commander, Atlantic Area where he was the operational commander for all Coast Guard missions spanning five Coast Guard Districts and 40 states. Previous operational assignments include Sector Commander in Miami, Florida, as well as command tours aboard Cutters VENTUROUS, ACACIA and FARALON. His senior staff assignments include Chief of the Office of Congressional and Governmental Affairs; Congressional Liaison to the U.S. House of Representatives; Liaison Officer to the U.S. Department of State, Bureau for International Narcotics and Law Enforcement Affairs; Assignment Officer at the Coast Guard Personnel Command; and Command Duty Officer in the Seventh Coast Guard District Operations Center in Miami. Schultz graduated from the Coast Guard Academy in 1983, earning a Bachelor of Science degree in Civil Engineering. In 1992, he was awarded a Master's Degree in Public Administration from the University of Connecticut, and in 2006, completed a one year National Security Fellowship at Harvard University's Kennedy School of Government. Summing up, there isn't much that Schultz hasn't tackled over



the course of a distinguished 35-year Coast Guard career. Less than one year after taking command of the nation's fifth, uniformed military service, Schultz has plenty on his plate, much of which concerns the almost 40,000 brown water commercial assets that dominate the landscape of the U.S. merchant marine. Listen in as we kick off the New Year with INSIGHTS from perhaps the waterfront's most important regulatory professional.

### **Let's start with the Icebreaker: beyond the McMurdo mission. Do we really need it if there's going to be permanent water in the Arctic, as the scientists tell us?**

We've talked about the Arctic as a place where we need to have more focus as a nation, because the Arctic is evolving and developing. The Arctic is no longer an "emerging" area; it is a "now" area. I talk about a 6-3-1 strategy for the Coast Guard, in terms of ice breakers, and that 6-3-1 strategy is that we need 6 breakers; a minimum of 3 are heavy icebreakers. The lexicon we're employing today is "Polar Security Cutters" for those heavies, the big breakers, and then the 1 is really "1 now." It's going to take us, best case, 6 plus or minus years to go from IOC – Interim Operating Capability – to FOC and actually doing missions, and that first breaker will replace the 42-year-old Polar Star. 42 years old today, plus 6 or 7 years, you're talking about a half century-old ship. I think we can bridge Polar Star's life another ... half decade plus, because we're going to have to. But it's pretty dire. It's that urgency of the 1 in the 6-3-1 strategy. We need to get going now. The President's proposed '19 budget has 750 million dollars for the first Polar Security Cutter. That budget, as part of Homeland Security appropriation, is in debate. I'm guardedly optimistic because our President asked for it. There's recognition about the Arctic as a priority. There's one-third of the world's untapped, natural gas up there. It's not real deep water up there, a couple hundred feet or less where you can extract some of that. There's a trillion dollars in minerals that we care about, so we've got a lot of equities in the Arctic just in terms of natural resources. You've got expe-

ditionary cruise vessels – the Crystal Serenity with 1,500 passengers has made excursions through the Arctic the last couple years. So where there's activity, generally by default, there's Coast Guard mission responsibility. I see the Arctic as very competitive. I see the Coast Guard as the face of U.S. presence up there. We're 6, 7 years from that first Polar Security Cutter floating and doing missions, and arguably, that means missions in the Antarctic. We're probably closer to 8, 10 years before we're talking about presence in the Arctic, so we've got to get going, is my view.

**Head count for the Coast Guard has always been an issue. And, arguably the mission set has done nothing but increase in the last 10 years. Where are you now in terms of the people that you have, and in comparison to where you were 10 years ago. Do you have the head count that you need?**

Let me work it backwards. So from the 10 years ago to today, we're about 3,000 less people than we were 10 years ago. My reserve ranks are down to 6,200 people, down from 7,900 reservists back 10 years ago. We have about 1,400 less active duty men and women today. And, I think we're at about 8,500 civilians. But, we're about 2900 bodies smaller today than we were a decade ago. My predecessor started us looking at a forced planning construct. We've done a 'mission requirements' analysis that Capitol Hill assigned to us. Admiral Zukunft talked about a 5,000 person increment would be about right for the Coast Guard. I'm trying to refine that – I don't think that's a bad number but if I'm going to argue on Capitol Hill for more dollars, amongst other needs, I need to put some fidelity in that. We're doing some internal analysis on what the number is. Your statement about 'there's more work today than ever in the Coast Guard' is absolutely true. I would say – good news/bad news story – we are more heavily subscribed than ever before, supporting our own department, supporting the combatant commanders, supporting the global maritime interest. As we field new assets, that's where all our growth is coming. We're really not getting a whole lot of bodies to fill other gaps ... and, to put it in a budgetary context, I'll walk it all the way back to the Budget Control Act of 2011, sequestration of 2013, we lost about 10 percent of purchasing power on the operating budget piece in the last 8, 9 years. And ... the 2018 budget that was really the President's first push into what he called, his Presidential, National Security Presidential Memo 1 about the Armed Forces – Restore the Armed Forces – that really didn't cross the fence line over to Homeland Security – that was DOD specific. So there was about a 12 per-

cent increase in operating funds for DOD services. We got about 4 percent in '18. That's not a shot at DOD – we just weren't in that conversation. So we've been pulling forward a little bit of lost purchasing power and that's right in the wheelhouse of your manpower conversation.

**A number of your predecessors have said the Coast Guard is "done doing more with less." Yes?**

Yes. We've said that; I don't know if we've lived that. So I'm cautious about saying, I'm not going to do more with less. Instead, I'm going to say we're going to try to match what we do with the resources we have and then make the business case for more resources when the need is there.

**Subchapter M is a big can of worms. Are you happy with where you are right now with the SubM progress? The Coast Guard has been pushing industry toward the third party option. Some of that's arguably because you don't have the in-house assets to do it and perhaps the expertise that eroded after 9/11 isn't quite back to where you need it. Give us your assessment.**

First and foremost, we've got Subchapter M regulation, so we need to bring the towing vessel community into the regulated, certificated world of work. In terms of progress, the implementation is over four years. To date, we've issued about 200, and I think the latest number I've heard is about 227 COI's. We've done 40 in the last 30 days. Arguably, I need to do about 120 a month, so I would say I'm not sure we're making good progress yet. I don't generally use "happy" as a metric; I would say ... it's new. What we've done is we've invested a new division in our Commercial Vessel Compliance Office – so CVC 4, that's a headquarters program with a new division that's overlooking third party organizations. We're updating our databases to be able to better track third party performance. We got a lot of guidance from the El Faro report, so we are still working in being responsive to that. I'd like to be further along, but I think we'll catch up quickly. We're building our capacity. As you get bodies, you tend to put them at your most pressing problem, so we're figuring this out. I'm guardedly optimistic. Is this inherently Coast Guard-only kind of work? Safety management systems for the industry will be a good thing. I think we're all going to get a little bit of that shared ownership and pick up the pace here collectively. We're still going to serve folks that choose not to go the TPO route, so we'll be in the certification business, but I think that's the 'sweet spot' for us in terms of our capacity, and I think for the industry at large, that will serve the industry well.

**In terms of the third party options, SubM isn't the first time this has been done. It started with IACS Class societies doing COIs and grew from there. In the past, the classification societies traditionally did one thing and the Coast Guard was doing another. Today, that function is almost totally in the hands of class, or TPO's. Are you supervising it adequately?**

That's a fair question. We absolutely have to make sure, from an institutional standpoint, that we do have that expertise. Some lessons learned from El Faro, the final action memo, reflected some light back on ourselves to say, "Hey, we've got to up our game in that. We must make sure we have the oversight of our training programs to oversee the third party organizations." That CVC-4 division is absolutely to hold ourselves accountable. So we put some bodies in that immediately, we're putting more bodies in there in '19. We talked about investments – that's a place we're investing some bodies. I'd like to see us put dozens more

bodies into the Marine Safety Program on my watch. A lot of competing choices, but I'm committed to the Marine Safety Program and TPO is a big part of that. We're a common sense regulator, but as the industry gets increasingly complicated, I've got the ability to train to a certain level, but we're competing for a finite pool of talent out there, too. Industry will pick off many of my Coast Guard men and women. I've got to be an employer of choice so I've got to figure out how do I keep him (or her) in and move them up the ladder. It's all part of the same conversation.

**Let's talk about aids to navigation. As the Coast Guard turned physical aids into virtual ATONs, a worry on inland waterways was the physical loss of the buoys. More specifically, some thought it was a function of budget, but that's not really true, is it? Explain the program and its direction.**

You could sort of roll it up under AIS/ATON. You hear




the term used all the time “virtual ATON,” and there are subsets there. Our intention is not to replace a lot of physical ATON’s with AIS ATON or virtual ATON. We have seen some very strategically deployments of electronic ATON, AIS ATON, in the wake of hurricanes to get shipping back open, etc. Right now today, I think, we’ve got just shy of 400 what we call “AIS ATON,” there’s a physical piece, and the physical piece is actually a physical ATON with AIS right there, organic in the ATON. It’s self-contained. Then we have what you call a synthetic ATON. Of those, about 390 are synthetic, so that is a physical ATON, but you could remotely signal the AIS signal from that location. And then I think the one that maybe mariners tend to default to and sort of say, oh, “the sky is falling,” is the virtual ATON where there’s not actually a physical ATON there, you’re just projecting a signal from a remote location. We’ve used that virtual ATON to reconstitute waterways in the aftermath of storms. It is not our goal to use electronic ATON/AIS ATON to drive down the physical inventory. There are some places that might lend itself to that. We’re looking at how to embrace technology to build some resiliency into the system. That’s the real benefit here. In the western rivers we move those AtoNs around. The waters move and the tenders there don’t have an assigned AP – AP is sort of based on the water levels. I’ve operated on the western rivers, spent 5 years of my life working waterways management, commanded a buoy tender, and started out in a buoy tender – I understand that world of work. I don’t think the mariner needs to be overly concerned. We’re trying to strengthen the system, not make their life more challenging.

**You just put out this Maritime Strategic Outlook document. Within that document, you talk about “facilitating lawful commerce.” The Coast Guard has a safety component, you have a regulatory component, but what does this mean in practice, really?**


The Commerce Department owns the bucket of work called “commerce,” but when you take commerce to the waterway and you think about where those Coast Guard core functionalities in that space reside, that’s the first line of effort in that Maritime Commerce Strategic Outlook. We put 45,000 federal aids into the system. We’re updating, and the second line of effort is Modernizing Aids to Navigation and Mariner Information Systems. The third line of effort there talks about workforce capacity and partnerships to meet increasingly complex operating environments. The maritime environment has a lot of moving parts. We enable that. Take a look at LNG. It’s an increasingly complex environment. Who would have thought

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would be exporting LNG just 4 or 5 years ago? Now, we may be looking at hundreds of LNG export movements in the next year or two. I'm not staffed to do that today. The Coast Guard has key enabling functions – that's where we fit into that conversation. This Maritime Commerce Strategic Outlook walks the Coast Guard into that conversation. You ask: does the Commerce Department arguably own Commerce? Yes. I would say the Coast Guard is a key enabler, as a federal agency, to everything that goes on in the Marine Transportation System.

**What's the biggest task on your plate right now? If you could accomplish just one thing during your tenure – maybe that's not the same as the biggest task – what would it be?**

I'm reluctant to set my goal on one thing six months into a 48-month tour. I want to build on the work of my predecessors. I think we're on a pretty strong trajectory of recapitalizing older assets. We're building national security cutters. We awarded a contract in September to start work on the Offshore Patrol Cutter. We are continuing to build Fast Response Cutters. We're guardedly optimistic about the Polar Security Cutter funding coming in '19. And we're talking about the Waterways Commerce Cutter as a program of record and Congress is putting money above the President's request in there back in '18, so there's a lot of interest in replacing those half-century-old-, so that's five ship classes. Number two, because my number one priority is readiness – readiness today, readiness tomorrow – everything is about readiness. Within that readiness conversation, I've coined the term “a mission-ready total workforce.” A new blended retirement system, for all the members of the armed services,

will help. Serving 20 years before any kind of defined benefit, I'm not sure that's a modern model that meets the modern psyche of our great young Americans that want to serve. So I support it. The Coast Guard enjoys, under the previous model, about 40% of our listed work force would go to 20 years, 60 percent of officers. I think that far ex-

ceeds any other service. I need to keep those folks in for 20+ years. That's that apprentice, journeyman, subject matter expert model that allows us to get after that important regulatory work you talked about. I've got to invest in that space and make Coast Guard men and women feel like there are opportunities for them to advance, and professionally be successful. We have to support their families with health-care, including medical care. We've got challenges. I've got a doc shortage of about 25 to 30 percent. I'm focused on a Coast Guard that looks more like the nation we serve, so diversifying our ranks is important. I would say we've got some success stories there and we've got some opportunities across the Coast Guard. The proportion of the Coast Guard that's female is about 15 percent. If I'm only tapping into a third of the available workers in the world, I'm not so sure the Coast Guard can remain a successful organization. The Coast Guard Academy is a subset of that. The cadet corps of 1,100 cadets is now 40 percent women. When those women hit the waterfront and start their Coast Guard careers, I need to understand what it takes to keep them along their male counterparts to have a career. But right now, we see women leaving the service in a little bit higher proportions than men at different key points. The third area is our \$1.7 billion of shore infrastructure backlog. In a 12 billion dollar organization, you should recapitalize a couple percent a year on your old infrastructure. We've been kicking that can for the last couple decades of my career. We need to figure out how we articulate those needs better to Congress and how we chip away at that problem. We got a little bit of money in some of the hurricane supplementals that have come in recent years. But, I can't tackle that just in supplementals because we've got hurricanes – we need some steady increment of funding every year. We need to maintain momentum, capitalization, and recapitalization, develop the mission-ready workforce, broaden our diversity, and get after some of our capital backlog. I put some guiding principles out on Day One when I talked about the Three Rs – a Ready, Relevant, and Responsive Coast Guard. And this all rolls up into that conversation. So that's what I'd like to leave you with. I think it sounds fairly simplistic, when you look at the objectives under there and the sub-activities; we're not going to be able to tackle all of that in the annual budget cycle. But we're going to be purpose-driven, we will connect the work of the Coast Guard at the pointy end up in Valdez, Alaska, with this headquarters to make sure we're supporting our men and women that are doing the mission.



# Advancing the Passenger Vessel Industry: A Strategic Look Forward

By Gus Gaspardo



Gaspardo

It is my honor to serve as PVA's President. My company, Padelford Packet Boat Co., Saint Paul, MN, has proudly, and actively, been a member of this organization since its inception almost 50 years ago when it was previously known as the National Association of Passenger Vessel Operators (NAPVO).

While PVA is rich in history, it by no means is stuck in old ways. PVA is always evolving to mirror the ever-advancing world of passenger vessel operations. As the voice of the passenger vessel industry, PVA is taking proactive measures to advance the industry by doubling down on our commitment to safety, working with Congress to promote better business and operating environments and engaging regulators to prevent and improve inappropriate government regulation, just to name a few.

The passenger vessel industry is enjoying a period of growth. You can see this in ports all over the country. Operators are making capital investments in their fleets and facilities. For example, look no further than the rapid increase of new ferry routes enhancing traditional transportation options.

PVA member shipyards are busy with new vessel con-

struction, and existing vessel upgrades and repairs. Passenger vessel operators are also taking advantage of technological advancements. We are seeing exciting new technologies related to navigation, propulsion and shipbuilding which will help set the stage for our industry's future evolution.

According to numerous forecasts, the economic outlook for the year ahead is positive, and we anticipate this positive trend to continue for the passenger vessel industry, as well.

## LEGISLATIVE ADVOCACY

As the voice of the industry, PVA regularly works with lawmakers on the issues that impact our members' businesses. I have spoken with Senators and Representatives on Capitol Hill at PVA's Annual Congressional Fly-In several times, and I continue interacting with them in my locality and state. Most recently, we were pleased to see our advocacy efforts pay off with the Congressional approval and enactment of the Vessel Incidental Discharge Act. This legislation made permanent the small vessel exemption from the Environmental Protection Agency's Vessel General Permit (VGP). Since the creation of the VGP, these vessels have been exempted by Congress, but the statutory exemption expired a year ago. This action is justified by an earlier EPA report to Congress that showed that such discharges from "smaller" vessels have minimal impact.



All ferry images CREDIT: Padelford Packet Co.

Additionally, the passage of the Coast Guard Authorization Act included several other provisions for which PVA has vigorously advocated. These include directing the Commandant of the Coast Guard to improve consistency in interpretation of regulations and standards by Coast Guard marine inspectors; easing the 2010 law requiring “official” logbooks, which previously included redundant, cumbersome and unnecessary recordkeeping requirements; and instructing the Coast Guard to move forward in issuing a final rule eliminating the requirement for formal radar refresher training for certain mariners who routinely use radar in regular vessel operations.

### PRO-ACTIVE REGULATORY ENGAGEMENT

While new regulatory activity has fortunately slowed to a trickle under President Trump’s directive, PVA is taking this opportunity to expand its efforts to reduce regulation on the passenger vessel industry even further. Along these lines, the PVA Regulatory Committee is taking a look at existing regulations to identify opportunities to improve, adjust, or even eliminate them altogether.

We were recently successful in right-sizing the rules for

marine casualty reporting. PVA successfully urged for the issuance of the final Coast Guard rule increasing the property damage dollar thresholds for reporting a marine casualty and serious marine incident. These damage thresholds had not been updated since the 1980’s and increasing them benefits operators by decreasing unnecessary paperwork and reporting and enables the Coast Guard to devote its resources to truly major events. We commend the Coast Guard for this common-sense regulatory step.

### COMBATING ILLEGAL CHARTERS

We are seeing an unsettling expansion of illegal charter operators in ports across our Nation. These illegal operators are skirting regulation created to protect passengers from harm and, as a result, creating a hazard to public safety. PVA is vocally opposing these illegal charters, and is working closely with Coast Guard to combat this issue.

Fortunately, we are making progress but the job is not yet done. PVA has engaged in an ongoing cooperative effort with the Coast Guard that is yielding results in the form of increased enforcement against these offenders. These enforcement actions carry real consequences for illegal charter operators, including detained vessels and thousands of dollars in civil fines. PVA members have established a website with information on how to report an illegal charter. We encourage everyone to visit [www.illegalcharters.com](http://www.illegalcharters.com) and learn more about this pressing safety issue and see how you can help us in the fight to protect passengers.

### STRENGTHENING SAFETY PARTNERSHIPS

PVA is committed to safety and we work closely with our Coast Guard partners to enhance our safety efforts. The passenger vessel industry has more than 50 years’ experience with the Coast Guard in vessel inspections. PVA members are well-versed in the regulations governing our industry and, as a result, can point to good relations with Coast Guard inspectors and, accordingly, a solid safety record. Because of this, we are very pleased to see the Coast Guard continue to promote the use of its Risk-Based Decision Making Matrix for Small Passenger Vessels Annual Inspection Activity policy. This policy provides local inspectors the flexibility to evaluate passenger vessels and reward safe operators, based on a matrix of criteria, with a possible de-scoping of their inspection, thereby lessening the time required by inspectors at those vessels.

PVA’s strong working relationship with the Coast Guard doesn’t end with inspections. Through our Quality Partnership meetings with Coast Guard leadership, we have established a working group to develop recommendations





regarding Lithium-ion battery installations for small passenger vessels. The group has begun work to develop mutually agreeable design guidance for future applications. PVA is drawing on its members' expertise including those professionals in marine architecture, design, construction, and operation. The goal is to create non-regulatory solutions to challenges facing both industry and Coast Guard.

#### CONNECTING WITH THE NEXT GENERATION OF MARINERS

Similar to the maritime industry at-large, PVA has heard from operators in ports all over the country about the challenges of hiring and retaining mariners. To assist its members, PVA has launched an initiative with several state maritime academies to connect operators with cadets. Through this partnership PVA has learned that the cadets from these academies are not only specializing in education programs focused on traditional "deck and engine" majors, but also on positions in safety management, security, and environmental stewardship. Maine Maritime Academy and Massachusetts Maritime Academy are now PVA Associate Members, and we will continue our efforts to add additional maritime academies to PVA's membership roles.

#### SHARING THE WATERWAYS – SAFETY EDUCATION AND OUTREACH

It is no surprise to anyone that with a strong economy there are more boats on the waterways, both commercial and recreational. While this is certainly good news for all boating segments, PVA wants safety to remain a priority for all users as we share the Nation's waterways. Over the years, PVA has been approached by passenger vessel operators expressing their growing concern about crowding on the waterways and the need for recreational boaters of all types to understand and adhere to the rules of the road. As a result of these calls-to-action, PVA is actively engaging with other organizations in the recreational boating safety industry to develop standards and to get them out to the boating public. We appreciate working with, and the efforts of, the National Boating Safety Advisory Committee, the National Association of State Boating Law Administrators, the American Canoe Association (ACA), and the International Water Sports Foundation.

*Gus Gaspardo is President of Padelford Packet Boat Co. A founding PVA member, Padelford provides a wide variety of public cruises and private events on the Mississippi River with three passenger subchapter K vessels. Gaspardo attended Mankato State University and joined Padelford as a deckhand in 1984 and obtained his Masters license in 1986. Gus and his wife purchased the company in 2016. Gus has been a previous Chairman of the Regulatory Committee for PVA, and a past Rivers Region Chair.*

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\*Condition survey recently carried out by independent surveying company is available upon request.

\*Pre-purchase survey can be arranged by potential buyers prior to date of auction. The ship is presently laying in General Anchorage, New Orleans, Louisiana.

**Contact:** Paul Simmons / Riad Bessa  
Boland Marine & Industrial LLC.

**Email:** [Info@bolandmar.com](mailto:Info@bolandmar.com) / **Phone:** 504-581-5800

# Making a Difference: Interferry acts on industry's major issues

*Interferry CEO Mike Corrigan reflects on the global trade association's hectic year of involvement in three key areas of concern.*

**By Mike Corrigan**



**Corrigan**

Readers with long memories will have a strong sense of déjà vu when I say that safety, security and the environment are at the forefront of Interferry's networking and lobbying mission right now. I highlighted the very same issues in this column last January, so let me explain why I'm not entirely repeating myself.

It's a fact of life that a lot can happen in a short space of time. However, that can't always be said of the shipping world, where

the pace of change is often measured in years, particularly in the regulatory field. We know this only too well through our consultative status at the International Maritime Organization (IMO) and similar affinity with authorities in the European Union, where IMO initiatives are often conceived.

Against this backdrop, it is therefore hugely satisfying to disclose that Interferry has contributed to major progress over the past 12 months on some of the greatest challenges facing our industry. To follow is an update on some of the most recent milestones.

## TOWARDS A GREENER PLANET

In October, the latest session of the IMO Marine Environment Protection Committee (MEPC) took the decision to uphold previously agreed sector-specific Energy Efficiency Design Index (EEDI) targets for ro-ro passenger and ro-ro freight vessels. The committee tightened EEDI requirements for certain ship types, but confirmed that ferries could retain the original timeline and reduction rates for improvements of 10% by 2015, 20% by 2020 and 30% by 2025.

The decision marked further acknowledgement of Interferry's 'one size does not fit all' interventions, which had already prompted last April's MEPC session to confirm the immediate application of a 20% correction in the EEDI calculation formula for ro-ro and ro-pax vessels. We and various flag states argued that the universal targets raised problems even for highly efficient ro-ro newbuild designs because ferries have diverse and highly specific operational requirements which affect their design criteria. The ferry sector now has a far more realistic path towards meeting the IMO commitment to re-

duce shipping's absolute carbon footprint by 50% by 2050.

Our engagement with the IMO on practicable strategies to reduce greenhouse gas emissions is reflected among many Interferry members. They are making enormous strides to replace conventional fuel oils with alternatives such as LNG and electrification. And it doesn't stop there. Last summer a consortium including Interferry launched the HySeas III project to develop the world's first zero emissions, seagoing ro-ro ferry powered by hydrogen from renewable sources.

Funded as part of the European Union's biggest ever research and innovation program, the project involves six nations and is being coordinated by Scottish shipbuilder Ferguson Marine, pioneers of the world's first diesel/electric hybrid ferry in 2012. The partners have now established the concept design and drive train requirements for the vessel, which will operate in Scotland's Orkney Islands. Numerous technical and market aspects need to be developed, but external interest in the project already suggests compelling demand for zero emissions solutions.

## ENHANCING SECURITY

Maritime security has understandably emerged as another key area of focus for Interferry. As previously reported, we have formed a security committee – a dedicated task force of specialists from 12 operators – to enhance our knowledge-sharing and lobbying capability. Several of our members are currently involved in a Europe-wide study project. Within its own meetings, the committee has concluded that, rather than a blanket approach, security measures should be tailor-made for the specific circumstances of individual operators and routes. We are now developing 'Possible Measures' guidance to help operators select the solutions most relevant to them.

Our bespoke preference came under the spotlight in July when France reviewed its national requirements for security on passenger ships. An initial proposal required operators to check passengers as they left the vehicle deck. We felt that such a procedure in a confined space would be inherently unsafe, whether through accident or terrorist design. Together with the operators, we persuaded the French administration to adopt a more risk-based approach, allowing local authorities and the ferry companies

to agree solutions for specific ships and services.

In recent months Interferry has also been involved in encouraging dialogue with the CSO Alliance of maritime company security officers, which has 700 members in more than 40 countries and runs a 24/7 support platform linked to all the key military and merchant marine reporting centers. A keynote presentation by the Alliance at our 43rd annual conference in October explained a new initiative to combat cyber attacks and also announced ongoing discussions to form a sector-specific security partnership between ferry ports and ferry operators.

### SAFETY FIRST

Interferry's key role in wide-ranging safety initiatives is growing at ever-increasing pace. Last year I mentioned that we had set up a working group to join a European Maritime Safety Agency study on fire protection. The initial phase has focused on vehicle deck electrical connections and the effectiveness of traditional detection and extinguishing systems. In March we made a crucial intervention at the fifth annual session of the IMO's Ship Systems and Equipment (SSE) sub-committee, arguing that some proposals – such as fitting earth fault breakers and the positioning of sprinklers - were practicable for newbuilds but needed to allow for adaptations to the current systems on existing ships. The second phase of the study is now under way, with findings due to be submitted at this year's SSE6 session.

I also reported last January that we had formed a Domestic Ferry Safety Committee to help forge world-class improvements in developing nations. Domestic routes account for 93% of known fatalities – almost certainly under-recorded at around 1,200 per year – and two-thirds of these occur in seven countries headed by the Philippines, Bangladesh and Indonesia. The committee was briefed to carry out a risk assessment, identify drivers for change and then approach potential collaborators and funding partners such as suppliers, classification societies and the IMO.

Considerable headway has already been made, with participation in a series of safety summits in Asia including both sessions to date of the specially formed ASEAN Regional Forum (ARF) on ferry safety. The latest of these was in China in November and, like the inaugural workshop, offered invaluable insights on best practices. The event was co-hosted by the Philippines, where there has been a notable safety upsurge in recent years. We have now applied for financial support from a leading charitable foundation which, if successful, will enable us to carry out a 'lessons learned' project in the Philippines for the benefit of other developing nations.

Meanwhile, Interferry's long-standing engagement with the IMO on safety in these nations was acknowledged by

China in December within their proposal to the 100th session of the IMO's Maritime Safety Committee (MSC) for a comprehensive study on domestic passenger vessel safety. National sovereignty has always presented a procedural challenge for the IMO given that its remit is usually confined to international regulations. However, MSC noted strong support for the issue and invited China and others to submit more detailed proposals for future consideration.

Summing up ... it's been an exceptionally busy year, but that is entirely in keeping with Interferry's status as the ferry industry's global voice. Safety, security and the environment are issues that our current 230 members in 37 countries regard as a journey, not a destination – and this combined strength will ensure that we continue to make a difference.

*Mike Corrigan is CEO of Interferry, the trade association that represents the worldwide ferry industry. Mike brings extensive executive experience in the ferry industry, most recently as the CEO of BC Ferries, one of the world's largest ferry operators. During Mike's tenure with BC Ferries, the company became recognized as a world leader in safety and operational excellence, set record earnings levels, invested \$2 Billion in ships and terminals, and established itself as an employee-centric company earning top employer recognition.*

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# MarTID 2019: The Global Survey of Maritime Training Practices is Open

*The second annual global Maritime Training Insights Database (MarTID) survey examines the impact of the autonomy trend in maritime operations on the training of future ‘seafarers,’ and as of November 26, 2018, the survey is officially ‘open’ for a period of approximately six weeks.*

## The MarTID 2019 Survey

To facilitate a broader response, this year the MarTID steering group opted to both shorten the survey and to offer three, targeted versions: one for vessel operators, one for training institutions and one for seafarers.

- **For Operators:**  
<https://www.surveymonkey.com/r/2019MarTIDOperator>
- **For Training Institutions:**  
<https://www.surveymonkey.com/r/2019MarTIDMETI>
- **For Seafarers:**  
<https://www.surveymonkey.com/r/2019MarTIDSeafarer>

## What is MarTID?

MarTID is a non-commercial, joint initiative of the World Maritime University, Marine Learning Systems and New Wave Media. Its core principles include ethical integrity, objectivity and confidentiality. It was launched in 2018 with the completion of the inaugural survey and

publication of the 2018 Training Practices Report (which can be found at [www.MarTID.org](http://www.MarTID.org)).

## Why is MarTID Important?

This MarTID initiative is the first of its kind in the world. There is broad agreement that roughly 80% of maritime accidents involve human factors causes. As such, vessel operators and maritime training centers are pouring significant resources into creating best practice and innovative training programs. The MarTID database will grow in breadth and depth annually with your participation, shining a light on the training approaches and successes of global vessel operators and training centers. Insightful, hard-to-get information inside the report includes:

- *Global trends in training budgets.*
- *Average training amount spent per seafarer.*
- *Trends in training technologies and training models.*

## What's new for MarTID in 2019?

The 2019 survey is designed to further the mission of MarTID 2018: to provide a global picture of maritime training that is not currently available. Last year's survey was designed to collect a broad set of foundational training data. This year's survey will be shorter and consist of two foci.

The first section of the survey will focus on collecting benchmark data tracked annually, revealing trends in core training issues. These include training budgets, training models, training staffing, the use of technology, major training initiatives, and seafarer demographics.

The second section will focus on this year's special topic: the impact of autonomous vessel operations on maritime training. This trend has already begun to impact operations and the need for training. The 2019 MarTID survey will explore the perspectives of vessel operators/managers, maritime administrators, maritime training experts and seafarers.

## What's in it for me?

As was the case in 2018, the 2019 survey will be followed by a series of publicly-available reports, broadly published. These reports will provide both high-level and deep-dive information covering both broad trends as well as deep coverage of the 2019 special topic. Although MarTID was founded and run by the three partner organizations, it requires community involvement to succeed. Your participation, approximately 20 minutes of your time, helps to broaden the depth of information. To that end:

- *Vessel owner/operators will have a means to benchmark their own training initiatives.*
- *Maritime training institutions will be able to better gauge future needs.*
- *Seafarers will potentially have a clearer picture of evolving skills requirements.*

## Take the Survey

- For Operators:  
<https://www.surveymonkey.com/r/2019MarTIDOperator>
- For Training Institutions:  
<https://www.surveymonkey.com/r/2019MarTIDMETI>
- For Seafarers:  
<https://www.surveymonkey.com/r/2019MarTIDSeafarer>

## Questions?

The MarTID partners are dispersed in several world time zones, and your question via email will likely be answered in 24 hours or (much) less.

Email: [info@MarTID.org](mailto:info@MarTID.org)

Visit: <http://scholar.wmu.se/martid>



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## *The Inland Logistics and Marine Institute offers Electronic Charting Software (ECS) Training using Rose Point Navigation Systems.*

**F**or domestic, inland operators and their mariners, Rose Point ECS has been, for many years, the most likely choice for navigation software. That's true for a lot of reasons, not the least of which involves a lack of a similar sized and distributed competitive product. Beyond that, however, its standardization across many fleets and the broader industry itself will make it hard to budge Rose Point from its lofty perch.

According to Rose Point, their ECS systems improve operational efficiency, situational awareness, and decision making with straightforward, uncluttered displays and controls that provide instant access to the information professional mariners and fleet operators need to navigate safely. Many mariners would agree. There are many layers to the Rose Point product line, and like all the bells and whistles on today's typical smart phone, some mariners and pilots barely scratch the surface of what Rose Point can provide. But, that's where the Inland Logistics and Marine Institute comes in.

### **Electronic Charting Software (ECS) Course using Rose Point Navigation ECS**

The Paducah, KY-based Inland Logistics and Marine Institute sought to develop, first and foremost, a training course that meets the requirements of Subchapter M Regulations for Navigational Safety training. Along the way, and perhaps unlike other simulation based training, this 8-hour course conducted at Inland Logistics and Marine Institute trains mariners in the use of the Rose Point Navigation Systems Electronic Charting and Navigation software (ECS) as well as demonstrating how an ECS works in relationship to other navigational equipment such as Global Positioning Systems (GPS), Automated Information Systems (AIS) and Radar.

Topics covered in the course include an overview of the ECS system, using, installing, maintaining your charts, voyage planning, configuring your vessel and its electronics. Training is conducted in a state of the art classroom



**Captain Steven Hearn,**  
BMCM, USCG

using simulators for each student. And, of course, the U.S. Coast Guard training requirements are covered.

### **Properly Equipped & Staffed: Inland Logistics and Marine Institute**

The best training equipment on the planet is of little use without the best personnel. To that end, Captain Steven Hearn, BMCM, USCG (Ret.) is the Manager of Marine Education for West Kentucky Community & Technical College (WKCTC). Hearn has an AAS in Marine Technology with more than 30 years' experience in the U.S. Coast Guard. Notably, and while serving in the Coast Guard, Captain Hearn commanded five Coast Guard Cutters, obtaining the title of Master Cutterman and was the Coast Guard's 10th Silver Ancient Mariner. Hearn holds an active Master of Motor Vessel 200 Tons and Master of Towing Vessel upon the Western Rivers.

Hearn focuses on development and delivery of marine training to the Inland Marine Towing industry and the Electronic Charting Software (ECS) Course using Rose Point Navigation ECS 8 hour course is a big part of that job. The Rose Point program began at WKCTC about four years ago and since then, Hearn has taught over 500 mariners in more than 50 classes.

Hearn explains the Coast Guard requirements, saying, "Coast Guard regulations require the Master to have knowledge of their equipment onboard and CG NVIC CH 1 (Use of Electronic Charts and Publications in lieu of Paper Charts, Maps and Publications)." If the equipment is used, the mariners must be trained and the Coast Guard recommends some training topics.

The school employs eight student stations using Transas simulation software with Rose Point Navigation ECS. In a

nutshell, the software allows the instructor to build situations that show how Rose Point interacts with AIS, AIDIS to Navigation and other vessels. Hearn adds, "Rose Point is simple for the user to learn how to use the software, but they also need to understand the Coast Guard Regulations, as well as the Rules of the Road that apply to the use of the equipment and other tools and equipment that interface with an ECS system."

Also according to Hearn, most mariners can use Rose Point for basic navigation and collision avoidance with little training, but most do not use the wide range of tools available within Rose Point that can assist them in other ways – for example – the requirements of Sub Chapter M voyage planning requirements.

### **Looking Ahead**

Future plans for this community college and maritime training center include possibly making the course 'portable' whereby it could be trailered to the offices of their many clients. That's because, and while the course itself is relatively inexpensive – especially in comparison to other simulation courses – some smaller companies and operators can't necessarily afford the travel expenses that go along with sending multiple mariners for training.

"The college believes there is a need for a transportable course where the training could be taken to a company's location. We are currently studying the feasibility of move our Navigation Lab into a portable classroom. This would lower the cost for the company and give more flexibility to the mariner," says Hearn. Centrally located in the heart of the inland river system, WKCTC's Inland Logistics and Marine Institute is already convenient for many customers. But if not, that critical training could soon be coming to a port near you. [www.logisticsandmarine.org](http://www.logisticsandmarine.org)

# Safety Management Systems:

## A Good fit for Passenger Vessels?

*The evidence and industry subject matter experts both say ‘yes.’*

By Joseph Keefe



Credit: Homblower

In its recently released SAFER SEAS DIGEST, Lessons Learned from Marine Accident Investigations (2017), the National Transportation Safety Board (NTSB) reports investigating numerous accidents across all modes of transportation where a properly implemented safety management system (SMS) could have prevented injuries, loss of life, or material damage. That document spans analysis of casualties across the full spectrum of all manners of marine craft, blue water and brown, foreign and domestic.

Different authorities and subject matter experts (SME) differ on how they might explain a SMS, but it all adds up to one thing. But, what is a Safety Management System? A sampling of descriptive language is a good place to start:

NTSB	An effective SMS has a company safety policy, a risk management program, a safety assurance system, and a safety promotion program. The safety policy is management's commitment to continually improve safety.
USCG	A safety culture refers to the attitudes, beliefs, perceptions, and values that employees share in relation to safety. An effective QMS should support and encourage a "safety culture" to address issues of human error and omissions while continually improving compliance with the applicable regulations.
PVA	A safety management system (SMS) is a structured and documented system enabling both shore side and vessel side personnel to effectively manage safety through a proactive culture of continual improvement.

### *Safety Management Systems in Practice*

Safety Management Systems (SMS) have been around a long time, and take their most prominent roots from blue water shipping. Eventually – in places like the towboat industry's newly regulated Subchapter M rules – those procedures and systems found their way into brown water operations. They are here to stay. Some passenger vessel operators have had their own unique SMS up and running for years.

PVA's Flagship SMS, for example, is a voluntary safety management system that is tailored for domestic passenger and small passenger vessels. The PVA Flagship SMS was developed in cooperation with the U.S. Coast Guard, and in December 2016, PVA submitted Flagship SMS to Coast Guard Headquarters for acceptance. On June 12, 2017, the Coast Guard's Director of Inspections and Compliance formally recognized PVA's Flagship SMS as an acceptable method for developing and implementing a company specific voluntary SMS. Specifically, the Coast Guard determined that Flagship SMS meets the objectives and functional requirements of a SMS as per 33 Code of Federal Regulations Part 96, Rules for the Safe Operation of Vessels and Safety Management Systems. It provides the framework to develop, implement and maintain the SMS.

That effort is now yielding fruit. Dozens of PVA member companies, representing nearly 200 vessels have requested



## SAFETY

*The fear of getting bitten by the U.S. Coast Guard is NOT why you should have a SMS. Fear usually gets you compliance at best, concealment at worst; falling far short of the target for which we all should be aiming ... For all its merits, however, we should all keep our eyes open for the pervasive by-product called compliance culture, wherein safety is static, only achieves the minimum, and exists mostly to satisfy regulators; all of which leads to overconfidence in our system, which can be dangerous.*

*— Captain Lee Boone, Chief of the U.S. Coast Guard's Office of Investigations & Casualty Analysis*

the framework and tools associated with Flagship SMS. Being a voluntary system, members implementing Flagship or its elements do not need to have third party verification. Much like the approved Alternate Security Program, the PVA Flagship SMS incorporates internal audits to determine the effectiveness of implementation.

### **Regulators & Operators: a unique safety partnership**

Captain Lee Boone is the Chief of the U.S. Coast Guard's Office of Investigations & Casualty Analysis.

Assigned to U.S. Coast Guard Headquarters from 2008 to 2012, he led the U.S. Coast Guard's Domestic Vessel Compliance Division, responsible for U.S. Flag marine inspection policy. Boone knows a problem when he sees it, and in most cases, what to do about it, when he does.

More than a few domestic passenger vessel operators use SMS in their daily

operation. Some do not. That's because, despite being a heavily regulated sector, SMS is not required for passenger vessels. Boone answers the obvious question by saying, "The Coast Guard encourages the implementation of best practices, like SMS's, even in the absence of regulation. Successful operators will probably tell you that compliance with safety standards is but one 'fruit' of an SMS and healthy safety culture. The beauty of a voluntarily implemented SMS is that everybody knows that you're doing it 'because you want to, not because you have to.' This is a powerful commitment to safety that goes beyond posting 'safety first' signs."

Similarly, Richard Paine, the Regional Director, HSSQE, for Hornblower NYC Ferry and Statue Cruises has his own opinions. Hornblower's commitment to safety and customer service is something that has been at the heart of the organization since its early years. "I've been with Hornblower for over



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*Captain Lee Boone, Chief of the U.S. Coast Guard's Office of Investigations & Casualty Analysis (L) and Richard Paine, Regional Director, HSSQE, for Hornblower NYC Ferry and Statue Cruises*

ten years and to see what we have been able to accomplish and provide our crews and the public is something I am very proud to be a part of," he told *MarineNews*, adding quickly, "Our management system is an integrated management system that focuses on Quality, Health & Safety, as well as environmental stewardship. Our robust system is certified and audited at the highest level under the ISO 9001, ISO 14001 & ISO 45001/OHSAS 18001 standards."

Notably, explains Paine, each of Hornblower's operations – from coast to coast – have some differences in their system, related to types of services offered and their fleet, but overall share the same commitment to continual improvement.

### *Measuring Success: ROI comes in many forms*

Some SMS advocates tout a 'return on investment' of an SMS. But, measuring that ROI means different things to different people, and isn't necessarily a linear metric. Paine explains it from the operator's standpoint, saying, "A strong SMS will allow operators to monitor and measure equipment usage to determine how best to procure parts inventories, or how to use information from a near-miss incident to prevent an injury. Accidents will still happen, but an effective SMS will minimize exposure by closing holes in an operation that may lead to 'swiss-cheese' effect, which means that incidents and injuries don't happen because of just one hole or error, but instead multiple layers of problems that

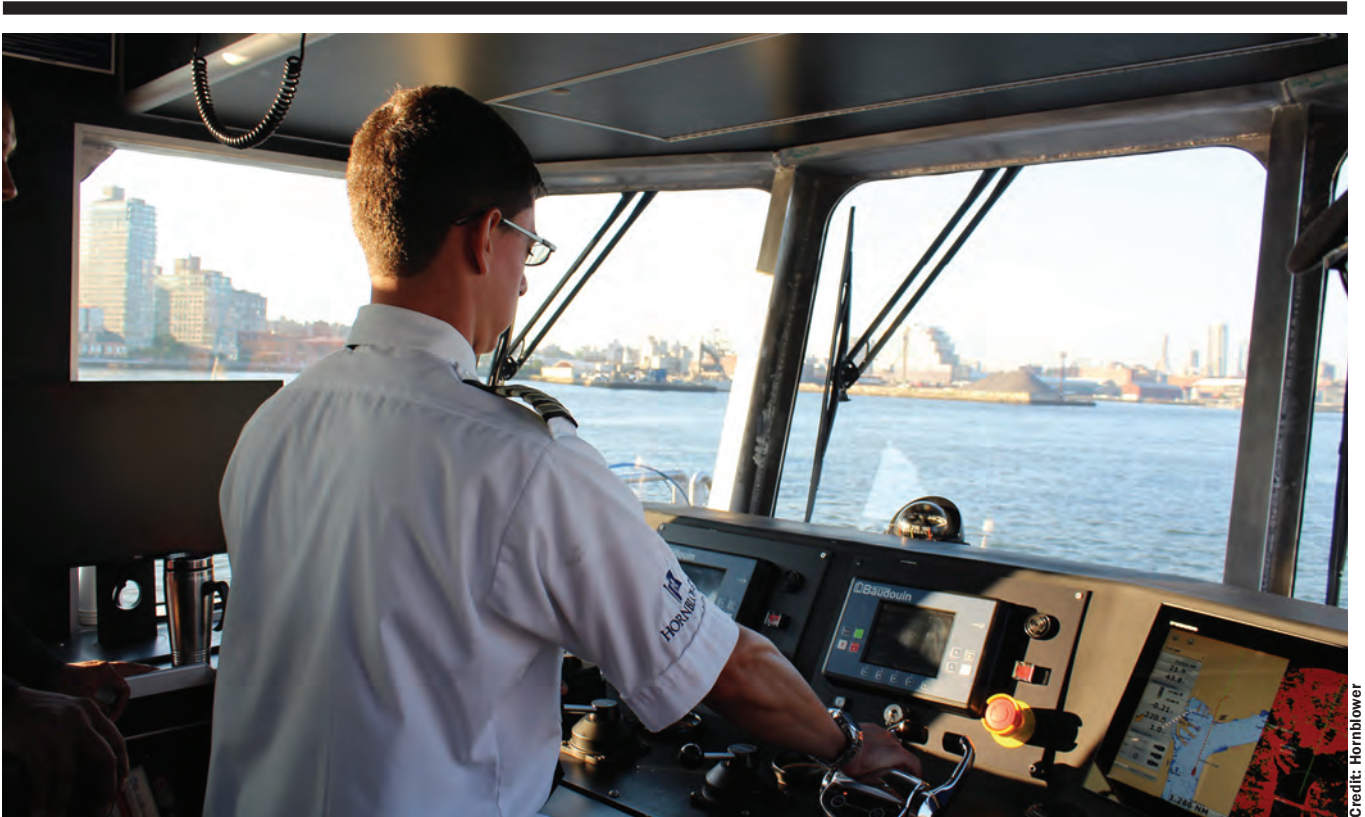
allow an incident to take place."

Measuring success can be achieved via data collection and seeing a reduction in injuries, incidents or damages. It can be measured in reductions of insurance premiums, fines or turnover. It can be measured by having zero non-conformities during an audits or no 835's in a USCG inspection. Paine puts it a different way. "The quantitative data speaks loudly, but I believe the most successful way to measure safety is by watching your people. Do they take drills and training seriously? Do they hold others and more importantly, themselves accountable for working in a safe environment? If the answer is yes, to any of those questions, then that is how you can truly not only measure, but define 'success.' Safety is about people. Hornblower's top priority is to maintain and safety for all of our passengers."

Separately, the NTSB recently issued the Coast Guard two safety recommendations (M-02-5 and M-12-3) to require all operators of U.S.-flag passenger vessels develop and implement a preventive maintenance program, and a safety management system, respectfully. These recommendations were reiterated as a result of the *Island Lady* casualty in January 2018. Captain Boone adds, "The U.S. Coast Guard is addressing both of these recommendations through a regulatory project to implement the requirements of Section 610 of the 2010 Coast Guard Authorization Act (Pub. L. 111-281). In the meantime, operators don't have to wait to be told to implement a SMS ... they can implement one voluntarily and be ahead of the game."

Importantly, the Coast Guard sees and offers benefits to those operators with strong SMS. In fact, by policy signed in April 2017, the US Coast Guard offers reduced scope inspections to small passenger vessels if their SMS is audited by a third-party organization. Even if not audited by a third-party organization, SMS's should result in higher performing vessels that could also result in reduced scope inspections. Boone reports that, in just a short time since the Coast Guard has offered this program, many small passenger vessels have taken advantage of this opportunity, amounting to 209 reduced scope inspections in 2018. He explains further, "As SMS's grow in the domestic fleet of small passenger vessels, we expect reduced scope inspections to also grow."

The PVA Flagship SMS program, as another example, was developed in partnership with the Coast Guard, and exemplifies PVA's commitment to safety. From a US Coast Guard perspective, however, the program is too new, and the numbers are too small to (yet) provide any national-level metrics. Says Boone, "One would expect to see over time, reduced deficiencies during inspections and reduced marine casualties, among other 'fruit' from a healthy safety culture."



Credit: Hornblower

### Looking (& Planning) Ahead

The SMS has been around a long time. Subchapter M is now heralding the advent of similar changes for the inland towboat sector. And, the passenger vessel sector is cooking up its own version of this emerging safety culture tool. Not everyone is on board with it. USCG Captain Boone thinks that's about to change, but at the same time, change won't come easily.

"Quite simply, culture is complex and hard to change. Even with the implementation of the International Safety Management Code (ISM) decades ago, there are still pockets of non-believers, skeptics and those that are simply not familiar with it. Let's face it, 'systems thinking' is a higher-level skill and it takes investment to get there. The US Coast Guard recognized its own SMS issues in the aftermath of the sinking and loss of EL FARO, when the Commandant directed in his Final Action Memo (FAM) for marine inspectors to be better trained in ISM and SMS."

As a starting point, most stakeholders agree that while certainly it takes leadership commitment to create a healthy safety culture, just as important is the reciprocal engagement of employees, their personal accountability, and their inquiring attitude that sustains it. The Coast Guard's Chief of Investigations & Casualty Analysis, perhaps, says it best when he insists, "The fear of getting bitten by the U.S.

Coast Guard is NOT why you should have a SMS. Fear usually gets you compliance at best, concealment at worst; falling far short of the target for which we all should be aiming ... For all its merits, however, we should all keep our eyes open for the pervasive by-product called *compliance culture*, wherein safety is static, only achieves the minimum, and exists mostly to satisfy regulators; all of which leads to overconfidence in our system, which can be dangerous."

For all that, however, improved compliance with safety standards can sometimes dominate what the Coast Guard sees and measures. To truly assess whether SMS is doing what was intended, operators should assess their own safety culture regularly. Boone, of course, has his ideas on how that should evolve. "I recommend using the Bureau of Safety and Environmental Enforcement's (BSEE) *Nine characteristics of a robust safety culture*" as a benchmark to assess how you're doing: [www.bsee.gov/newsroom/latest-news/statements-and-releases/press-releases/bsee-announces-final-safety-culture](http://www.bsee.gov/newsroom/latest-news/statements-and-releases/press-releases/bsee-announces-final-safety-culture). Outside help may be needed to get started, but vessel operators should be willing to use whatever works including climate surveys and interviews to get the truth."

Whatever your route to compliance and safe operations, don't wait until it's too late to find out you've got a safety culture problem.



Credit: Cross Bay Ferry

# TAMPA BAY'S CROSS BAY FERRY A WINNER FOR HMS FERRIES

*The Ferry's second season this year presents permanent possibilities.*

**By Rick Eyerdam**

**T**he Cross Bay Ferry from Tampa's Florida Aquarium dock to the dock at the North Yacht Basin in St. Petersburg, Florida is off to a rollicking start, with 3,000 more passengers in it's debut month of November 2018 than its strongest month during the 2016/2017 test period, and with continued support from Tampa Bay area leadership.

"We are very encouraged by the numbers we are seeing so far," St. Petersburg Mayor Rick Kriseman said. "When we did the study last time I was surprised to find that it is about 50-50 people coming to St. Pete or going to Tampa. And I assume it is pretty much the same this year. About 75 percent are going to dinner. The performance has been really robust. We are incredibly encouraged."

The Cross Bay Ferry employs the Provincetown IV, a twin-hull aluminum catamaran with a cruising speed of 29 knots and a capacity of 149 passengers. Boston, MA-based Bay State Cruises is leasing the vessel to HMS Ferries, a well known player in the ferry and passenger vessel markets and a member of the HMS Global Maritime companies which is a provider of marine transportation and vessel

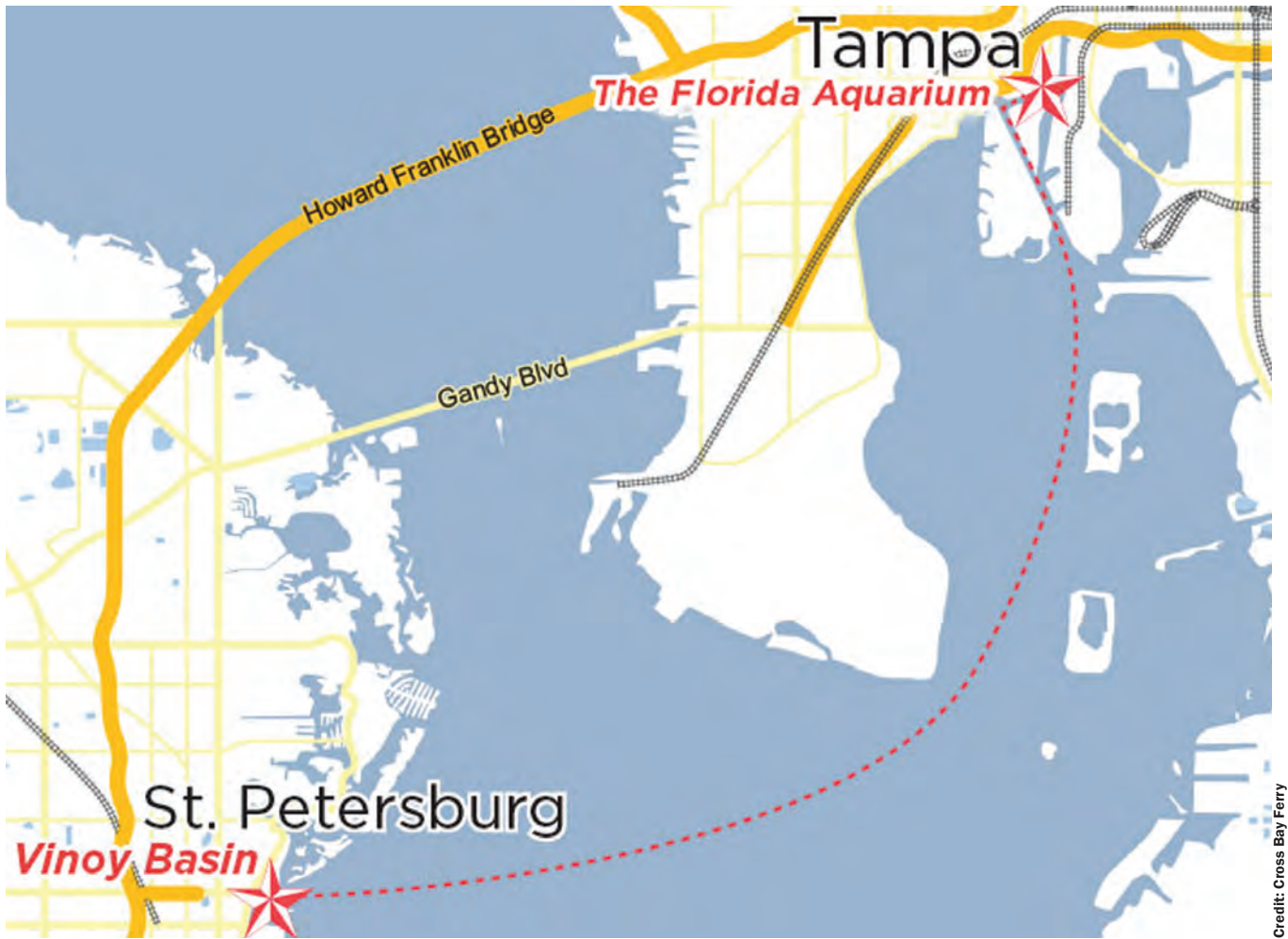
management services to public and private clients, both domestically and internationally.

Mayor Kriseman explained that during the six-month trail, 2016/2017, the ferry totaled 40,854 riders with the strongest month in April with a total of 6,613 passengers. The largest passenger day of the six-month trial period was Saturday, April 22, 2017 with 669 aboard. This year in its first month the ferry carried 9,268 passengers with 1,036 in one day alone: Saturday November 16. This November's total was 63 percent larger than last November's total of 5,855 passengers.

**Test Drive: take two**

The Cross Bay Ferry began in 2016 as a test of commuter demand for an alternative to the 30- minute, 23.3-mile drive via West Gandy Boulevard and I-275 south or the Howard Franklin Bridge south from downtown Tampa to downtown St. Pete and back again. Tickets were \$10 each way and the ferry sailed seven days a week, in the beginning, with early departures for work commuters. But

## FERRIES



the ridership showed that far fewer commuters were riding than tourists enjoying the 50-minute ride past Harbour Island, Davis Island through Hillsborough Bay, around MacDill Air Force Base, then west across Tampa Bay to St. Pete for dining and entertainment.

The ferry follows the same course and runs November through April between the Florida Aquarium, 701 Channelside Drive, Tampa, and the dock in the North Yacht Basin at 418 Bayshore Drive N.E., between the Vinoy Renaissance St. Petersburg Resort and the St. Petersburg History Museum. The fare was lowered from \$10 to \$8; with children age 5 to 18 paying \$3 and children under 5 ride free. Discounts are available for seniors, members of the military and veterans. Passengers can purchase snacks and beverages, including beer and wine, from an on-board cafe.

This year, the Monday departure and early departures were dropped in favor of a more tourists friendly Tuesday through Sunday schedule with new, late-evening runs and four round trips on Fridays and Saturdays. Mayor Krise-

man said the schedule could be modified for special events.

“We will continue to look at the times the ferry is operating at the most effective and efficient time, that we get the greatest ridership and provide the greatest service. And if we need to tweak that, we certainly will,” he said.

He explained, “We are limited because we have only one vessel and in order to stay within budget it limits the frequency it can run. Obviously the hope is that with continued success that we bring this back again for the next couple years and start building toward a more permanent year-round service that has more boats creating greater frequency and even better ride times.”

In that case, Krise-man said, he would anticipate continuing with HMS Ferries as long as they can provide suitable craft. “They have certainly thus far been a really great partner. This is the second year we have used them and they have been a great partner, they are performing exceedingly well. Last time we studied to see what the satisfaction was. People on board were surveyed and the satisfaction was exceedingly high.”

## FERRIES



*"If next year we want to go to full time service with four boats, that's really the challenge, getting the boats. They basically have to be manufactured. Its not like there are a ton of these vessels manufactured just sitting waiting for someone to purchase them. And so that would be something that requires longer term planning. And we have worked with Hillsborough County to do something long term. And I am certainly hoping that we can move in that direction. And I think it is going to continue to take a multi-jurisdictional effort for that to happen."*

**– St. Petersburg Mayor Rick Kriseman**

### Local Backing Eases, ROI Improves

For the test period, two years ago, each of the four governmental entities – the cities of Tampa and St. Pete and the Hillsborough and Pinellas County commissions – each put in \$350,000 and each got back about \$44,000 at the end of the six month period.

"This year we each put in \$150,000 each. And so my hope is, if the numbers continue, we will get something back. But certainly our subsidy numbers have gone down significantly," Kriseman said.

"The interesting thing is that last time the total investment from the four government entities was about \$1.4

million," Kriseman added. "What we have learned from the data is that the numbers spent in our two communities totaled about \$1.6 million. So there was more of an economic benefit in our two communities in dollars spent than what it cost us.

Again I expect with greater ridership that \$1.6 million number is going to grow. And even if that number holds steady, you are talking about the four spending \$600,000 to get \$1.6 million economic impact, and that's a pretty dog gone good return on our investment."

"If next year we want to go to full time service with four boats, that's really the challenge, getting the boats," Kriseman said.



Credit: Cross Bay Ferry

man said. “They basically have to be manufactured. Its not like there are a ton of these vessels manufactured just sitting waiting for someone to purchase them. And so that would be something that requires longer term planning. And we have worked with Hillsborough County to do something long term. And I am certainly hoping that we can move in that direction. And I think it is going to continue to take a multi-jurisdictional effort for that to happen.”

### On the Radar: cleaner, greener and quicker

Already in the works is a Hillsborough County public-private partnership to provide commuter ferry service to the sprawling MacDill Air Force Base (MAFB), located at the tip of a peninsula in south Tampa. Home to both the U.S. Central Command and Special Operations command, the base employs over 16,000 civilian and military personnel, nearly half of whom live in southern Hillsborough County. Because of the geography of Tampa Bay, these southern Hillsborough County residents have a daily roundtrip commute of 70 miles on average, which can take over an hour each way, most of it on roadways at capacity.

HMS and the Akerman LLP law firm with Ed Turanchick in the lead conducted a study that documented that the MacDill commuter ferry service would reduce average daily travel time by over 20 minutes each day, and save MAFB employees approximately \$2,600 annually. Projected community and environmental benefits would also be significant, with the first phase of the project reducing travel on area roadways by over 90,000 miles each day. The net reduction in vehicular use also would reduce nitrogen oxide emissions in the Tampa Bay area by 23 tons annually and vehicular greenhouse gas emissions by 8,800 tons annually.

“Our involvement in the MacDill Ferry is only to the extent of supporting the concept moving forward,” Kriseman said. “In conversations I have had with Hillsborough commissioners, if that were to move forward, the MacDill Ferry would operate as a commuter ferry Monday through Friday and after the commuter hours are over during the week it would operate to serve downtown St. Pete and downtown Tampa. And on weekends it would operate to serve downtown St. Pete and downtown Tampa.”

“The Cross Bay Ferry will really be great first step to providing full ferry service, with the hope being to develop it and be successful. Then (the MacDill) commuter service could also come to St. Pete and Tampa, connecting downtown Tampa and St. Pete and with the south shore,” Kriseman said.

Hillsborough County applied for a federal ferry grant, through the Hillsborough County Area Regional Tran-

sit Authority, and was awarded \$4.87 million in August 2014. This was the second largest project-specific ferry grant awarded by the federal government in 2014. With this positive news, however, came new federal regulatory mandates under the National Environmental Policy Act of 1970, which required Hillsborough County to undertake a review of alternative ferry terminal locations. This review is now underway.

For the greater Tampa Bay area, the prospect of permanent waterborne transit options promises many long term benefits. That effort comes with a lot of moving parts, but local leadership is the key. What comes next could be truly exciting.

*Rick Eyerdam is an award winning journalist and editor. Formerly, he was Editor of Florida Shipper Magazine. Additionally, he was Executive Director of the Miami River Marine Group and Captain of the Port of the Miami River. He is a graduate of Florida State University with majors in English and Government. His articles have appeared in myriad shipping magazines and newspapers since 1970.*



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## PASSENGER VESSEL OUTLOOK



# Inland River Cruising: 2019 Will Be Busy

By Tom Ewing





One year ago, we reported on vacation river cruising, presenting an industry mostly on the optimistic side of growth and expansion for 2018. This year's review is more geographically limited – to the Mississippi River, heartland cruises centered among New Orleans, Memphis, St. Louis and St. Paul – but with links important for a lot of smaller cities in between.

### BIG PICTURE:

This industry is strong, at least among its two major players: American Cruise Lines and the American Queen Steamboat Company. Both have extensive and varied schedules for 2019. That's an important presence for travel and booking companies, supply industries and numerous tourist related destinations which depend on vacationers' discretionary income. Importantly, the industry is investing in itself, not just playing out old assets and venues, trying to get by with new paint and better carpets. These investments will be highly visible in 2019 and 2020.

Just as noteworthy is that this big picture is changing, for the better, and is likely to include new pivotal, high-profile players. In December, the storied Delta Queen – on America's rivers for a century – was given the okay, after 10 years in drydock, to resume overnight passenger cruising. It literally took an act of Congress.

Second, Viking River Cruises is reportedly close to a deal to build new vessels, a project first announced in 2015, put on hold in 2016, out of sight in 2017, then announced as ready to go in September 2018, although even as the year ended those big plans still haven't turned into action.

The big news, though, for 2018 was from American Cruise Lines' (ACL) operations and the company's dramatic, game-changing new modern riverboats that started to come on line in the second half of the year. ACL has plans for five new modern style riverboats, the first joined the fleet this year, the second in the series is nearly completed and work on the 3rd has already begun. American also added a new small coastal ship to its fleet in 2018, American Constitution. American Cruise Lines is the largest cruise line in the U.S. with a fleet of 11 new small ships, all under 200 passengers.

On August 1, American Song, "the first modern riverboat in US history," moved under its own power at Chesapeake Shipbuilding in Salisbury, MD, to the yard's outfitting bulkhead for final touches. Progress was on schedule for the vessel's inaugural cruise in October, on the Mississippi, operating there for the balance of 2018. (The 2018 inaugural season was sold out.) In 2019, American Song will be repositioned to the west coast, operating on the

Columbia and Snake Rivers, starting in March.

In November, ACL launched its second new riverboat – American Harmony, also built at Chesapeake Shipbuilding. Construction also started on the third ship in November. When finished, American Harmony will start operations in summer 2019 on the Mississippi.

This new equipment gives ACL a new dynamic, commented company spokesperson Alexa Paoletta. ACL can now offer three distinct ship styles and broader travel itineraries, she said, able to draw from broader travel markets. In 2019, ACL will have 3 vessels operating on the Mississippi system. This is a company in growth mode, ready for significant new customer demand.

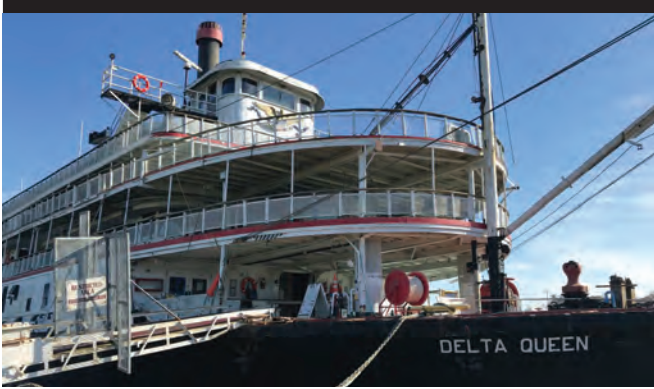
### ON THE HILL AND IN THE HEARTLAND

There was more big news in December when President Trump signed legislation providing an exemption for the Delta Queen to return to river carriage. The Delta Queen, now drydocked in Houma, LA, is America's last authentic overnight steamboat and a National Historic Landmark, cruising since 1927. Because of its wooden superstructures, the DQ requires an exemption from the 1966 Safety at Sea Act in order to carry overnight passengers. In 2008, that exemption was not renewed, unlike the previous 40 years, and the ship was sidelined.

In the past 10 years the ship has served as a floating hotel in Chattanooga while the Delta Queen Steamship Company worked to reinstate the safety exemption. After all, supporters pointed out, the ship is not seagoing; it plies the rivers and while emergency and safety planning should never be downplayed, supporters argued it's not fair nor reasonable to expect a river craft to comply with ocean-based standards. As noted, the safety exemption is required in legislation. After many attempts over 10 years, the appropriate text finally became part of the Frank LoBiondo Coast Guard Authorization Act of 2018 signed by President Trump on December 4. The Delta Queen will be back in action in 2020.

Importantly, the exemption does not dismiss modern safety concerns. To the contrary, the bill sets demands for upgrades, requiring, for example, "annual structural alteration to not less than 10 percent of the areas of the vessel that are not constructed of fire retardant materials." So, in about 10 years, most outdated materials will be replaced. For the crew, the bill sets expanded firefighting and emergency training. Plus, the Coast Guard will write the implementing regulations. This has to be done thoughtfully because the bill allows the renovations to retain the vessels' character and historical integrity.

After extensive renovations in Houma, the DQ travels to



its home port in Kimmswick, MO. Cornel Martin is President and CEO of the Delta Queen Steamboat Company. Martin said his company has been inundated by well-wishers from around the world, surely important for the Company's upcoming plans, but also another indicator of a deep customer base for the river cruise market, with the right products.

Martin said new boilers are the most critical upgrade. The current boilers were built in 1919 – for a never-completed World War I destroyer. The boilers went on sale. They were placed in a riverboat and the rest is history.

### KEEPING UP WITH THE JONES ... ACT

Viking River Cruises' effort to enter American markets is another project closely watched by industry observers. That's because Viking has been working behind the scenes for at least four years to provide cruises on America's rivers, starting with the Mississippi. In 2014 the company contacted MARAD with the outlines of an operating agreement. In 2015, Viking announced plans to build new American river-cruise vessels, ready in 2017. Unfortunately, a 2016 update announced a delay, until 2018. Among many industry observers, Viking's interest in US inland river cruising is viewed as a critical indicator of broader and deeper success for inland rivers markets.

It was noteworthy when David Simmons, a consultant working for Viking, gave an update in September 2018 to the Dubuque, IA City Council regarding the status and progress of Viking's work. "This thing is moving very fast," Simmons told Councilmembers, adding that "I believe that announcements are going to be around the corner. The brochure is done. The schedule is done. The charter agreement is done." Some highlights from Simmons' presentation:

- *Edison-Chouest will build Viking's new vessels. Construction is just one part of an undisclosed agreement between Edison-Chouest and Viking that covers ownership and operations. This has been challenging because Viking is a European company and American maritime laws present difficult obstacles for foreign ownership and operation of passenger vessels on the U.S inland and coastal waterways.*

- *Simmons called the Mississippi River market "underserved" and Viking wants to bulk up fast. Cruises should start in 2021 and the company projects 18,136 first year customers. By 2027 Viking wants six vessels, each carrying around 380 people, for a season total of 103,431 customers, generated by 17 cruises per ship per year.*

- *Simmons hinted at a fast-moving timeline. He referenced "cutting steel" – actual vessel construction – as early as October. Again, not definite but implicitly sooner, not later. Viking sells tickets 90 days after construction starts.*

- *Unfortunately, since Simmons' presentation in Dubuque it's hard to gauge the status of Viking's optimistic forecast. When asked, Viking maintains a tight message: "We continue to work on the Mississippi project, but at this point we are not able to share additional details." At the end of November, almost 3 months after the Dubuque meeting, Simmons wrote in an email that "At this point Viking is not ready for additional information release related to the Mississippi River. More news soon."*

There's nothing unusual, of course, about a company keeping its cards close about competitive business plans. There are, however, public policy issues linked to Viking's project. On the one hand, cities like Dubuque have to be ready to "do something," at some point, in order to be a host city. A certain amount of infrastructure and operational planning is required to safely land passengers at urban waterfronts. In response to Simmons' presentation, Dubuque City Council has prepared requests for proposals on how to best move forward with Viking's ideas. Simmons said that of 15 Mississippi River host cities he already has agreements with two of them – unnamed, during his presentation.

At the other end of the policy spectrum, Uncle Sam is directly – and intricately – involved. As noted, the Jones Act sets demanding conditions for coastwise trade vessels. Three concepts are fundamental:

- *Vessels have to be built in the US;*
- *Ownership – In the case of a corporation, at least 75 percent of the stock interest in the corporation must be owned by U.S. citizens. If any stock is held by another entity, rather than by an individual, then that entity itself must meet the requirements for a "coastwise" citizen, and so on up the chain; and,*
- *Operations – must be controlled by a US-based entity meeting similar 75% tests.*

Very likely it's the wait for confirmation of Jones Act compliance that keeps Viking from hitting the start switch.

In his Dubuque comments, Simmons said that "all has been worked, everything is set up and legal, everything is

done,” regarding Jones Act compliance, which Simmons brought up himself in response to questions about just how definite Viking’s plans really are. More specifically, Simmons referenced a completed “charter agreement” between Edison-Chouest and Viking.

That sounds simple – far from it. “Charter agreements” for non-US companies get into a section of maritime law that makes Einstein’s relativity theory look like high school physics. In 2014, Viking approached the U.S. Maritime Administration (MARAD) with a proposed vessel management agreement that would allow the company’s US expansion. This was based on approval of a “time charter,” something relatively straightforward. In 2015, the Coast Guard’s National Vessel Documentation Center wrote that Viking’s ideas seemed okay, no problems. In 2017, MARAD wrote a letter with a similar sense of approval. At the end of 2018, just what’s in the “agreement,” if there is one, and where it stands, is shrouded in mystery.

Hopefully, after four years of trying to invest and expand in the U.S., Viking – and its partners, from shipyards to financiers – will soon have the take-it-to-the-bank confirmation and authority everyone needs to “cut steel.” Recall Simmons’ comment that Viking’s efforts are moving fast. That’s relative, of course: a snail moves like a rocket compared to a glacier.

An announcement from Viking could be just around the corner. If so, there are at least fifteen cities – promising a whole lot of fun – likely standing by with a bottle of champagne, ready to celebrate big news in 2019.



*Tom Ewing is a freelance writer specializing in energy and environmental issues.*

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# Inland Docking Infrastructure 101

*When it comes to docking and protecting your most valuable assets, there is no room for compromise.*

By Joseph Keefe

**I**n relation to the sea, there is no room for compromise. That's the philosophy that SF Marina Systems has brought to the design and manufacturing of concrete floating structures, stretching over 100 years of design history, research and development. These "Storm Proven" systems have evolved over time, producing longevity, low maintenance, and a single-cast design with proven connections endure decades of service. That's especially important for municipalities and passenger vessel operators looking to enhance, expand or even to start a new service in a place that might be lacking in existing infrastructure.

The domestic passenger vessel and ferry sector has been

red hot as of late and with the intermodal emphasis of taking even more cars and trucks off the road to reduce traffic and emissions, that's not likely to change. With more than 6,000 passenger vessels in service today in the United States alone, safe, efficient and longer lasting berthing facilities will be Job 1 as this sector continues to expand. And, that's where SF Marinas comes in.

## Marina Systems Overview:

SF Marina Systems are a step above typical wooden, aluminum or steel dock systems. The firm offers a complete line of all-concrete single-cast designs, with EPS styrofoam



cores and protected steel reinforcements. The heavy mass of the structures offer stability and longevity. They are low maintenance, and accommodate high vessel and environmental forces; including high winds, waves and harsh winters. From tenders, to large tugs fishing vessels, ferries and super yachts, this could be your ‘unsinkable’ solution.

Standard units can be shipped world wide and moored with a variety of anchoring systems with infinite lengths. The low maintenance and heavy mass of the concrete structures are well matched to large tugboats and super yachts. Looking ahead, the next advancement will be the use of non-metallic reinforcement for the floating concrete structures. The use of basalt rebar is a significant advancement that will greatly increase the lifespan of concrete docks that will last a century.

Mere utility only goes so far, though, especially in urban settings where municipalities gentrify crumbling waterfront space to accommodate a new generation of waterborne commuters. To that end, SF Marina Systems structures are aesthetically pleasing to view and feel under foot. Customized with wood and composite treatments and a thick deck surface to accommodate internal utilities, lighting, high-loading cleats and bollards, and small cranes, there is a breakwater, dock and/or finger system for virtually any application imaginable.

### SF Marinas in the Water – Now

When the Yorktown National Park was in need of a large vessel pier for visiting transient boats, small cruise ships, regional tour boats and tall ships, they turned to SF Marina Systems. The depth of the water, sharp drop from shore and fierce currents inhibited a fixed pier solution. SF Marina Systems and Coastal Design and Construction developed a less costly all-floating system which could accommodate up to 400’ vessels with 55 mph squall conditions.

The location has a 27 mile fetch, the system regularly experiences a 6 ft wave. The 1560, large vessel transient pier is 924’ long x 20’ wide and has 30” of freeboard. Fitted with HD fender and bollards, and a large diameter chain anchoring system, this rugged solution checked all the boxes for York County, VA. Joe Sisler, PE, and Chief

of Engineering and Facility Maintenance for York County, Virginia, offered, “The system was completed in 2006 and has weathered two category-two hurricanes, and four major Nor’easters with minimal damage. The system has outperformed the counties expectations.”

For more exposed ports and berthing areas, SF Marina Systems also manufactures a floating breakwater system. The geometry of these pontoons, in combination with a patented coupling and an advanced mooring system, makes this floating breakwater an excellent wave attenuator. Developed gradually over the years, the breakwaters from SF MARINA are all-concrete pontoons with all the advantages of high stability and buoyancy that make these units virtually unsinkable.

### Special Structures, Floating Foundations

Scalable to virtually any size application, SF Marina Systems are in use, providing robust service for tugs, super yachts and ferries. One such arrangement, located near the SF Marina Systems factory in Sweden, is comprised of high freeboard (5 feet) berths that serve as a home port for three 1,100 ton Tug boats. The massive single cast units are 10 meters wide and 2.4 meters tall and weigh over 240 metric tons each. They can be combined together to create unlimited lengths, with pile moored solutions as well as chain mooring.

Integrated into the utilities systems are power, water and sewer systems for the vessels. 30-ton bollards are cast into the structure and the customizable cast concrete fender blocks allow the buoy fenders more contact area to cushion the tugs during stormy weather. The reinforced deck and bridge ramp is designed to carry loaded commercial trucks allowing supplies to be craned on to the tug boats, and for Fuel truck deliveries. For the thrifty shortsea service provider, this Floating pier system is a acceptable alternative to fixed pier structures for both commercial vessels and super yachts alike.

### Strong Foundations, Innovative Future

SF Marina Systems USA (SF USA) is based in Gloucester, VA and is partnered with SF Marina Systems International in Gothenburg, Sweden. SF USA is part of a world-

#### SF Marine Systems Products ... at a glance

Customer Support, Relationships	Freeboard: 10" to 38"	Tested Innovation
Customizable 100' long single-cast units	Strong Connectors	Decades of R&D
Strong Single-Cast Structures	Anchored Solutions	Widths: 8' to 32'



wide network of specialists selling and producing concrete floating structures. The company's heritage dates back to 1918 in Sweden, where the early designs and product development began.

Over time, SF Marina has delivered more than 1,000 marina systems of varying shapes, sizes and applications worldwide. SF Marina calls their time-tested, combined experience and knowledge base the 'S.A.F.E. Marina system.' SAFE stands for Secure, Adapted, Flexible and Environmentally friendly. If longevity, low maintenance, and a storm-proven connection system intended for decades of service is what you are looking for, then SF Marina Sys-

tems might just be the place to drop anchor.

Almost 75 years after British Royal Engineers built a complete Mulberry Harbor out of 600,000 tons of concrete that contained 33 jetties, 10 miles of floating roadways to land men and equipment in the choppy wake of the D-Day landings, that effort is still commonly pointed to as one of the best examples of engineering of this century – military or otherwise. The remains of those historic structures are still visible today from the beaches there. Similarly, the SF Marinas system of today, developed through a century of R&D, will also be around to see in another century. Chances are, you'll use one, along the way.

## Thinking outside the bridge:

### Sperry Marine's mobile ECDIS

*Introducing mobility, connectivity and trusted functionality requires matching ideas with deliverable solutions.*



As a company that has navigation systems in its DNA, it has become a natural process for Sperry Marine to think about what the new wave of digitalization can do for its customers. To that end, this navigation systems specialist has created TabletBridge to meet customer demands for mobile monitoring of ECDIS during docking procedures.

Sperry Marine developed the TabletBridge in response to queries from a long term passenger vessel customer to provide visibility of the Electronic Chart Display and Safety System (ECDIS) to navigators positioned on the bridge wings during vessel docking. Previously, this involved a fixed console on the bridge wing which did not meet the needs of all navigators. Taking the concept a step further, Sperry proposed a solution that could open up new possibilities for monitoring position data from anywhere on the vessel.

Making the project a reality required satisfying both class society requirements and the need for cyber safety. Passenger vessels often negotiate berth approach and docking in congested waters, confined fairways and bright sunlight, so there is a real need for a portable ECDIS unit that can be easily read from multiple locations and different weather conditions. According to Sperry, it's far better to be standing in the right place and also have access to a screen if needed."

#### Cyber Certified

Sperry Marine designed the TabletBridge installation to provide the same ECDIS view on up to four separate units accessible in different locations, using a ruggedized tablet with strong cyber security, and connected to a private wireless network. The tablets underwent three layers of cyber hardening, including locking down the operating system and hardware functionality, securing the configuration and access to the Wi-Fi access point and maintaining the airgap between the Wi-Fi network and the navigation network.

At present, in order to meet Sperry Marine's internal cyber standards and satisfy class regulations, TabletBridge is a read-only device for accessing the navigation system screens

but its introduction provides the potential for more flexible working from numerous locations around the vessel. Beginning with the ability to monitor specified systems, the concept lays the groundwork for the introduction of monitoring and even control of more applications in future.

#### Integrating Today with Tomorrow

One of the major challenges was to work in the space between the regulated front of bridge and the less regulated back of bridge where more standard IT systems are often found. The integration process involved bringing equipment not originally designed for the marine market into the bridge environment and making sure it complied with all safety and security requirements. That's because, despite being a read-only device, TabletBridge's display of Electronic Navigation Charts means it could be considered as critical equipment by some regulatory bodies. Like any other piece of Sperry equipment, installation was carried out by its dedicated team and the tablets are backed by support from the company's global service network.

TabletBridge is a component of Sperry's New Generation Bridge (NGB) concept which is transforming the way that navigators and shoreside teams work and interact, blending state of the art shipboard systems with data analytics to improve voyage planning, execution and analysis. For example, the system takes advantage of the infrastructure that is driving the increased transfer of real time navigation data and radar visualization off the ship and into the owners' operation and control centers. It also follows the broader trend of mobile functionality in the workplace. Says Sperry, it used to be the case that we sat behind screens at our desks, now we are used to working on the move.

The ability to take bridge functionality out of the fixed hardware array and place it into the hands of crew or the master is a logical step in a process that will see navigation become more mobile and interactive as digitalization on the waterfront not only takes hold, but also becomes available to a broader set of users.

# Going Green:

Torqueedo makes inroads in electric passenger vessels – and beyond.

Thailand's first all-electric commuter ferry was recently placed into service by the Bangkok Metropolitan Authority (BMA). The 47.5-foot vessel was repowered, replacing the existing 205hp diesel engine with twin Torqueedo Cruise 10 kW electric outboards, each with six lithium battery banks and two fast chargers. The 40-passenger vessel is part of a fleet of ferries that operates on a five-kilometer route daily between Hua Lampjong and Thewes Pier.

"This is an important achievement for the city of Bangkok and a key part of our Thailand 4.0 Smart City vision for an integrated clean, green public transportation system including bus, rail and waterways," said Dr. Ekarin Vasanang, deputy managing director of KT BMA. "Based on the success of the first Torqueedo-powered electric ferry, we expect to repower more vessels in the fleet with battery-electric drives in the coming months."

Separately, Torqueedo also supplied an integrated solar-electric propulsion system for a new 18m passenger ferry in Spain. The 120-passenger aluminum catamaran is powered by two 50 kW Deep Blue electric motors, for a total of 100 kW, driven by eight 30.5 kWh BMW i3 high-voltage marinized lithium ion batteries, four in each hull. Top speed is 9.7 knots. Normal operating speed is 7 knots. Torqueedo's engineers designed a unique "cool room" in each hull, which allowed the batteries to be stacked closely together without overheating, saving space and reducing

maintenance costs in the future.

Electricity is generated onboard by 120 photovoltaic solar panels on the roof of the vessel. To maximize solar panel area for energy collection, Metaltec designed a set of deployable and retractable pneumatic wings. The vessel's cruising range is eight hours running on batteries without sunshine. The operators expect to average six 13 km trips per day. Metaltec also collaborated with Torqueedo's engineering team to develop an innovative software model for management of the solar energy capture and storage process.

Last year – and much closer to home for *MarineNews'* North American readers – Torqueedo also supplied electric propulsion for the new fleet of 43 passenger excursion boats operating in San Antonio's River Walk. Built by Lake Assault Boats, the 40-passenger tour boats are powered by a Torqueedo Cruise 10.0 electric outboard and 16 lithium batteries.

Less than ten years ago, the sole use of electric power to propel workboats of any kind might have seemed far-fetched and very much an unproven concept, best reserved for tiny outboards in calm inland waters. But, today's batteries pack 30 percent more capacity in the same size physical footprint, with almost the same weight. Beyond the passenger vessel industry, Torqueedo equipment today propels all manners of workboats, including smaller pushboats deployed on inland quarries. Simpler, cleaner and easier to maintain electric propulsion is here to stay. The passenger vessel industry is arguably leading the way forward.





## The C-Hero story:

*Harken Industrial to manufacture and distribute C-Hero Man Overboard Rescue System.*



The USCG (SubM) option boats are required to perform a MOB drill for the USCG at the time of COI. In 137.215 (4) a surveyor has to examine systems in support of drills and training to ensure that it operates as intended. In response, the C-Hero MOB system can be an incredibly simple and affordable solution to that challenge. C-Hero founder Shane Smith, worked for more than 30 years as a tug captain performing coastwise towing, pushing barges on the rivers, and ship docking on San Francisco Bay. He has operated push boats, conventional, and tractor tugs. Importantly, Smith spent the next part of his career training captains and helping companies go through internal and external audits of their marine safety management systems (SMS).

Designed for work boats and barges, the Rescue Davit is a portable lightweight man overboard lifting davit that quickly attaches to a bitt on a boat. The straps and brackets on back of the unit allow customization for any bitt. The davit is light enough (only 17.2 kg or 38 lbs) for one person to retrieve and carry into position. It attaches to the bitt in less than 30 seconds. One small person on deck can hoist a 158.8 kg (350 lbs) person aboard using the included Harken Industrial 20STA Radial winch (can also be upgraded to a 35.2 STA Radial 2-speed winch). The boom is long enough to clear tires and fenders; the worm gear controls the boom swing. Use the Rescue Davit with the VR 12 Rescue Pole, sold separately, to complete the system.

Smith started C-Hero with the objective of helping crews with effective MOB recovery. The C-Hero system provides a proven three-minute MOB recovery while underway. The C-Hero Rescue Davit, fruit of smith's labors, is a lightweight portable man overboard system, which consists of a small crane and a self-tailing Harken winch,

that quickly attaches to any bitt on a boat. The radial winch in this system provides mechanical assistance that allows a rescue to be performed by a single crewmember. The crane's boom is long enough to clear tires and fenders.

Harken Industrial recently announced a manufacturing and distribution agreement for the complete C-Hero Man Overboard Rescue System. The system will be manufactured to ISO 9001 standards by Harken Industrial in Pewaukee, WI, and distributed by C-Hero, a California-based company, in the United States. Harken will sell the system through its industrial products network in the rest of the world. For workboat operators in domestic waters, that's especially important in light of the new subchapter M rules that now specifically require MOB drills to take place. For the nation's 6,000+ subchapter T, H and K passenger vessels, it could mean the difference between life and death for a struggling passenger. Already in use on Foss Maritime workboats, this proven MOB system comes along at arguably just the right time.

Similarly, the C-Hero VR12 Rescue Pole, an intuitive system provides quick recovery of conscious or unconscious persons who have fallen overboard. Deployed via a 12-foot lightweight pole, a strap goes over the person in the water and then under their arms for a vertical recovery using the rescue davit. Crew members stay onboard and inside the bulwarks while performing the rescue.

Harken Industrial is a division of Harken Inc., a company with more than 50 years of experience at the technological front of the sailing equipment industry. This expertise has led to the development of industrial equipment that can withstand the harshest environmental conditions.

[www.c-hero.com](http://www.c-hero.com) / [www.harkenindustrial.com](http://www.harkenindustrial.com)

### C-Hero RESCUE DAVIT ... at a glance

Rescue can be performed by one person	Weight: 17.2 kg (38 lbs)	13.7 m (45') long, 10 mm lift line
Marine grade aluminum/stainless steel	Davit is 2 meters (6' 8")	Overall size: (81" x 17" x 14.25")
ISO 9001 compliant	Type Approved	Weight Lift Capacity: 350 LB.

## JANUARY

AD CLOSE: DEC 21

### Passenger Vessels & Ferries

MARKET  
FEATURE: **Training & Education**

TECHNICAL  
FEATURE: **Driveline- Shafts, Seals  
Bearings**

PRODUCT  
FEATURE: **Pumps, Piping and Valves**

SPECIAL  
REPORT: **Simulation Tech & Trends**

#### EVENT DISTRIBUTION

**PVA Maritrends:** Jan 17-20, New Orleans, LA

**Great Lakes Waterways Conference:** Feb 5-6, Cleveland, OH

## FEBRUARY

AD CLOSE: JAN 18

### Dredging & Marine Construction

MARKET  
FEATURE: **U.S. Coast Guard**

TECHNICAL  
FEATURE: **Communication Technology – Sat-  
com, Radios and Cellular**

PRODUCT  
FEATURE: **Water Treatment, Ballast, Grey,  
Drinking**

SPECIAL  
REPORT: **Inland Port Development**

#### EVENT DISTRIBUTION

**Inland Waterways Conference:** Mar 19-20, Cincinnati, OH

## MARCH

AD CLOSE: FEB 15

### Pushboats, Tugs & Assist Vessels

MARKET  
FEATURE: **Winches and Capstans**

TECHNICAL  
FEATURE: **Naval Architects**

PRODUCT  
FEATURE: **Hybrid Drives**

SPECIAL  
REPORT: **Thrusters & Inland Propulsion**

#### EVENT DISTRIBUTION

**Shipping 2017 (CMA),** April 2-4, Stamford, CT

**Clean Waterways,** April 16-18, Cincinnati, OH

**NACE Corrosion,** March 24-28, Nashville, TN

## APRIL

AD CLOSE: MAR 15

### Boatbuilding, Construction & Repair

MARKET  
FEATURE: **ATB's**

TECHNICAL  
FEATURE: **Coatings/Corrosion Control**

PRODUCT  
FEATURE: **CAD/CAM Software**

SPECIAL  
REPORT: **Arctic Operations**

#### EVENT DISTRIBUTION

**IRPT Conference**

## MAY

AD CLOSE: APR 17

### Inland Waterways

MARKET  
FEATURE: **Offshore Vessel Repair &  
Maintenance**

TECHNICAL  
FEATURE: **Management & Operations  
Software**

PRODUCT  
FEATURE: **Marine Jets and Thrusters**

SPECIAL  
REPORT: **Subchapter M Update**

#### EVENT DISTRIBUTION

**Inland Marine Expo:** May 20-22 St. Louis, MO

**Tugnology:** May 14-15, Liverpool, UK

**OTC:** May 6-9, Houston

## JUNE

AD CLOSE: MAY 17

### Combat & Patrol Craft Annual

MARKET  
FEATURE: **Salvage & Spill Response**

TECHNICAL  
FEATURE: **Marine Cranes for Small Craft**

PRODUCT  
FEATURE: **Passenger and Crew Safety Equip-  
ment**

SPECIAL  
REPORT: **Outboard Engines**

#### EVENT DISTRIBUTION

**SeaWork: June 26-28, Southampton, UK**

**MACC: /TBA Dates & location**

## JULY

AD CLOSE: JUN 13

### Propulsion Technology

MARKET FEATURE: **Lubricants, Fuels & Additives**

TECHNICAL FEATURE: **Safety & Fire Prevention**

PRODUCT FEATURE: **Workboat Engines**

SPECIAL REPORT: **Ballast Water Treatment**

## AUGUST

AD CLOSE: JUL 19

### MN 100 Market Leaders

MARKET FEATURE: **Boatbuilders**

TECHNICAL FEATURE: **Marine Operators**

PRODUCT FEATURE: **Cordage, Wire Rope & Rigging**

SPECIAL REPORT: **Energy Efficiency Systems**

#### EVENT DISTRIBUTION

**Seatrade Offshore Marine & Workboats:**

Sep 23-25, Abu Dhabi, UAE

## SEPTEMBER

AD CLOSE: AUG 21

### Vessel Conversion and Repair

MARKET FEATURE: **Offshore Wind**

TECHNICAL FEATURE: **DP Equipment & Training**

PRODUCT FEATURE: **Hull and Deck Coatings**

SPECIAL REPORT: **LNG as a Fuel - Where are we?**

#### EVENT DISTRIBUTION

**Shipping Insight:** Stamford, CT

**Clean Gulf:** Nov 2-5, Houston, TX

**Interferry 2019:** Oct 5-9, London, UK

## OCTOBER

AD CLOSE: SEP 16

### Autonomous Workboats

MARKET FEATURE: **Multi-Mission Workboats**

TECHNICAL FEATURE: **Communications**

PRODUCT FEATURE: **Electronics & Navigation Equipment**

SPECIAL REPORT: **Shipyard Exports**

#### EVENT DISTRIBUTION

**SNAME:** Oct 29- Nov 2, Tacoma, WA

## NOVEMBER

AD CLOSE: OCT 18

### Workboat Annual

MARKET FEATURE: **Outfitting Today's Workboat**

TECHNICAL FEATURE: **HVAC / Ventilation**

PRODUCT FEATURE: **Deck Machinery-Winches and Cranes**

SPECIAL REPORT: **The Digitalization of Workboats**

#### EVENT DISTRIBUTION

**Workboat Show:** Dec 4-6, New Orleans, LA

## DECEMBER

AD CLOSE: NOV 15

### Innovative Products & Boats - 2019

MARKET FEATURE: **Fire, Patrol & Escort Craft**

TECHNICAL FEATURE: **Emissions Compliance and Monitoring**

PRODUCT FEATURE: **Fire & Safety Equipment**

SPECIAL REPORT: **Top 10 Stories for 2019**

#### EVENT DISTRIBUTION

**SNA 2020 -** Crystal City, VA

## First Fully-Electric Vessels to Operate in Canada with Schottel Propulsion



Schottel has signed a contract with Damen Shipyards to equip the first fully-electric vessels to operate in Canada. The new Amherst Island and Wolfe Island ferries will be propelled by four Schottel Twin propellers STP 260 FP, each with an input power of up to 550 kW. The main propulsion is provided by batteries with a diesel engine as backup to ensure mobility. The propulsion concept implies a power

intake increase up to 650 kW due to an enhanced draught provided by the batteries. In accordance with their field of operation in the Lake Ontario/St. Lawrence River of the Canadian province of Ontario, the thrusters will fulfill the requirements of Ice Class 1A. The two new double-ended ferries will be operated by the ferry service of the Ministry of Transportation of Ontario. Damen's full electrification concept for the ferries will reduce emissions by the equivalent of 7 million kg carbon dioxide per year. The Amherst Island ferry is due to be delivered in 2020, and the Wolfe Island ferry, in 2021. Both will operate at speeds up to 12 knots that equals the speed of conventional propulsion.

## Rolls-Royce, Finferries Demonstrate Fully Autonomous Ferry

Rolls-Royce and Finnish state-owned ferry operator Finferries have successfully demonstrated the world's first fully autonomous ferry in the archipelago south of the city of Turku, Finland. The car ferry Falco, used a combination of Rolls-Royce Ship Intelligence technologies to successfully navigate autonomously during its voyage between Parainen and Nauvo. The return journey was conducted under remote control. During the demonstration, the Falco conducted the voyage under fully autonomous control. The vessel detected objects utilizing sensor fusion and artificial intelligence and conducted collision avoidance. It also demonstrated automatic berthing with a recently developed autonomous navigation system. All this was achieved without any human intervention from the crew. The situational awareness picture



is created by fusing sensor data and it is relayed to Finferries' remote operating center on land, some 50 kilometers away in Turku city center. Here, a captain monitors the autonomous operations, and can take control of the vessel if necessary. The Falco is a 53.8 meter double-ended car ferry, which entered service with Finferries in 1993. It is equipped with twin azimuth thrusters from Rolls-Royce.

## Kitsap Transit Awards NBBB with High-Speed Ferry Contract



Nichols Brothers Boat Builders (NBBB) has won a design and build contract to build two new high-speed passenger-only ferries for Kitsap Transit with an option for a third. The new passenger-only ferries will support Kitsap's plans to further

expand the Kingston service and add service to Southworth in 2020. The vessels can load passengers and bikes through a two-station loading area on the sides, or alternatively through divided passenger/bike lanes from the bow. The Ferries will be among the first vessels to feature a selective catalytic reduction (SCR) exhaust aftertreatment system powered by two MTU Tier IV 16V400M65L main engines each putting out 3435 HP @ 1,800rpm, through ZF 9050 gears, turning Kamewa S71-4 waterjets, reaching 35 knots at full load. Additionally an active ride control is being installed, supplied by Naiad; the interceptor system will ensure a smooth, comfortable ride.

LOA: 140 feet	Passengers: 250 / 26 bicycles	USCG: subchapter K
Beam: 37 feet	Construction: aluminum	Design: BMT Nigel Gee
Draft: 12 feet	Maximum Speed: 37 knots	Cruising Speed: 35 knots

## Construction on OSU Research Ship Starts



Construction of a new Oregon State University-bound research ship that will advance the science of coastal environments, and support research on topics such as ocean acidification, hypoxia, and sea level rise, officially began

Louisiana at Gulf Island Shipyards. The ship will be the first in a class of Regional Class Research Vessels funded by the National Science Foundation. The vessel is scheduled for delivery to Oregon State in the spring of 2021, and will be fully operational after a year of outfitting and testing. NSF has contracted with OSU to build a second similar research vessel, which will be operated by a consortium led by the University of Rhode Island. Earlier, NSF awarded OSU a grant of \$121.88 million to launch the construction of the first vessel, representing the largest grant in the university's history. This past summer, the grant was supplemented with an additional \$88 million, allowing Gulf Island Shipyards LLC to proceed with the contract for the second vessel.

Name: Taani	Endurance: 5,000 nm / 21 Days	Cruising Speed: 11.5 knots
LOA: 199 feet	Capacity: 16 scientists / 13 crew	Maximum Speed: 13 knots

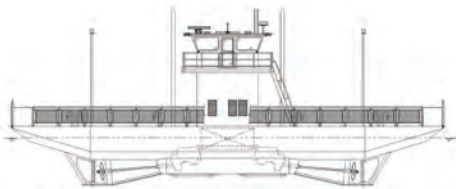
## Southwest AK Pilots Take Delivery of Gladding-Hearn Pilot Boat

The Southwest Alaska Pilots Association has taken delivery of a new pilot boat from Gladding-Hearn Shipbuilding, Duclos Corporation. Notably, the wheelhouse, mounted to the flush deck amidships, features direct glaze-heated windows. It is outfitted with six Norsap shock-mitigating seats, a settee, berth, and a small galley behind the pilot seats. An eight-camera LCD CCTV system was installed in the wheelhouse, with four cameras mounted in the engine room and two cameras in the jet room. On deck are two cameras, one looking forward and one aft. Interior sound levels at full power are under 74 dBA. Outside of the wheelhouse, the roof, main deck, and all of the handrails are heated by



a combination of electric resistance and hydronic heating systems. The vessel is outfitted with a handheld remote for use of the port and starboard hydraulic rescue davits.

## DLBA partners with Champion's Auto Ferry



DLBA announced a partnership with Champion's Auto Ferry for the development of a new double-ended ferry. The vessel was designed for commercial passenger service in Michigan and has been ruggedized for rigorous all-weather operation. Designed to fit three car lanes by integrating a lightweight deckhouse design for the local river operation,

the vessel provides an optimal platform for roll on/roll off service enhanced by Champion's proprietary ramp design. The vessel's all steel construction hull has been designed to increase structural strength for ice and high-impact side loading that could occur in operation. The large open deck has been designed to withstand the most severe vehicle loadings, allowing for the vessel to carry the heaviest land-based construction and lifting equipment. The vessel's flexible design will also accommodate other propulsion packages from Caterpillar, Volvo, and John Deere. Provisions for a modular dry exhaust are being provided to allow for simpler engine maintenance and flexibility.

Propulsion: Cummins QSL9	Class: ABS SVU90M	LOA: 84 feet
USCG Type: subchapter T	Gears: Twin Disc	Beam: 31 feet

## PEOPLE & COMPANY NEWS



**Steen-Mikkelsen**



**Clarke**



**Leslie**



**Vikner**



**Buese**



**Sluka**



**Zea**



**Stephaich**

### Interferry names new chairman and board members

Interferry announced that the new chairman of its board of directors is **John Steen-Mikkelsen**, CEO of Danish ferry operator Danske Faerger. He was elected together with three new board members at the annual general meeting. Steen-Mikkelsen brings a wealth of experience from his ten years as an Interferry board member and his role operating six domestic ferry routes in Denmark and two international services to Sweden and Germany. The three new board directors include Bernard Dwyer, CEO of Spirit of Tasmania since 2014, David Sopta, CEO of Croatian ferry operator Jadrolinija, and Anders Ørgård, owner of Danish firm OSK-ShipTech.

### David Clark Names Business Development Manager

David Clark Company Incorporated (DCCI) has announced the addition of **Kent Clarke** as Military Business Development Manager. Kent will introduce government end users to the Series 9100 Digital and Wireless Intercom System. Kent brings a vast background in operations, maintenance, and management to DCCI, including 12 years in the U.S. Navy as an Avionics Technician in military aircraft and helicopters and 15 years in management of aviation and marine programs within the Department of Homeland Security.

### Former Staffer Returns as Port of Oakland Commissioner

Oakland Metropolitan Chamber of Commerce CEO **Barbara Leslie** has joined the Port of Oakland's governing Board of Port Commissioners. Leslie, a onetime Port Government Affairs Specialist, replaces Earl Hamlin who resigned from the seven-member Board. Leslie went to work for the Chamber of Commerce in 2014 as its first woman President and CEO. She holds a bachelor's degree in Business Administration and Economics and a master's in Public Administration.

### Mia Vikner Joins Marine Jet Power as COO

Marine Jet Power (MJP) has welcomed its new Chief Operating Officer (COO), **Mia Vikner**. Mia joins the company after serving in various roles within Uson Marine Group, where she most recently held the post of CEO. Mia holds a Master of Science in Chemical Engineering from KTH Royal Institute of Technology.

### Buese Joins Campbell Transportation Company as EVP, Operations

Campbell Transportation Company announced that **Kyle Buese** has joined Campbell Transportation Company as Executive Vice President of Operations. Kyle is a graduate of Tulane University where he received his MBA degree and a graduate of Loyola University where he received his Bachelor

of Business Degree. Kyle is also an active CFA charterholder. Previously, he worked at Kirby Corporation since 2006 in myriad key roles.

### Sluka Joins Rose Point Sales Team

In his new position, **Joe Sluka** will take over all commercial sales for Rose Point Navigation Systems. Sluka comes to Rose Point from Patterson Mfg, where he was the Global Sales Manager from 2010 to 2017.

### Zea Named VP-Government Relations for WCI

Waterways Council, Inc. (WCI) has promoted **Tracy R. Zea** to Vice President-Government Relations, from Director-Government Relations, a position he had held since August 2015. Zea also works to enhance WCI's stakeholder relationship with the U.S. Army Corps of Engineers. Before joining WCI, Tracy served on the House Committee on Transportation and Infrastructure for five years. Zea earned a BS degree in Political Science from South Dakota State University.

### WCI Elects Stephaich as Chairman

As its Annual Meeting and Board of Directors Meeting in Chicago on November 14, 2018, Waterways Council, Inc. (WCI) named **Peter H. Stephaich**, Chairman and CEO of Campbell Transportation Company

## PEOPLE & COMPANY NEWS



**Harrison**



**Ginsberg**



**Long Martino**



**Brown**



**U.S. Merchant Marine Academy cadets**

as its Chairman of the Board. Mr. Stephaich succeeds Tim Parker, President, Parker Towing Company, who served as WCI Chairman from 2016-2018. Stephaich has served the barge industry for more than 30 years in a number of key roles, as Past Chairman and Past Treasurer of the AWO; Past Chairman and Trustee of the National Waterways Foundation; and Commissioner and Vice Chairman of the Port of Pittsburgh Commission, among others.

### **Crowley Names Harrison SVP, Procurement and Risk Management**

Crowley Maritime Corporation announced that **Parker Harrison** has been appointed as senior vice president of procurement and risk management. Harrison, former vice president of procurement, will work closely across all of Crowley's business units to strategically align risk management functions while continuing the company's procurement transformation into a strategic center-led competency. Harrison received a Juris Doctor degree from Tulane Law School with a certificate in Maritime Law. She is President of the U.S. Chapter of the Women's International Shipping & Trading Association.

### **McAllister Towing Appoints New CFO**

McAllister Towing announced that **Alan Ginsberg** has been appointed

as Chief Financial Officer. Ginsberg was the founding Chief Financial Officer of Eagle Bulk Shipping and has a long professional career in the arena of maritime finance. Eric McAllister, former Chief Financial Officer, will remain as Treasurer.

### **AAPA Announces Staff Promotions**

The American Association of Port Authorities (AAPA) announced the promotion of two staff members. **Mary Beth Long** will become AAPA's Vice President of External Affairs and **Meredith Martino** will be Vice President of Member Engagement. The new External Affairs department will focus on two of the organization's five strategic goals, awareness and professional development, while the Member Engagement department will address the goals of relationship building and relevance

### **WFSA 2019 Ferry Design Competition Winner Named**

The Worldwide Ferry Safety Association (WFSA) announced that winners have been selected for its 2019 Ferry Design Competition. The awards will be presented at WFSA's Ferry Safety and Technology Conference in February. Student teams were tasked with designing a passenger ferry for the Pasig River, the locus of commercial and public activities in Manila. The 1st Prize of \$5000 will be awarded to a team from the Singapore Institute of Technology and Newcastle Univer-

sity in Singapore, while the 2nd Prize (\$3000) will go to a team from Institut Teknologi Sepuluh Nopember, in Surabaya, Indonesia. The 3rd Prize will be shared between students from Shanghai Maritime University and the Universidad Veracruzana, in Mexico. The winning team designed an aluminum hulled catamaran with hybrid propulsion, which enables minimized energy consumption when operating at slow speeds and when berthing. The fin propeller reduces cavitation, as well as lowering noise and reducing wake.

### **Brooks Appointed to Board of Pilot Commissioners**

California Governor Jerry Brown appointed **William Mathews "Matt" Brooks**, 67, to the state's Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun. Matt Brooks will follow in his father's footsteps, serving on California's Board of Pilot Commissioners. Off the water, Brooks heads the New York Yacht Club Foundation and supports the St. Francis Sailing Foundation (San Francisco).

### **Crowley Honors USMMA Cadets with Scholarships**

Crowley Maritime Corp. awarded four U.S. Merchant Marine Academy cadets with 2018 Thomas B. Crowley Memorial Scholarships during the regular Containerization and Intermodal Institute's Connie Awards luncheon. Jenny Johnson, Crowley's manager of marine recruiting, presented the scholarships,

## PEOPLE & COMPANY NEWS



**Baker**



**McKibben**



**Equinor**



**Perciavalle**

which were awarded to the cadets based on academic performance, financial need and interest in pursuing careers at sea. Recipients included second-class midshipman Michael Bell, Charles B. Hughes, a midshipman is studying marine engineering and shipyard management, William Quigley, a midshipman majoring in maritime logistics and security and William Wood, a midshipman. Since 1984, Crowley has provided more than \$3 million dollars in scholarship funding for more than 1,000 students.

### Port of New Orleans Board Elects Arnold Baker as Chairman

The Board of Commissioners of the Port of New Orleans selected a new Executive Committee with the election of **Arnold B. Baker** as Chairman, Tara C. Hernandez as Vice Chair and Darryl D. Berger as Secretary-Treasurer. Baker joined the Board in April 2015 when he was appointed by former Gov. Bobby Jindal. He succeeds Laney Chouest whose term as Chairman expired this month. Chouest will continue to serve as a commissioner until his five-year term ends in June 2019.

### McKibben Joins HII BoD

Tracy McKibben has joined the Huntington Ingalls Industries' Board of Directors. McKibben is the founder and CEO of MAC Energy Advisors, LLC, an investment and consulting company that provides integrated, innovative and cost-efficient energy solutions to help clients effectively use capital to strategically expand and

leverage opportunities around the globe. McKibben received a Bachelor of Arts degree from West Virginia State University and a Juris Doctor from Harvard Law School.

### Equinor Acquires MA Offshore Wind Lease

Equinor has been declared the provisional winner of one of the three leases offered in the U.S. government's wind lease sale for an area offshore the Commonwealth of Massachusetts. Equinor submitted a winning bid of USD 135 million for lease OCS-A 0520, during the online offshore wind auction conducted by the U.S. Department of the Interior's Bureau of Ocean Energy Management. The new lease located south of Massachusetts and east of New York gives Equinor a strong strategic position.

### Austal USA Awarded LCS 36 and 38

Austal USA was awarded a contract by the U.S. Navy to build two LCS for the US Navy fleet – bringing the total to four LCS awarded to Austal USA in 2018. The specific value of each contract is under the congressional cost cap of \$584 million per ship. "To be awarded two more LCS contracts before the end of the year is beyond exciting," said Austal USA President **Craig Perciavalle**. With eight delivered, six under construction, and three awaiting start of construction, these two additional ships represent Austal USA's eighteenth and nineteenth ships in the class.

### U.S.-Flag Lakes November Cargo Mirrors One Year Ago

U.S.-flag Great Lakes freighters (lakers) moved 8.6 million tons of cargo in November, a virtual repeat of a year ago. The November float was also a near carbon copy of the month's 5-year average. Iron ore cargos for steel production totaled 4.6 million tons, an increase of 9.6 percent compared to a year ago. Coal loads totaled 1.3 million tons, again little changed from a year ago. Shipments of aggregate, fluxstone, chemical stone and scrubber stone totaled 2.3 million tons, a decrease of 8 percent compared to a year ago. Year-to-date U.S.-flag cargo movement stands at 75.3 million tons, a decrease of 4.2 percent compared to the same point in 2017. Coal loadings total 10.3 million tons, a decrease of 14.7 percent. Limestone totals 20.6 million tons, an increase of 88,000 tons compared to a year ago.

### U.S. Ports, Seaway Shipping Reporting Strong 2018 Finish

The St. Lawrence Seaway and Great Lakes ports are reporting strong growth in November cargo volumes. Overall cargo volumes through the St. Lawrence Seaway from March 29 to November 30 topped 36 million metric tons, up 5.3 per cent over the same period in 2017. Grain exports and road salt were highlights of activity in November. Seaway salt shipments are ahead of last year's volumes, totaling 2.2 million metric tons up to the end of November. Year-to-date U.S. grain volumes via the Seaway have surpassed



## PEOPLE & COMPANY NEWS



**U.S.-flag Great Lakes**



**St. Lawrence Seaway**



**Glosten and C-Job Naval Architects**

2.1 million metric tons, up 33 percent compared to the same period in 2017. Great Lakes ports have also seen the impact of business growth. The Port of Toledo loaded or unloaded 12 ocean vessels and 56 lakers and barges in November. With total tonnage approaching 8.9 million short tons, it will be a strong finish for the season. The largest gains compared to the 2017 season were in the grain and dry bulk categories.

### Strategic Partnership for Glosten and C-Job

Glosten and C-Job Naval Architects announced a strategic partnership to create more value for mutual clients. Executives from the two firms met recently at Glosten's newly opened East Coast office to sign a Memorandum of Understanding defining the firms' shared goals and objectives. "This is an important step in formalizing what has already been a fruitful relationship over the past several months," said Glosten President Morgan Fanberg, PE. Basjan Faber, CEO of C-Job, shared his enthusiasm for the new partnership. "We've been looking to expand our operations and follow our American Dream. We're excited to have found a partner in Glosten – well known in the American maritime industry, who share the same vision and values as C-Job." C-Job's track record in the Offshore Wind market, combined with Glosten's experience in US ocean renewables, could bring added value to the emerging Offshore Wind market.



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## PEOPLE & COMPANY NEWS



Illinois Soybean Association

### ISA Rallies U.S. Growers to Consider Box Shipping for Record Harvest

The anticipated bumper harvest of U.S. soybeans this fall amid a trade dispute with China presents an opportunity for growers to reach new international markets with containerized shipping. Farmers this spring sowed more soybeans than corn for the first time in 35 years. But prices have dropped since China, the world's biggest market for soybeans, placed a 25 percent tax on imported U.S. soybeans, in response to U.S. tariffs on a swath of Chinese goods. As a result, Chinese importers have turned to other sources of soybeans, and American farmers are storing more of their harvest. Eric Woodie, Illinois Soybean Association (ISA) Trade Analyst said, "We see a major opportunity in containerized shipping of soybeans, which will open the door for American farmers to access new Asia-Pacific and European markets." According to ISA, containerized shipping offers several benefits for the U.S. soybean industry, including better meeting the needs of customers who want to purchase smaller quantities, purchase soybeans with precise product attributes or seek fast turnaround of their orders to increase time-to-market and/or maintain quality.

### Stantec Awarded Planning, Design contract at Portsmouth Naval Shipyard

Stantec has been awarded more than \$35 million in assignments for planning and preliminary design of a



AdobeStock, CREDIT: Renaschid

Vessel Incidental Discharge Act

multi-mission dry dock and other upgrades at Portsmouth Naval Shipyard (PNSY) in Kittery, Maine. The projects represent tasks under Stantec's \$60 million indefinite-delivery/indefinite-quantity (IDIQ) contract for multi-discipline waterfront architect-engineering services for the Naval Facilities Engineering Command (NAVFAC), Mid-Atlantic region. One key area of focus is the shipyard's dry docks. The Navy is planning a \$20 billion capital program to modernize and restore the public shipyards.

### VIDA Signed Into Law

In December, President Trump signed into law the Vessel Incidental Discharge Act (VIDA): Title IX of the Frank LoBiondo Coast Guard Reauthorization Act of 2018. VIDA establishes a new framework for the regulation of vessel incidental discharges, adding a new Clean Water Act (CWA) Section 312(p): Uniform National Standards for Discharges Incidental to Normal Operation of Vessels. The U.S. Environmental Protection Agency (EPA) and the U.S. Coast Guard (USCG) are still assessing the implications of this new law. Of note, the Vessel General Permit (VGP) will not be reissued but the existing 2013 VGP requirements remain in force and effect beyond the current expiration date of that permit until such time that new regulations are finalized and enforceable. Specifically, the provisions of the 2013 VGP, as currently written, apply until EPA publishes National Standards of Performance (NSPs) and the



World Fuel Services

USCG develops implementing regulations for those NSPs (~ 4 years). The Small Vessel General Permit (sVGP) is repealed effective immediately. Specifically, discharges incidental to the normal operation, except for ballast water, from small vessels less than 79 feet in length and commercial fishing vessels of all sizes no longer require National Pollutant Discharge Elimination System (NPDES) permit coverage. Thus, permit coverage for any vessel covered under the sVGP is automatically terminated. No further action on the part of vessel operators is required to complete this termination. Any small vessel or commercial fishing vessel covered under the sVGP that will discharge ballast water into waters of the U.S. must obtain permit coverage under the VGP for those ballast water discharges.

### WFS Expands U.S. Bunker Operations

World Fuel Services (WFS) announced a new US based physical bunker supply operation. Starting mid-January, WFS will be operational in the Columbia River, servicing the ports of Portland, Vancouver (WA), Kalama, Longview, Rainier, and Astoria. Partnering with Harley Marine Companies: Pacific Terminal Services and Olympic Tug and Barge, WFS will offer RMG 380 and MGO 0.1% Sulphur by dual product barge at this key location in the Pacific Northwest Coast. The Columbia River is the nation's number one wheat export gateway, as well as a premier auto gateway.



**In-Mar Solutions:  
Alu Pilot Chairs & Deck Rails**

In-Mar Solutions offers a complete line of Alu Design & Services Marine Pilot Chairs and Deck Rails. There is a standard line in addition to the option for custom designs to suit specific needs. Sleek, modern design and maximum utility and comfort are emphasized.

[www.inmarsolutions.com](http://www.inmarsolutions.com)

**Viega's Trades Education Network Program**

The Viega Trades Education Network (VTEN) program is offered as a partnership to supplement a school's curriculum regarding the design, installation and function of plumbing and hydronic systems.

VTEN provides access to LoopCAD design software and Viega's eLearning platform. A partial list of Viega's current modules includes: Hydronics 101, Piping and Controls, Trades Math and Blueprint reading, CAD and BIM, Radiant Design and more.

[www.viega.us/VTEN](http://www.viega.us/VTEN)



**Henriksen's Online Hook Inspection Courses**

The maritime world is a little safer thanks to its hook inspection training courses. Henriksen introduced an on-line training course that enables customers to perform their own annual product inspections. In a first for SOLAS regulated lifting gear, Henriksen Hook users now can undertake online training that teaches them how to inspect products for safety-critical defects.

[www.henriksen.com](http://www.henriksen.com)



**ABB Enables Remotely Operated Passenger Ferry**

An Ice-class passenger ferry was remotely piloted through a test area, proving that human oversight of vessels from anywhere is achievable with today's technologies. Specifically, Suomenlinna II was retrofitted with ABB's new dynamic positioning system, ABB Ability Marine Pilot Control, and steered from a control center in Helsinki. This breakthrough trial represents a crucial step toward increasing the maritime industry's acceptance of autonomous operation systems.

[www.abb.com](http://www.abb.com)

**Schuyler Rubber Fendering for Navy Tugs**

Schuyler Rubber's fendering package has been specified for U.S. Navy YT 808 Class harbor tugs. The grey colored rubber above the waterline is to prevent the fendering from marking grey hull Navy ships. This grey fendering includes two courses of cylindrical rubber on the bow and one course on the stern, coupled with W-fendering on the mid-bow and various D-rubber strakes oriented down the side.

[www.goschuyler.com/](http://www.goschuyler.com/)



**Rolls-Royce Workboat Sector Waterjets**

Rolls-Royce's new range of Kamewa A5 waterjets improves upon the popular FF range of Rolls-Royce Kamewa waterjets by providing greater thrust from a waterjet with a more compact inboard footprint. Geared towards smaller boats and craft up to 25m in length, the A5 series is manufactured from high-grade marine aluminum and available in seven sizes with power outputs between 100kW and 1230kW.

[www.Rolls-Royce.com/marine](http://www.Rolls-Royce.com/marine)

## PRODUCTS



### Thrustmaster Takes Majority Stake in Blue Thruster

Thrustmaster Holdings has acquired a 58.5% stake in Blue Thruster, a Dutch-based maritime company. Thrustmaster gains access to two innovative patents developed by Blue Thruster. These patents relate to the so-called V-pod concept, which is a highly innovative concept configuring an azimuth thruster with an integrated permanent magnet motor. With this transaction, Thrustmaster expands its product portfolio and global footprint.

[www.thrustmaster.net](http://www.thrustmaster.net)

### CMI Limited Co. Acquires Mantle Industries

CMI Limited Co. has acquired Mantle Industries. Mantle, along with CMI's aluminum fabrication division, Gator, will continue to serve the aluminum marine access and pedestrian bridge markets with expanded product offerings and geographical reach. U.S.-based CMI manufactures vinyl, fiber-reinforced polymer, aluminum sheet piling serving marine and retaining wall requirements. Gator and Mantle are fabricators of aluminum bridge, dock, gangway and access solutions serving commercial docks.

[www.cmilc.com](http://www.cmilc.com)



### Bearing Problems solved with Thordon Retrofits

Thordon Bearings has completed a range of water-lubricated and grease-free bearing installations to a third salt lugger in the Salinor/Navenor fleet, following the successful retrofitting of bearings to problematic newbuilds. The Brazilian owner opted for the Thordon package following the rapid failure of the bronze and phenolic bearings on two newbuilds. A sistership was retrofitted with RiverTough shaft bearings and hardened steel liners in 2016.

[www.seabornecomms.com](http://www.seabornecomms.com)



### Cox Powertrain Debuts Diesel Outboard

Cox Powertrain has partnered with Metal Shark Boats as it rolls out its high-powered diesel outboard engine, the CXO300 to the military, government, and commercial markets in the USA, forecast to account for a large share of Cox's commercial sales. Delivering 300 horsepower at the propeller, the CXO300 offers 25% more range, lasts three times longer, and improved safety by eliminating the need for gasoline.

[www.coxmarine.com](http://www.coxmarine.com)

### Volvo Penta Engines for Next-Generation USCG RIBs

Volvo Penta has been selected to supply engines, drives and controls for new U.S. Coast Guard Cutter Boat Large (CBL) rigid-hull inflatable boats (RIBs), which are being built at Metal Craft Marine. The boats will be powered by Volvo Penta three-liter 220 hp diesel Aquamatic sterndrive systems with HD controls. The contract involves up to 46 new seven-meter RIBs with deliveries to begin in 2019.

[www.volvopenta.us/](http://www.volvopenta.us/)



### USCG Approved Marine Fire Fighting Training

The Inland Logistics and Marine Institute offers a course which will train Mariners in Marine Fire Fighting utilizing state of the art equipment and simulators. Mariners will be taught proper use of Fire Fighting equipment with practical demonstration and live fire exercises. The course will satisfy all U.S. Coast Guard regulations for The Fire Prevention and Fire Fighting training requirements.

[www.logisticsandmarine.org](http://www.logisticsandmarine.org)



**Mercury Marine NVH Technical Center**

Mercury Marine’s state-of-the-art NVH (Noise, Vibration, Harshness) Technical Center gives the company the largest and most expansive testing facility in the marine industry. NVH is the engineering practice of studying noise, vibration and harshness characteristics; ensuring the quietest and most peaceful engine. The new technical center houses two marine-specific hemi-anechoic chambers, structural dynamic testing bays, listening rooms, offices and workspaces.

[www.mercurymarine.com](http://www.mercurymarine.com)

**Wärtsilä Adds High-Speed, Compact Engine**

The first Wärtsilä-branded high-speed engine; the Wärtsilä 14, is designed to fit requirements for limited space and weight, lower capital expense, to meet current and future global emissions regulations, and for improved efficiency, safety, and environmental sustainability. Engineered to support a wide range of marine and offshore applications, the Wärtsilä 14 serves both as main propulsion and auxiliary genset and is ideal for hybrid installations.

[www.wartsila.com](http://www.wartsila.com)



**EBDG Utilizes Virtual Reality to Augment Designs**

Elliott Bay Design Group (EBDG) has adopted the latest virtual reality (VR) technology available in the Architecture, Engineering & Construction (AEC) industry, Visual Vocal. Visual Vocal is a cloud AR/VR communication platform. EBDG’s engineering and design team can transform traditional designs into an augmented reality (AR) that stakeholders can virtually walk-through, giving them the most human way possible to experience vessel spaces before construction.

[www.ebdg.com](http://www.ebdg.com)



**RH Marine Optimizes Power Plant Costs**

RH Marine has incorporating battery lifetime prediction for vessels into its fuel saving Rhodium Energy Management System (EMS), using a self-learning artificial intelligence algorithm that distributes power demand over diesel generators and batteries in the most optimal way. On seagoing ferries, the EMS saves fuel up to 12 percent. Putting battery shore charging in the mix even reduces fuel consumption on ferries with 38 percent.

[www.rhmarine.com](http://www.rhmarine.com)

**EnerSys ODYSSEY Performance Series Batteries for Marine Applications**

EnerSys ODYSSEY Performance Series 4D-1300 and 8D-1500 batteries enables more power generation as well as provide longer service life, greater reliability and deep-cycle capabilities. ODYSSEY batteries feature a three- to 10-year service life and two-year storage life at 77°F (25°C). They are vibration resistant, classified as “non-spillable” by the U.S. Department of Transportation and include a limited three-year full replacement warranty.

[www.enersys.com](http://www.enersys.com)



**Rolls-Royce Receives ABS AIP for Hybrid Tug Propulsion**

Rolls-Royce received Approval in Principle (AIP) from ABS for its novel hybrid propulsion system for tractor tugs. The AIP was granted following an evaluation of the world’s first hybrid tug, a unique vessel designed by Jensen Maritime and which Nichols Brothers Boat Builders will deliver to Baydelta Maritime LLC in February 2019. The vessel will be the first tug boat installed with the Rolls-Royce hybrid propulsion system.

[www.Rolls-Royce.com](http://www.Rolls-Royce.com)

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*Category: Shipboard Officer /*

*Personnel / Crew*

Announcement #: 19-822-01EXOC

Title, Series, Grade (Code)

Chief Cook, WM 9971-15 (822)

Base Salary: \$40,968 Per Annum

Type of Appointment: Excepted Service Career-Conditional

Opening Date: November 26, 2018

Closing Date: Open Continuously with Periodic Cutoffs

Location: Military Sealift Command (MSC) Vessels Worldwide

Who May Apply: All United States citizens and current Military Sealift Command Civil Service Mariner (CIVMAR) eligible to apply under the Veterans Employment Opportunities Act (VEOA). Active Duty Service Members (ADSMs) must submit a certification (i.e., statement of service) at the time of application which certifies that the service member is

expected to be discharged or released from active duty service under honorable conditions not later than 120 days after the date the certification is submitted. Relocation expenses are not authorized for this position.

**Duties:** The Chief Cook is a Civil Service Mariner (CIVMAR) employed by the Navy to serve the Military Sealift Command (MSC) onboard naval auxiliaries and hybrid-manned warships worldwide, in peace and war. MSC exists to support the joint warfighter across the full spectrum of military operations. MSC provides on-time logistics, strategic sealift, as well as specialized missions anywhere in the world, in contested or uncontested environments. The Chief Cook is responsible for overseeing the general operation of the galley; utilizing Healthy Heart guidelines, approved recipes, instructions and progressive cooking techniques in the execution of the daily preparation sheet (NAVSUP 1090); and maintenance of sanitary standards within the Galley. FOOD PRODUCTION OPERATIONS. The Chief Cook shall ensure that the approved menu is strictly adhered to and prepared IAW the approved recipes, unless the Chief Steward authorizes specific changes or substitutions. The Chief Cook shall inspect all galley equipment daily to ensure safe operation, rigid sanitation and proper maintenance standards are adhered to. The Chief Cook is responsible for serving line set-up, and

will assist in training all serving line and dining areas food service personnel. The Chief Cook is responsible for learning the location of, and being familiar with the use of, all fire-fighting and damage control equipment in galley areas. SANITATION AND SAFETY COMPLIANCE. Ensure that every precaution is taken to prevent contamination of food, including proper thawing techniques, and inspection of all food before preparation and serving. Ensure that all subsistence items, supplies, and equipment in the galley is maintained in a neat and orderly manner IAW NAVSUP P-486 and COMSCINST 4000.2. PROVISIONS MANAGEMENT. The Chief Cook shall ensure that the "Breakout" of provisions necessary for the production of all meals is correctly inventoried and recorded and that leftovers and unused products are correctly stored and labeled. The Chief Cook is responsible for requisitioning and preparing all meals and managing provisions once they are delivered to the galley, including ordering and returning unused food items to the bulk storeroom using the Food Item Request/Issue Document NAVSUP 1282. SUPERVISION. The Chief Cook is responsible for the immediate supervision and job performance of personnel involved in food preparation, production and presentation of meals, to include ensuring that dining areas, salad bar, dessert bar, beverages, and condiments are set prior to the beginning of each meal.

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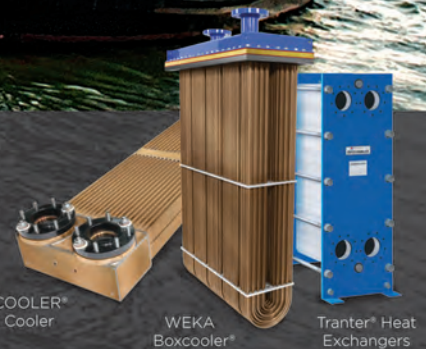
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