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On the Cover: Ferryboat Guy V. Molinari arrived in New York last September featuring the first ever with three levels of open deck space on the ends. (Photo by Don Sutherland)

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There's a new New Yorker in town and Don Sutherland was on hand to profile its arrival. The latest resident, built by Marinette Marine, comes with a $40M price tag.

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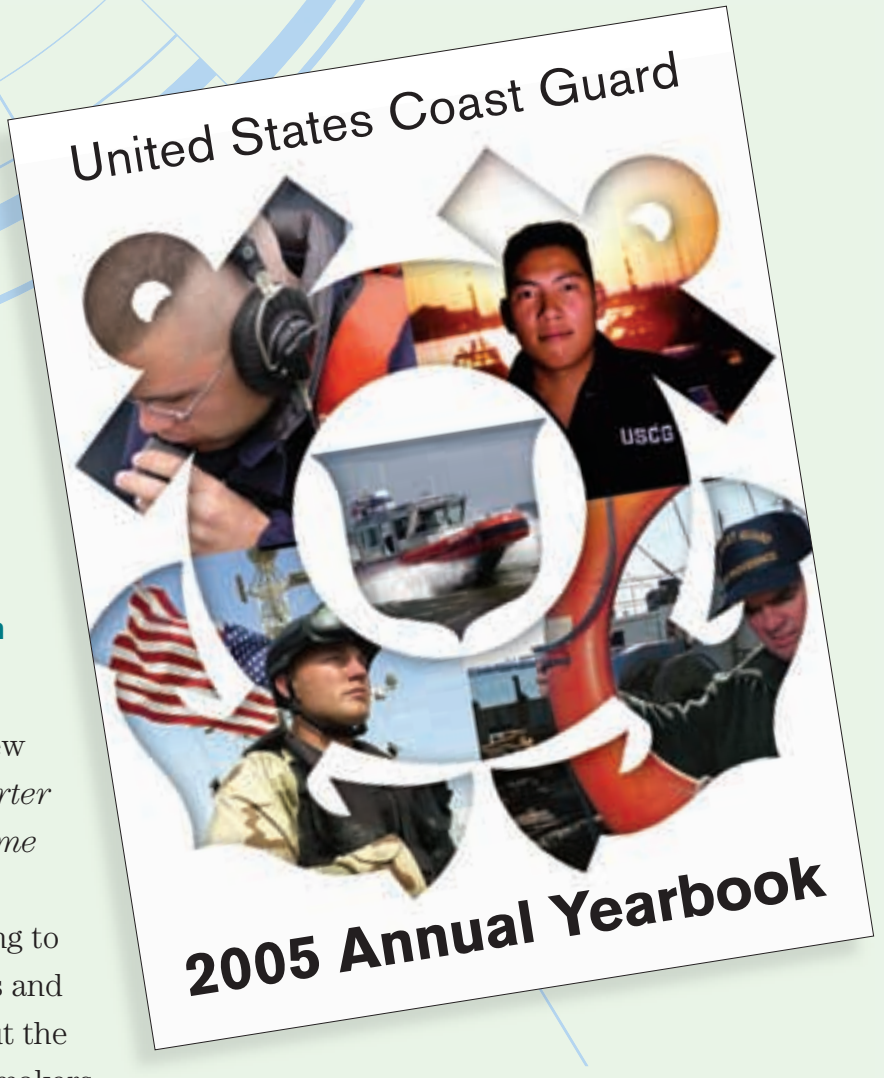
This Isn't Your Father's Coast Guard Manual

Introducing the *United States Coast Guard Annual Yearbook*–Charting A New Course for the Gatekeeper of Maritime Security & Safety



A sea change is taking place at the United States Coast Guard, and the stakes have never been higher.

The *United States Coast Guard Annual Yearbook*, premiering June 2005, takes an in-depth look at the strategies driving the **20-year, $17 billion expansion** of America's oldest maritime service.

Written and produced by the respected editors of New Wave Media (renowned publisher of *Maritime Reporter and Engineering News, Marine News,* and *Maritime Security Source Book*), this valuable and insightful source will focus on how the Coast Guard is rebuilding to better protect America's coastline, shipping channels and seaports. The Yearbook will be referred to throughout the year by Coast Guard officers, procurement decision-makers, government officials, and maritime industry professionals.

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Graham Gulf Grows with Jets

Project manager Larry Smith is excited about the latest crew boat built at C&G Boat Works' Mobile shipyard for sister company Graham Gulf. Larry started working with owner Janson Graham's grandfather 32 years ago and takes a kind a family interest in each new boat, but this one, the Graham Honor, is the company's first jet. "It allows a flatter hull," explains Smith, "With only about 1.5 ft. of taper from the deadrise of the bow's entry to the nearly flat stern, we were able to reduce the molded depth aft from 12 to 11 ft."

The overall molded depth for the 155 x 29-ft. hull is 13 ft. The 155-ft. LOA results from the addition of a 10-foot extension out over the transom to provide extra deck space and to protect the jets. This results in a big 98 x 25-ft. aft deck capable of 200 tons of cargo. The move to jets also allows some shifting in the engine spaces. With the limitation of down-angle on propeller shafts, the engines in a prop boat have to be set further forward. With the jets the engines can be set much closer to the transom. This then allows the auxiliaries to be set ahead of the engines.

The main engines are four Cummins KTA38 M2 each producing 1,350 hp at 1,900 rpm for a total of 5,400 hp. These drive the Hamilton 721 jets to give the crew boat a design speed of 28 knots. A Cummins 6BTA engine powers a 1,000 gpm fire monitor as well as providing hydraulics for the 150 hp tunnel type bow thruster. Electrical requirements are met by a pair of Cummins Onan 75 kW gen sets.

"We had two reasons for going to the jets on this boat," explains Janson Graham, "We have had requests for customers of C&G Boat Works wanting us to build a light fast jet-type crew boat that carries less cargo but gets there faster. This boat will serve as a demonstration of our yard's capabilities. At the same time it will allow us to offer to our Graham Gulf charter customers, this type of fast jet boat to complement our existing fleet of prop-driven heavier cargo capable boats."

Project manager Larry Smith with the new boat's jets.

The 155-ft. Graham Honor ready for the water.

Tankage includes 776 gallons of potable water, 32,128 gallons of fresh water, 20,000 gallons of fuel, 1,800 gallons of dispersant and a single 3,692 gallon plus two 2256 gallons tanks for recovered oil. Seating is provided for 80 passengers.

The new boat achieved 30 knots light boat on sea trials and 22 knots with 200 tons of deck cargo. It is the thirteenth boat in the Graham Gulf crew boat fleet. A fourteenth boat is already in build.

Circle 30 on Reader Service Card

$9.5M for Manhattan Ferry Service

New York area commuters will soon benefit from direct ferry service between Elizabeth, NJ, and lower Manhattan thanks to a $9.5 million federal grant awarded to County of Union, Secretary of Transportation Norman Y. Mineta said.

The Elizabeth ferry project will contribute to the expansion and improvement of transportation services to Lower Manhattan by providing a much needed link for Manhattan residents who work in the rapidly growing Elizabeth area.

Noting that ferry service to Manhattan provided a vital transportation link for New York City area commuters following the terrorist attacks of September 11, 2001, Secretary Mineta said, "This grant gets us another step closer to a full recovery in Lower Manhattan."

"The President has made a priority of rebuilding New York's transit systems affected by the terrorist attacks," said Federal Transit Administrator Jennifer L. Dorn. "Today we again deliver on that promise by connecting workers to jobs, shoppers to retail, families to homes, and peace of mind to countless concerned commuters." Elizabeth Ferry operations are expected to begin by June 2006, with direct trips to lower Manhattan every 30 minutes during morning and evening rush hour, then hourly during off-peak times. The 25-minute trip will provide regional travelers with a relatively shorter and convenient travel option and ease traffic congestion along the New Jersey Turnpike.

Money will fund construction of a new ferry terminal and two new docks located on the eastern edge of the City of Elizabeth known as Elizabethport. The terminal's amenities include restrooms, ticketing and waiting areas, and a parking facility with approximately 815 spaces. By 2010, the ferry is expected to serve 1,192 daily riders.

Ferry service proved crucial in the evacuation of lower Manhattan during the 9/11 attacks and during a major blackout in August 2003. It also served as a vital alternate mode of transportation during the shutdown of the Port Authority Trans-Hudson (PATH) downtown line from September 2001 through November 2003. With this grant, the Bush Administration has awarded nearly $90 million in funding so far, out of a total commitment of $100 million in emergency recovery support appropriated for ferry related projects in the New York area. It is part of the $4.5 billion in transit capital construction funding appropriated by Congress for the recovery of Lower Manhattan following 9/11.

USACE Honored in Kansas City

The Kansas City Industrial Council awarded the U.S. Army Corps of Engineers Kansas City District one of the council's top honors. The District was awarded the "Brick by Brick" award for its efforts in constructing and managing projects throughout the Greater Kansas City area that provide flood protection for regional businesses and the area's more than 1 million residents.

"The Corps work in protecting Kansas City is important to the economy of the region," said Dan Fuhrman, president of the council. "Any time there is flooding, it effects the jobs of several thousand people and the ability for businesses to recover.

"By working with other agencies to protect the area from flooding, the Corps has proven they are important to the economy of the area," he said. Specifically mentioned in the Tuesday ceremony was the Corps ongoing effort to increase flood protection from Turkey Creek in the Southwest Boulevard corridor. The effort, a partnership between the Unified Government of Wyandotte County, Kansas City Missouri and the Kansas Department of Transportation, comes at a cost of nearly S73 million.

"This partnership led by the Corps is a noble and dynamic effort that has saved taxpayers several million dollars," Fuhrman said. The Turkey Creek project is one of several in the area the Corps has built to boost flood protection for the metro. Efforts on Brush Creek near the Plaza and improving the Blue River channel on the city's eastside are credited with preventing millions in flood damages.

Innovative Gear Controls for Jenny McCall

Gulf Craft delivered the latest Seacor Marine crew boat the 180 x 32-ft. Jenny McCall. Seacor Marine, with input from the father son team of Norman and Joe McCall, is noted for innovation in this highly competitive market segment.

In keeping with this reputation the Jenny, powered by four 1,800 hp Cummins KTA50 M2 main engines, will be equipped with the latest version of CSP Electronics controllable speed propulsion. The system allows the operator or the dynamic positioning system to achieve very precise shaft RPM against a constant engine rpm. The engines on the Jenny turn into Twin Disc 6848 gears with a 2.93:1 reduction. With the engines idling at 750 rpm, this equates to the 52x53-in. props turning at about 250 rpm. If all four engines are locked in at that rpm the boat will be traveling at seven knots. Even with just two engines and the idle set at 650 rpm, the DP system is working extremely hard with constant shifting forward and reverse to hold the vessel in position under a rig when handling cargo.

With the slipping gear, the shaft rpm can be reduced on a continuous scale from 240 to 50 rpm. This allows for quiet steady handling with a smooth transition to lock up and then, at just over the 750 rpm idle, the turbo will kick in for maximum power. "While operation is sometimes compared to that achieved with a trolling gear there are major differences in accuracy, speed of response, gear protection, and heat rejection," maintains CSP Inc. engineer Ray Hatton, "Normally when a fisherman uses a trolling gear the vessel is moving through the water, when a boat is using our system in a dynamic positioning mode they are relatively still in the water so it is more like a bollard pull situation."

Such conditions make additional cooling demands on the system, but Hatton explains they have allowed for this. He also maintains that the computer controlled system is so precise that it can control within plus or minus two rpm on the shaft. "In 2-4-ft. seas shafts may hold the vessel without going over the 240 rpm lock-up point, so the engines are sitting there idling at only 750 rpm. Some captains on the four other Seacor boats that have this system, report that in calm weather the system allows them to hold position with only two engines."

Joe McCall explains that on the boats with this system, "Due to the constant speed of the engines while maneuvering, we have seen a reduction in the engine repairs. Constant acceleration / deceleration of the engines while maneuvering increases the thermal cycling of the engine as the vessel maneuvers. CSP has allowed us to run the engines at constant speed so we have reduced the wear on the engines. We have also seen a significant reduction in fuel consumption as CSP allows us to maintain position using less horsepower than conventional propulsion systems. This saves our customers money." The system is tied in with the vessel's CSP Inc. integrated electronic controls These provide a full vessel monitoring system that allows all alarms and indicators to be integrated into a single display. The system will alert the captain with either a visual indication, voice annunciated audible alarm or both. It also has an e-mail capability that can be utilized to notify a shore base of the alarm, and can take immediate control to alleviate the problem if conditions warrant.

Circle 20 on Reader Service Card

Jamestown Metal Marine to Construct Casino Vessel

Jamestown Metal Marine Sales, Inc. has been awarded a contract by Blue Chip Casino, LLC, a subsidiary of Boyd Gaming, to construct a new casino vessel at Blue Chip's Michigan City, Indiana facility. The new vessel, which will replace the present vessel, will be approximately 400 ft. in length with a beam of 200 feet and provide about 75,000 square feet of gaming area on a single deck. In addition to the gaming area there will be another 85,000 square feet of back of house and future gaming areas on other decks. Jamestown was selected by Blue Chip Casino for this high visibility project based on Jamestown's significant experience outfitting casino vessels and managing other turnkey marine construction projects. This will be Jamestown's 26th casino project. Jamestown, will manage the execution of the vessel's construction, including hull fabrication and erection, machinery and mechanical installation, electrical installation, interior finishes, and the gaming facilities. All work will be accomplished in a construction basin at the existing site where the present vessel was originally constructed. The first hull steel sections were laid down on October 11, 2004.

When completed, the new casino vessel will meet the applicable requirements of the Gaming Commission of the State of Indiana, as well as the United States Coast Guard. The design and production engineering for the vessel will be developed by Guido Perla and Associates and the interior design will be produced by the interior design firm of Andrea Piacentini Design, both of Seattle, Washington. Jamestown's considerable experience working with both design companies on other projects will greatly benefit this program. Jamestown has mobilized its project staff to Michigan City and established a project office to provide full time interface with Blue Chip's program staff throughout the construction effort. The new casino vessel is scheduled for completion in the 4th quarter of 2005. Jamestown Metal Marine Sales, Inc. has been providing services to the marine industry for over 40 years and has provided materials and installed interior outfitting in the marine market on thousands of vessels. With corporate offices in Boca Raton, Fla., Jamestown provides complete packages from design to installation on casino vessels, luxury cruise ships, and passenger ferries, offering turn-key packages including joiner bulkheads and ceilings, furnishings, modular toilet spaces, HVAC, piping and electrical installations. In addition Jamestown has provided and installed joiner materials on Naval and Coast Guard vessels including aircraft carriers, combat ships, auxiliary ship, submarines, and patrol craft of all types. Major warehouses on the east coast and gulf coast offer Jamestown's customers fast service to support production schedules.

Overturned Towboat Kills Three

Marine Safety Office Pittsburgh is investigating what caused the towboat Elizabeth Ann to go over a dam on the Ohio River near Industry, Pa. Three members of the seven member crew were recovered alive, three died and one is still missing. U.S. Coast Guard photograph by Petty Officer Tim Tharp

The Coast Guard was notified that the M/V Elizabeth M and three of the vessel's six loaded coal barges went over the dam and sank downriver from the Montgomery Lock, near mile marker 31 on the Ohio River.

Local agencies and crewmen from several nearby towboats, including the Rocket , Sandy Drake , and Lillian G responded to the overturned vessel.

Three victims were recovered at the scene. Three survivors were rescued and transported to Beaver Valley Medical Center and Aliquippa Hospital. One crewmember remains missing.

The remaining three barges sank above the dam.

The Elizabeth M, owned by Campbell Transportation of Charleroi released a statement in response to the accident, "The employees of Campbell Transportation Company are deeply shocked and sorrowed by the tragic accident that occurred at the Montgomery Dam on the Ohio River on Sunday, January 9, involving the crew of our Elizabeth M towboat. Our thoughts and prayers are with the families of our coworkers who lost their lives and with the survivors and their families.

"Safety has always been a top priority for this company, in our training programs and at all levels of operations. As a result, our overall safety record has been excellent and a source of great satisfaction for our employees. That is why this terrible incident, the most serious accident in our company's 60-year history, is such a harsh and personal blow to all of us.

"Campbell Transportation is conducting a thorough and comprehensive internal investigation to determine as best we can exactly what happened. We also are cooperating fully with the U.S. Coast Guard in its investigation.

At this point, it is impossible to estimate how long it will take to complete these inquiries. Until more information about this tragedy is gathered and assessed, Campbell Transportation will have no further public comment on the incident.

On January 19, the Coast Guard issued new restrictions on operators experiencing barge breakaways and towboat sinkings in the Pittsburgh zone.

The Coast Guard is now restricting all vessel operations and/or cargo transfers following any barge breakaway or towboat sinking until a detailed analysis, including causal factors and corrective measures to prevent further incidents, is received and approved by the Coast Guard Captain of the Port.

Criticism of Port Security Grant Program 'Misses the Mark'

Responding to recent news coverage about major management challenges facing the Department of Homeland Security (DHS), including the way the department has handled its Port Security Grants Program, American Association of Port Authorities (AAPA) President Kurt Nagle said the criticism "misses the mark," noting that the program's biggest problem is a serious lack of money to assist American seaports in paying for critical security measures.

"Like airports, protecting our seaports against terrorism must be a top priority and a shared responsibility between the federal government, local public ports and private industry," said Nagle. "The federal government has mandated security enhancements for marine facilities, but has yet to adequately fund those mandates, creating huge financial burdens on ports that have both security and economic consequences."

Ports are already spending more than $3 billion annually on infrastructure improvements and operating expenses to keep pace with burgeoning world trade. Without adequate federal help for security enhancements, Nagle said that ports will be forced to spend money on security instead of capital improvements, likely resulting in a system unable to handle the expected growth in trade volumes and causing enormous impacts on America's economy.

Throughout the country, ports are facing massive new security spending requirements. For instance, the Port of Miami has absorbed $6 million in costs annually for the past three years to pay for additional security operating costs, except for two grants totaling $4 million. The additional expenses have caused the port to put on hold such projects as road improvements, bulkhead repairs and construction of an intermodal container transfer facility. Similarly, according to a December 27, 2004 Associated Press wire story, port directors on the Great Lakes say they are spending money on security enhancements that otherwise would pay for terminal and transportation improvements, such as dredging channels at the gateways for materials used in construction and to produce steel used in automobiles, appliances and other consumer goods.

In a draft report to be issued this month, a former DHS Inspector General questioned the prioritization of port security grant funding and procedures related to post-award grant administration. AAPA's Nagle noted that seaport security grant money is used to reimburse marine facilities only after they have spent money on an approved project. So, while some post-award projects may not be visited by DHS auditors, grant program money goes only to cover authorized expenses, which exclude personnel, maintenance and operating costs.

"Ensuring adequate security against terrorism is important for all ports, large and small," remarked Nagle, saying the problem is a matter of funding. For Fiscal Year'05, the AAPA advocated a federal funding level for America's seaport facilities of $400 million, based on Coast Guard estimates that it will cost $5.4 billion over the next 10 years to address terrorist threats. However, the federal funding level for FY'05 was $150 million. For the last round of grants, ports received only about 8 percent of what they requested.

"We hope the president's soon-to-be-released Fiscal Year 2006 proposed budget will provide more funding to protect our vital marine facilities," Nagle said.

Adequate protection for ports is essential, both from an economic and a national security perspective. Ports handle 95 percent of America's overseas cargoes and serve as departure points for an estimated 10 million cruise passengers annually. They also enable deployment of U.S. military vessels, personnel and cargo to support our troops in Iraq and Afghanistan, while ensuring the ability of relief organizations to ship critical supplies to areas of the world hard hit by man-made and natural disasters, such as the tsunami catastrophe in Southeast Asia last week.

The port industry and port users generate about 16 million jobs and handle more than $2 trillion worth of international trade annually, accounting for fully 27 percent of the nation's Gross Domestic Product.

"Because America's ports are our gateways to the world and a critical component in our nation's economic health and national defense, they need to be properly defended," Nagle said.

"Paying for their security must be shared equitably. While ports are making progress in getting increased assistance for their security investments, vital port needs are still being overlooked and under funded."

ECO Wins $241.5M Navy Contract

Edison Chouest Offshore (ECO), Galliano, La., is being awarded a $26,616,165 firm fixed price contract with additional reimbursables for the time charter of one Offshore Petroleum Discharge System (OPDS). The OPDS system provides rapid, mobile transfer of fuel from offshore tankers to U.S. military fuel storage facilities ashore when conventional fuel transfer facilities are unavailable. Each OPDS system includes one new-build support vessel and one tender. The vessels covered under this contract are to be named in the future.

This contract contains options, which if exercised, would bring the cumulative value of this contract to a total of $241,457,294. Work will be performed in the Guam/Saipan area, but are deployable worldwide, and is expected to be October 2006. Contract funds will not expire at the end of the current fiscal year. This contract was competitively procured with more than 50 proposals solicited and two offers received. The U.S. Navy's Military Sealift Command, Washington, D.C., is the contracting authority (N00033-05-C-3300).

Raymond to Serve on Security Committee

Charles G. (Chuck) Raymond, chairman, president and CEO of Horizon Lines, has been appointed to a five-year term on the National Maritime Security Advisory Committee.

The National Advisory Committee is established as required in The Maritime Transportation Security Act of 2002 (MTSA), signed on November 25, 2002. That legislation was developed to protect the nation¹s ports and waterways from possible future terrorist attacks.

Raymond¹s principal responsibility will be to "advise, consult with and make recommendations to the Department of Homeland Security, via the Commandant of the Coast Guard" on matters related to national maritime security, according to Secretary Ridge. "This responsibility is very meaningful to me as we continue to face serious threats to our country¹s infrastructure and try to minimize the vulnerability of America¹s marine transportation system," said Raymond. "I am grateful for the confidence of Secretary Ridge and commit my full resources to this significant assignment."

ICGS Awarded $144M WMSL Contract

The U.S. Coast Guard awarded a contract totaling $144 million to Integrated Coast Guard Systems for production and deployment of the Coast Guard's second Maritime Security Cutter Large. The WMSL is the largest of three new cutter classes -- and the first under construction -- within the Coast Guard's Integrated Deepwater System acquisition program.

The Deepwater program will improve the Coast Guard's counter terrorism, maritime homeland security and overall mission performance capabilities. "The Deepwater program is vital to transforming the Coast Guard and ensuring the delivery of required capabilities needed for the performance of homeland security and other missions," said Adm. Thomas H. Collins, commandant of the Coast Guard. "The system of systems approach is the most prudent, cost effective and efficient manner to transform the Coast Guard." The WMSL characteristics include: a length of 425 ft., a draft of 21 feet, a speed of 29 knots, stern launch ramp, 57mm and .50 calibers guns and dual helicopter hanger capability for both a multi-mission helicopter and unmanned air vehicles.

Fabrication of the first WMSL began in September 2004, with the ship delivery scheduled in 2007. The anticipated delivery schedule for the second WMSL is late 2008. The Deepwater system's integrator, ICGS, is an equal partnership between Lockheed Martin and Northrop Grumman Ship Systems. ICGS will subsequently issue subcontracts for Northrop Grumman Ship Systems to lead the WMSL production efforts in Pascagoula, Miss., while Lockheed will assume primary responsibility for integrating the ship into the system-wide command, control, communications, computers, intelligence, surveillance and reconnaissance architecture, also known as C4ISR.

Corps Awards Second Contract to Deepen Arthur Kill Channel

The U.S. Army Corps of Engineers New York District announced the award of a second contract to continue deepening the Arthur Kill channel to 41 feet. The dredging will occur beginning near the confluence of the Arthur Kill channel and the Kill van Kull channel north of Shooters Island and continue to the westerly limit of the New York Container Terminal (formerly Howland Hook Terminal) in Staten Island, NY.

"The award of the second contract in the Arthur Kill signifies the continuation of the larger effort to create a world-class harbor estuary here in the Port of New York and New Jersey," said Col. Richard J. Polo, Jr., the Corps New York District Engineer. "The Army Corps is absolutely committed to a timely completion of navigation improvements within the harbor to meet the growing economic need for goods and services. At the same time, the Corps is equally committed to improving the environmental quality of this very important estuary. As with all our dredging contracts in the New York and New Jersey Harbor estuary, we are once again employing the appropriate dredging techniques to minimize re-suspension and impacts to the environment. The goal at the end is to ensure all dredged material will be used beneficially to enhance the environment."

The Corps $74 million contract is cost-shared with the Port Authority of New York and New Jersey. It is part of an overall $195 million Arthur Kill Deepening project, which is scheduled to be completed in 2007. Work will be performed by Donjon Marine Co. of Hillside, New Jersey. The dredging is expected to remove approximately two million cubic yards of material, which includes approximately 600,000 cubic yards of non-rock material that will be processed at the Donjon processing facility at Berth 36 in Port Newark, NJ, and then used beneficially to close area landfills. Additionally, 900,000 cubic yards of material suitable for use as remediation at the Historic Area Remediation Site (HARS) will be removed as well as 500,000 cubic yards of rock to be deposited at an artificial reef site.

The Arthur Kill channel deepening effort is part of a more extensive harbor-dredging project to create safe and efficient channels for a larger class of vessels that will be calling at the Port of New

York and New Jersey.

The newer generation of vessels will save transportation costs for goods coming from overseas, and are more environmentally friendly sporting more fuel-efficient engines while equipped with the latest technologies in air emission control systems.

Ports of Indiana Up 35 Percent in 2004

The Ports of Indiana moved 7.6 million tons of cargo across its docks in 2004 - a 35 percent increase from 2003. This was the highest annual tonnage volume for Indiana's three-port system since 1998, and it surpassed every year since 1998 by more than a million tons and, in some cases, more than 2 million tons.

Overall, Indiana's ports saw significant increases over last year in steel (up 88 percent), coal (up 52 percent), miscellaneous-project cargo (up 33 percent) and grain (up 32 percent). The ports handled 686,000 tons in December of 2004, which was the sixth-consecutive month that tonnage exceeded 600,000. That had only happened three times in the ports' 34-year history.

Mount Vernon increases shipping 45 percent in 2004, sets new steel mark

Port of Indiana-Mount Vernon (Southwind Maritime Center) handled 3.4 million tons in 2004, which is more than a million tons ahead of last year.

This was a 45 percent increase from 2003 and its highest tonnage total since 1998. In 2004, the port handled 102,000 tons of steel (up 151 percent from 2003), which is more than the combined total of every other year in the port's 28-year history. Coal shipments finished 614,000 tons ahead of 2003 (up 53 percent), while there were other increases in salt (up 58 percent), grain (up 41 percent), misc.-project cargo (up 22 percent), limestone (up 15 percent) and fertilizer (up 6 percent).

Burns Harbor breaks records for ship tonnage and vessels calls

Port of Indiana-Burns Harbor/Portage set a new record in 2004 with 154 ship calls, shattering the previous record of 144 set in 1977. The port also handled 1.9 million tons by ship, which is the highest volume in the port's 34-year history. Overall, the port handled 2.5 million tons of waterborne cargo (ship and barge) in 2004, the port's highest total since 1998 and a 28 percent increase from last year. The port saw increases in all major cargoes, including steel (up 73 percent), misc./project cargo (up 34 percent), grain (up 31 percent) and salt (up 14 percent).

In addition to the maritime shipping, Burns Harbor also handled 273,000 truckloads of cargo and 9,500 railcars in 2004.

Total tonnage for the land-based shipments was 7.3 million tons, about 90 percent of which was moved by truck.

Overall, Burns Harbor handled 9.8 million tons of cargo by water, rail and road in 2004.

Alaska, IBU Reach Ferry Agreement

Negotiators for the State of Alaska have reached a tentative agreement with the

Hummers of the Water and Road Team Up

Hummer's Tactical Mountain Bike, boasting the same name as the maker of the number one off-road vehicle in the world, recently joined forces with Mission Marine, often referred to as the "Hummer of the water," for a day of trial, testing, and tactical military training in Miami, Fla.

The Hummer of the road and the Hummer of the water joined up at the Advanced Marine Law Enforcement and Military Training in December which offers active training demonstrations to international marine police officers and supervisors, government security and military forces. Mission Marine provided boats to these demonstrations, including one with its exclusive patent-pending ramp.

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largest of the three maritime unions representing crewmembers of the M/V Fairweather, the state's fast vehicle ferry. Agreement was reached earlier this week with the Inlandboatmens Union (IBU) on a three-year contract. Contract talks have continued with the IBU after the state declared an impasse in negotiations in December.

Terms of the tentative agreement are not being released, but negotiators said the state has entered into a letter of agreement with the IBU that allows winter operations of the Fairweather to continue, provided similar agreements can be reached with two other unions representing ferry workers.

"I am pleased that the members of the IBU negotiating team committed to staying at the negotiation table until we could work out our differences on the Fairweather," said John Torgerson, a special assistant to DOT&PF Commissioner Mike Barton, and a member of the state's negotiating team. "The state and IBU still need to reach an agreement on the M/V Lituya, the day boat that provides service between Metlakatla and Ketchikan. Contract negotiations are ongoing for the Lituya. It has been my opinion that we will not have a completed master agreement ready for consideration by the Legislature, until we have all components of it agreed upon."

Each of the three unions operates under a master agreement covering all AMHS vessels in Southeast. Although the state's original position was that the Fairweather should be a separate labor contract, the state agreed earlier in the negotiations to make it a supplemental to the master agreements.

Torgerson said the state is still seeking mediation with the other two unions - the Marine Engineers Beneficial Association and the Masters, Mates and Pilots - in hopes of finalizing a long-term agreement for the Fairweather. Commissioner Barton announced in December that if an agreement is not reached by January 25, the state will cease operating the Fairweather until an agreement is reached.

Wooster Completes Acquisition

Wooster Hydrostatics announced the purchase of Fluid Power Solutions. Fluid Power Solutions of Hilliard, Ohio, is a full service distribution company and a leader in the design and build of hydraulic power systems.

Fluid Power Solutions represents the following manufacturers within the hydraulic pump, motor, valve and accessories market: Denison Hydraulics, Ortman Fluid Power, Stauff, Schrupp Industries, American Industrial, Gaumer, Rotary Power. In addition to the manufacturers Wooster Hydrostatics services, stocks and remanufactures (Rexroth, Brueninghuas, Hydromatik, Uchida, Lohman and Stolterfoht, Denison, Calzoni, Dynapower, Vickers, Oilgear and Hydrokraft), Wooster Hydrostatics will now offer the best serviceable product line-up in the industry.

Rapp Hydema Mooring Winches Installed on Sause Brothers' Barge

Sause Brothers recently installed four double-drum mooring and two tricing winches from Rapp Hydema. The winches are to be used on Sause' new oil barge, the Sunset Bay, recently completed. This barge-fitting out at 19,700 long tons at load line-is the largest double-hull towed oil barge on the West coast.

The choice was of Rapp Hydema was "a value-based decision," explains Sause Engineering Manager Mark Babcock. Mark cited Rapp's earlier tanker winch work and well-known achievements in the fishing industry, especially in Alaska.

Rapp's MW-20-2 winches are of a split double-drum, anchor and mooring type. There are clutches on both drums with capstan heads; they will have a two-speed option for a high-speed, light line-pull application (15 tons of line pull first layer with 30 meters/minute line speed). The winches accommodate 330 meters of 32 mm line, and have 50 tons of brake holding force (first layer). The two tricing winches added more recently have 23 tons of line pull first layer, at 18 meters per minute; they accomodate 50 meters of 45 mm wire rope. Their brake holding is 124 tons first layer.

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An Exception to the Divers' Exception?

Divers' Rights under the Jones Act Continue to Depend on Jurisdiction

By James P. Nader & Rudolph F. Lehrer

An occupational study estimates that the number of commercial diving positions nationwide will grow to an anticipated total of 5,000 positions over the next decade. For the uninitiated, the focus of these commercial divers spans the gamut from extensive inspection of hulls and pipelines to the construction and repair of underwater structures to the demolition and removal of underwater obstacles, and onwards to the search and rescue of people and missing objects. While the commercial diving industry is certainly diverse, every diver shares a certain level of risk of injury when entering the water. Therefore, it is no surprise that commercial divers are meticulous in taking the necessary precautions when descending into the water, as well as, monitoring any changes in the conditions while working underwater. Understandably, commercial divers are encouraged to maintain an equal level of precision and attentiveness when exiting the water. Needless to say, these same skills should be employed by commercial divers, particularly when it involves being aware of a diver's legal rights in the context of a work-related injury. This past summer in, "Diver Down!", we addressed the emergence in Louisiana law of the divers' exception to the general requirements for qualifying for "seaman status" for Jones Act lawsuits. In this article, the authors will review the federal courts' response to the emergence of this state law exception, as well as, other jurisdictional approaches to analyzing divers' rights under the Jones Act.

Any analysis of a maritime worker's work-related injury starts with determining whether the injured worker will seek redress for his or her injuries under either of two mutually exclusive federal laws: the Longshore and Harbor Workers' Compensation Act ("LHWCA") or the 1920 Merchant Marine Act, better known as the "Jones Act". As a number of legal commentators have noted, there are several fundamental differences between these federal laws. Under the LHWCA, an injured employee is barred from filing suit against his employer and instead applies through the administrative courts for compensation for his injuries. The LHWCA primarily addresses injuries sustained by land-based maritime workers. On the other hand, the Jones Act permits lawsuits against the maritime employer, but requires the injured maritime employee to prove he or she qualifies for "seaman status" under the Jones Act. While the LHWCA provides for set compensation rates, under the Jones Act, an employee may pursue a lawsuit for yet to be determined monetary damages. As some commentators have noted, since monetary awards under the Jones Act tend to be substantially greater than the allowable compensation under the LHWCA, some injured maritime workers view lawsuits filed under the Jones Act as the preferable means by which to seek recovery for their injuries.

The Jones Act explicitly grants the right to a maritime employee to file a lawsuit against his or her employer, if that employee is a "seaman" who sustains personal injuries during the course of employment. Although this seems straightforward, many federal courts have taken note that the Jones Act does not explain who exactly is a "seaman" for purposes of filing suit. Exactly ten years ago, in the case of Chandris v. Latsis, the U.S. Supreme Court sought to clarify the requirements for determining when a maritime worker is a "seaman" under the Jones Act. Under the law as articulated by the U.S. Supreme Court, in order to find for "seaman status" lower courts must look to a two-prong test of determining: (1) whether the duties of the maritime worker contribute to the function of the vessel or the accomplishment of the mis-

sion; and (2) whether the duties of the maritime worker have a "substantial connection" both in duration and in nature to the "vessel in navigation".

Since the U.S. Supreme Court's decision in Chandris, many lower courts have had an opportunity to apply the Chandris factors to a wide-range of maritime employees pursuing Jones Act lawsuits. Among these lower courts, the consensus appears to be that nearly any maritime worker can easily satisfy the first prong of the Chandris test. However, courts encounter regular difficulty with the second prong of determining when exactly an individual has proven his "substantial connection" to the vessel. The U.S. Supreme Court has held that a maritime employee who works at least 30% of his time aboard vessels in all likelihood has shown a "substantial connection" to the vessel. Although this "30-percent" rule was intended to streamline courts' analysis of seaman status, lower courts have taken further steps in articulating the requirements for seaman status.

The most notable step has been taken by the Louisiana Supreme Court, which in 1999, in Wisner v. Professional Divers of New Orleans, held that the nature of the maritime employee's work should govern his seaman status, without regard to the percentage or duration of time spent aboard the vessels. Considering the inherent risks faced by all commercial divers, the Louisiana Supreme Court held that it was warranted to focus entirely on the nature of the diver's work without considering the duration of this work experience aboard vessels. Not long after the Louisiana Supreme Court's ruling in Wisner, a Louisiana appellate court embraced the Wisner's Court's creation of the "divers' exception". In Wood v. Subsea International, the Louisiana Fourth Circuit Court of Appeals held that a diver's tender who injured his back while working from an oil platform in the Gulf of Mexico qualified as a "seaman" for purposes of the Jones Act.

Not surprisingly then, the Louisiana Supreme Court's attempt to carve out a "divers' exception" to the Jones

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Act has drawn some criticism from the federal courts. In Landry v. Specialty Diving of Louisiana, a federal court sitting in the Eastern District of Louisiana, addressed the scope of the "divers' exception".

This federal court's ruling suggested that there is an "exception" to the divers' exception. The Landry court held that a diver, who spent more than 50% of his work time on board different vessels, did not qualify as a "seaman" under the Jones Act. The court reasoned that this evidence did not show that the plaintiff-diver was exposed to the "traditional perils of the sea", and therefore did not fall within the divers' exception.

In addition to the divergence of approaches between the federal and state courts in Louisiana, other courts have also taken their independent approach when deciding the seaman status under the Jones Act.

When faced with this dilemma, these courts have focused on whether there was a substantial connection to a "vessel in navigation". A Hawai'i federal court decision in Becker v. Dillingham Construction Pacific is representative of this approach. In this case, the federal court acknowledged the differences in each jurisdiction as to what constitutes a "vessel in navigation."

The federal court, relied on other Federal Ninth Circuit cases, and found that the flat barges and flexifloats in question did not automatically fall outside the scope of "vessels in navigation."

The fact that these vessels may not have been primarily transportation vessels did not prevent the court from finding that the plaintiff may be a "seaman" under the Jones Act. In contrast is the prior ruling of a Florida Federal court in Hurst v. Pilings & Structures.

This court ruled that the "spud barge" in question automatically prevented a diver from qualifying as a Jones Act seaman. The Hurst Court reached this decision because it determined that the primary function of the spud barge was to serve as a work platform and not a transportation vessel.

Accordingly, as the above cases suggest, the legal requirements for divers to qualify under the Jones Act are constantly evolving. Commercial divers and their employers should stay abreast with the trends in these requirements under the Jones Act. While work logs and journals often prove helpful in protecting both parties' rights, it is no substitute for being knowledgeable of the specific requirements of the federal and state jurisdictions covering your diving work or the work of your diver-employees.

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**This article is for general information and educational purposes only, and should not be construed as legal advice. The authors are available to discuss any specific questions or concerns regarding any issues related to this article.

Law Enforcement Agencies Perform Underwater Searches

The security of many countries is being threatened from sources within and outside of their borders. For the lawman, having the right tools in his crime fighting arsenal is often critical to an operation's success. Today, a new set of high tech tools help law enforcement agents perform underwater searches safer, and more effectively, than ever before. In their investigative operations police routinely search for weapons used in the commission of crimes, hunt for drowning victims, and survey underwater structures looking for smuggled goods or explosives. For the police diver, one of his most effective weapons is the underwater metal detector. Used in evidence recovery operations, these detectors have been directly responsible for putting many criminals behind bars. In one recent case Connecticut State Police divers, assisting the Pennsylvania State Police, searched for a handgun used in a homicide. The suspect had thrown the gun from a bridge just outside of Pittsburgh. "Criminals often dispose of their weapons in lakes and rivers thinking they will never be found", says Sgt. Justin Kelly of the CT dive team. "Using our Pulse 8X detector, we actually recovered four handguns that day, including the one we were searching for." Another popular tool with police departments, sheriffs offices, and dive rescue groups is side scan sonar. Often used to locate drowning victims, these high tech sonars allow large areas to be searched quickly. Side scans "remove the water" and produce a picture of what's on the river, lake, or ocean bottom. These systems can eliminate the need to dive in difficult or dangerous conditions. Terry Tsui of the Hong Kong fire department says of their recently purchased Fisher side scan, "The sonar has been indispensable in our searches for drowning victims in the low visibility, fast moving waters around the island." In addition to body searches, side scans are also very useful in viewing underwater structures and searching for explosives, like mines, that may be anchored to the bottom. Underwater cameras are also in wide use by law enforcement dive teams and county rescue squads. A camera can pre-inspect an underwater site before divers are deployed. The team then knows exactly what they're getting into. In many cases, the underwater camera can perform much of the site survey, with divers being deployed only when the lost object has been found and is ready to be recovered. The Philadelphia Police Marine Unit's Lt. George Ondrejka said, "Our Fisher SeaLion has really reduced the amount of time our divers spend in the water. We recently had to search for a handgun and the majority of the search was conducted with the ROV." Sgt. Wayne Talbot of the Missouri State Water Patrol says, "Our Fisher TOV-1 towed video system makes it easy to search areas with low visibility and deeper depths, which helps minimize the risk to our divers. The TOV-1 has been extremely helpful."

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Construction of Marine Science Vessels Up

By Larry Pearson

Marine science is making great strides forward due in large measure to several new vessels that have delivered recently and others under construction Headlining this news is the Oscar Dyson, the first of four vessels loaded with scientific gear that the National Oceanic and Atmospheric Administration (NOAA) is having built at VT Halter Marine, Pascagoula, Miss.

The first vessel was completed in September of 2004 and as the Oscar Dyson was being completed, the contract for the second vessel, Henry B. Bigelow was announced.

These 208-ft. by 49-ft. vessels have cutting edge capabilities to gather scientific information on fish populations and the water quality of their habitat.

"Among the capabilities of these ship is their ability to conduct bottom and midwater trawls while running physical and biological-oceanographic sampling during a single; deployment-a combined capability not available in the private sector," said Dr. Doug DeMaster, director of the Alaskan Fisheries Science Center in Seattle, Wash.

In order for the vessel to perform sensitive hydro-acoustic surveys, the boat is built around a diesel electric propulsion platform. Two Caterpillar 3512 engines and two Caterpillar 3508 engines are each connected to generators providing a total of 4,460 kW electrical power to run all systems on the boat including a pair of electric motors connected in line to a single screw.

The vessel $38.8 million vessel will be home ported in Kodiak, Alaska and will support research on the fish population in surrounding waters, concentrating on the Bering Sea and the Gulf of Alaska. Monitoring of the Pollack fishery will be the vessel's primary mission.

Among the sensitive hydro-acoustic systems on board is a drop keel centerboard that will allow acoustic transducers to be lowered below the noise that any ships makes traveling through water.

The Lake Effect

One of the busiest marine science facilities in the world is the Great Lakes Science Center, (GLSC) headquartered in Ann Arbor, Mich. on the campus of the University of Michigan. The center is a part of the U.S. Geological Survey.The mission of the GLSC is to gather scientific information relative to enhancing, managing and protecting living resources and their habitats in the Great Lakes.

Lead Biologist Jason Stockwell holds a lake trout, a species that has become much more plentiful in Lake Superior with the help of GLSC. Overfishing and predators practically made trout extinct in these waters.

The sorting table on the R/V Kiyi where scientists decide which fish merit further investigation. Fish are separated by species, weighted and measured.

The GLSC accomplishes this mission with 107 employees, half located in Ann Arbor and the other half at one of the Center's field stations with locations in all of the five Great Lakes. This includes a vessel base in Cheboygan, Michigan. The GLSC has vessels in each of the five Great Lakes. Unlike most marine research centers, 40 percent of the GLSC fleet is new or nearly so.

The R/V Kiyi was built in 1999 by Patti Shipyards, Pensacola, Fla. The vessel works on Lake Superior and is home ported in Bayfield, Wisc. It conducts fish population and habitat research primarily in the Apostle Island area where research has focused on one of the last viable and self sustaining populations of lake trout in the Great Lakes.

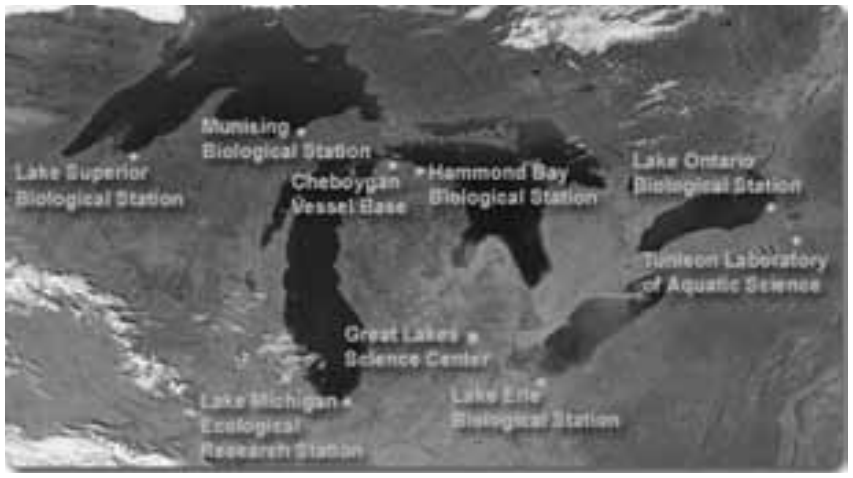
The 107-ft. Kiyi uses trawls and gillnets to annually sample preyfish populations and to track the sustainability of the trout population. The $2.8 million vessel has open up an entire new realm of possibilities, according to Owen Gorman, Director of the Lake Superior Biological Station. "Before the Kiyi we could not have even thought about bringing other scientists aboard to do work while we were sampling fish," Gorman said. "We can accommodate 10 and have wet and dry labs on the Kiyi for scientific study and also take a closer look at what is going on in deeper parts of the lake." Gorman added.

The newest vessel to join the GLSC fleet is the R/V Sturgeon commissioned in September 2004. The GLSC acquired the 100-ft. by 25-ft. vessel in 1993 and had it completely rebuilt at Basic Marine, Escambia, Mich.

The hull and structural in the hull was in good condition but much of the main deck plating was wasted and had to be replaced. Much of the superstructure was replaced including a new 01 deck house and a new pilothouse complete with new navigation and communication systems.

In the hull the Detroit Diesel Series 60 375 hp engines were removed, rebuilt and replaced along with the gears. A pair of new Cummins 99 kW gensets were added. The entire electrical system was replaced.

Also new was a bow thruster, knuckle



Map of the field stations and other facilities of the Great Lakes Science Center

The 107-ft. Kiyi research vessel that works on Lake Superior. The vessel was built new in 1999 by Patti Shipyard and is operated by GLSC's Lake Superior Biological Station located at Ashland, Wisc.

boom deck crane, fishing equipment, trawl winches and trawl gantries, a net reel, gillnet lifter and net rollers. A three-ft. by three ft. gill net door was added. A pair of 12-inch diameter sonar tubes that can be lowered from the main deck through the hull were also added.

The R/V Sturgeon is based at Cheboygan, Mich. and works in Lake Michigan from May to November with a crew of three and up to seven scientists onboard.

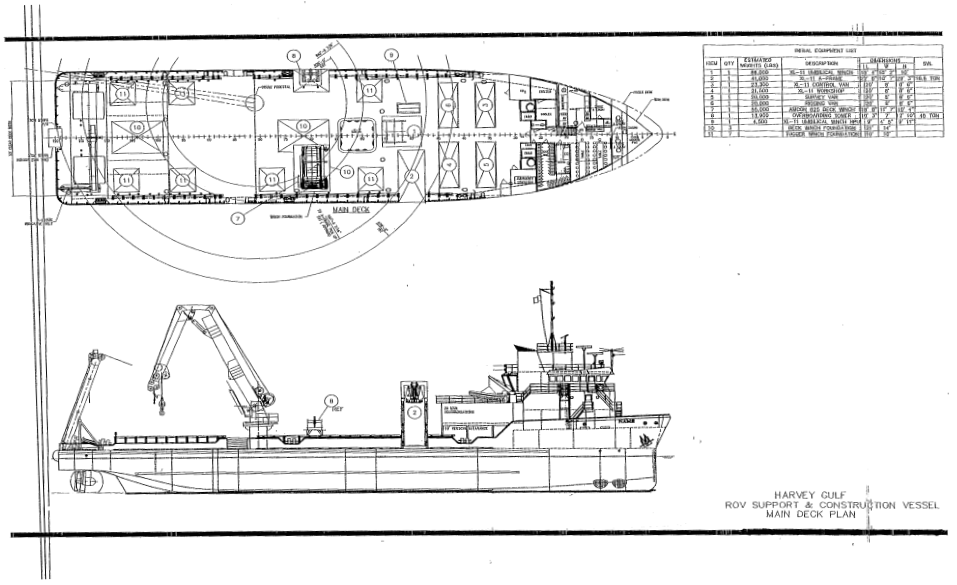
"The Sturgeon works a lot at night doing bottom trawling," said Joe Spicciani, captain of the vessel. "Next season we will do a lot acoustic survey work in the spring and forage fish assessments in the fall," Spicciani added. "We work in water depths from 5 to 110 meters," he added.

Bottom trawling for zebra mussels is also a priority for the vessel.

The wet lab on the Sturgeon can take fish directly in from the gillnet door on the side of the vessel. The boat also has a dry lab with the latest sonar, computer and acoustic recording equipment.

Other features of the Sturgeon include a conference room, live wells, freezer space, a stern roller and a 12 mph speed.

Eastern Shipbuilding to Build New Harvey Gulf Vessel



Harvey Gulf International Marine has signed a contract with Eastern Shipbuilding in Panama City, Fla. for the construction of a new 265 x 58 ft. Dynamically Position Class 2, Dive Support/Well Intervention Vessel. The new vessel named M/V Harvey Discovery will be outfitted with numerous enhanced features including: Moon Pool; 75 Ton Crane; Stern A-Frame & 100 Ton Stern Roller; ROV and associated support equipment; Accommodations for 50 onboard personnel; Gymnasium with Cardio Vascular equipment; Movie Theater with Plasma Television Theater Seating; Deck Winches for Construction and Subsea work; Onboard Hospital; Lockers & Change room for Construction Crew. Special features have been incorporated into the vessel aimed at maximizing its performance and flexibility, making it capable to perform the following types of project:

Subsea Construction & Diving Support; Well Intervention Services; Flying Lead and Umbilical Installations; Trenching of Fiber-optic, power Cables & Flow-lines; ROV Surveys for Pipeline and Cable routes, Touch-down Monitoring for Pipe laying and platform & pipeline inspections; Subsea Field Development which includes the installation of Manifolds, Trees and jumpers. The Harvey Discovery will have multi-industry capabilities. It can also be used as an Offshore Supply Vessel to support Drilling Rig Operations should it be called upon for those duties. While servicing rigs, the vessel will have the following capabilities:

Harvey Gulf International Marine is an established leader in the Offshore Rig Moving and Offshore Supply Vessel Markets and announced its diversification into the Offshore Vessel Construction Market with a three year contract with Sonsub Saipem starting April 1, 2006.

Liquid Mud Capacity	**9,000 Barrels**
Dry Bulk Capacity	**8,000 cu. ft.**
Methanol Capacity	**2,400 Barrels**
Clear Deck Space	**180 x 50 ft.**
Deck Cargo Capacity	**2,300 Tons**
Total Deadweight Capacity	**3,500 Tons**

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Regulatory Climate for Emergency Response

On December 8, the fully laden 70,000-ton bulk carrier Selendang Ayu lost power off Dutch Harbor, Alaska. It grounded and broke into two pieces spilling both cargo and bunkers into the sea.

By Richard Fairbanks, President
American Salvage Association

The holidays this past year presented unique challenges for the salvage industry in the U.S. On Friday Evening, November 26 (Thanksgiving Weekend) the fully laden 60,000 dwt tanker Athos 1 struck an object on the bottom of the Delaware River causing a sizable crude oil spill and a serious list on-board the vessel. A few days later, on December 8, the fully laden 70,000-ton bulk carrier Selendang Ayu lost power off Dutch Harbor, Alaska. It grounded and broke into two pieces spilling both cargo and bunkers into the sea.

As the Athos 1 is a tanker, it had a USCG approved Vessel Response Plan (VRP) which was activated immediately. The "Qualified Individual" (required to be named in her VRP by the USCG) activated her Spill Management Team within minutes. The Qualified Individual activated the Salvors named in the VRP on request by the USCG. Salvage advice was then immediately available to the master and QI by telephone. Salvage advice was available on site within 3 hours of request. As the sun rose on Saturday November 27, less than 24 hours after the incident, both the spill and salvage response were in full mobilization.

The Selendang Ayu was a bulk carrier, not a tanker. It was therefore not bound by the VRP requirements of the Oil Pollution Act of 1990 and not required to have a USCG approved Vessel Response Plan despite her bunker capacity being in excess of 2500 cubic meters. It would not be fair or accurate to say that the lack of a VRP caused her grounding or destruction but the fact is that a salvage contractor was not appointed until December 15, approximately a week after the casualty. This took much too long.

The USCG Authorization Act of 2004, recently passed by Congress has a provision which should improve this situation. It basically extends the Vessel Response Plan requirements to all self-propelled vessels over 400 grt. The regulations implementing this law have not been published as yet but the USCG finally has the legal ability to publish regulations and fix the problem. This can only be a good thing for the environment and the maritime emergency response industry.

The pending (since 2002) USCG Salvage Regulations are still pending, maybe for years to come but there seems to be renewed hope. With VRP's now being required of non tank vessels the primary objection of the tanker industry to the salvage regulations has been removed. Equality and fairness have been restored! Maybe we will now see the Salvage Regulations finalized.

Both the USCG and the American Salvage Association have been revisiting Area Contingency Plans this past year. Remember them?

They were created to provide guidance for responding to maritime emergencies, primarily pollution emergencies, in each COTP zone.

They are not so easy to look at now with the fear of terrorism causing open access to be questionable but those that we have seen are still incomplete.

They all neglect salvage response. The ACP's have Salvage Sections but those Sections are largely misleading, out of date and for the most part, empty. Some have Sections on Marine Fire Response, most have amazing detail on booming strategy to protect sensitive resources but very little guidance or help in confining oil in the casualty or providing strategies to remove casualties from our waterways and ports. The USCG now seems to have renewed interest in filling this gap. They are working hard to provide Salvage advise for each COTP zone for inclusion in their Area Contingency Plans. The regulatory environment seems to have changed over the past six months. We are encouraged by the interest in Marine Emergency Response and we seem to feel a breeze of fresh air coming from the right direction. Perhaps progress will be made in 2005.

Salvage Conference Set for November

The 2005 National Maritime Salvage Conference, sponsored by the American Salvage Association (ASA), is scheduled to take place November 1-3, 2005 in New Orleans, LA.

The first day, Tuesday, November 1, will offer a training seminar focusing on marine salvage, wreck removal, and harbor clearance operations as they relate to port security.

The conference program for Wednesday, November 2 and Thursday, November 3, 2005 will include a discussion of Maritime Security, Wreck Removal, Harbor Clearance, Firefighting Contracting, U.S. Salvage Regulations and the International View of the Salvage Industry, Incident Command Structure (ICS), Responder Immunity, Salvage and the Environment, Places of Refuge, Training and Safety, and more.

"The National Maritime Salvage Conference 2005 will offer guidance to representatives of the maritime community, including governmental representatives, ship-owners, underwriters, attorneys and salvors alike, on matters concerning salvage regulations, salvage plans and training, environmental protection, port security and wreck removal," said Richard Fairbanks, President of the American Salvage Association. "For anyone in the U.S. and international maritime salvage community, mark your calendars now for this not-to-be missed conference in 2005!" he continued.

For more information visit
www.americansalvage.org

Next Generation of SHARPS

Marine Sonic Technology, Ltd., working in partnership with Hermetic Sciences, recently delivered components of the next generation Sonic High Accuracy Ranging and Positioning System (SHARPS) to Woods Hole Oceanographic Institute. SHARPS is being used for positioning and control of the 6,500 m Jason/Medea ROV during missions where very high resolution position information is required. The new SHARPS uses spread spectrum signal processing to improve timing resolution, range performance and noise rejection. SHARPS will be available in standard as well as custom configurations to provide three dimensional positioning for ROV's, AUV's, and diver operations. MSTL plans to introduce SHARPS in February at Underwater Intervention 2005 in New Orleans.

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DMT Contracts With Perry Slingsby

Perry Slingsby Systems (PSS) signed a contract with Deep Marine Technology (DMT) for the supply of two Triton XLS, 125 HP, ROV systems. The advanced work class ROV systems will form the basis for DMT's expanding ROV fleet and will be utilized on a worldwide basis. Both systems will be delivered in a heavy-work configuration, including 125 hp main power units, enhanced payload, heavy-weather handling systems and spare parts compliment for remote locations. First system delivery is scheduled for February 2005.

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Side Scan Systems Drive EdgeTech

EdgeTech Marine said its newest product, the 4200-FS Dual Mode Side Scan System, along with the strong sales of its 4300-MPX High Resolution/High-Speed Multipulsed Side Scan and 3200-XS model 512i Sub-Bottom Profiling Systems, were the basis for such strong sales in 2004. The first of the 4200-FS Systems was delivered in August, and there has been a continuous shipping stream ever since.

The 4200-FS offers two software selectable modes of operation: High Definition Mode (HDM) for superior resolution and High Speed Mode (HSM) for dual pulse operation at up to 10 knots. An added feature for the 4200-FS is its ability to get good resolution target data at over 200m per side on the high frequency. The 4200-FS has the ability to run over 6000m of coax cable and can be towed at above five knots without having to use a depressor.

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SeaBotix Unveils New System

SeaBotix Inc. will introduce their Generation 2 series of LBV systems at the beginning of 2005. The basic design of is unchanged, with changes lying in the components, both mechanical and electronic. It was determined that the size of the LBV is ideal. The basis for this was an evaluation of size/weight or mass in conjunction with thrust and umbilical drag.

Testing found that smaller designs do not have the required mass to overcome influence caused by the umbilical making it difficult to hold a stable position with any amount of umbilical in the water. At 11kg the LBV is still very portable by a single person yet able to maintain a stable position with all its umbilical in the water. When combined with 150 m of umbilical LBV is actually lighter than its smaller competitors, due to the incredibly small diameter umbilical. In addition, the powerful standard thrusters are still able to propel the LBV to 2.75 knots and more along the surface. LBV is controlled by the operator and not by the umbilical.

Enhancements found in the Generation 2 LBV systems include higher resolution sensors, finer controls, more open design for added power and simplified service, proportional vertical thruster control, more powerful thrusters, integrated console standard and much more. All of the improvements have been made without a significant impact to pricing.

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Reson Debuts SeaBat 7128 Sonar

Reson expanded its product line with the SeaBat 7128, a new Multibeam Forward Looking Sonar. The SeaBat 7128 is a single and/or dual frequency (200/400 kHz) system and is available in depth ratings of 400 or 6,000 m. The system has been specifically designed for incorporation in a variety of platforms, from surface vessel, ROV or AUV.

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Sonsub Completes First ROV Clamp Installation

Sonsub used and seal tested the first ROV installed deepwater elbow clamp in the Gulf of Mexico. Working off the HOS Innovator with the Innovator 09 ROV, the clamp was used to repair two holes on a four-in. service line on a pipeline sled in 4200 fsw. Tasks for Sonsub included the design, manufacture, assembly and testing of the required equipment used to facilitate the remote installation of the Team Industrial Services designed clamp; SIT testing of the clamp; and installation procedures which enabled the ROV to float the 980 lb. clamp onto the elbow, install and torque the bolts and pressure test the clamp.

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USCG Deepwater: Centerpiece of Coast Guard Transformation

By Gordon I. Peterson

Throughout the Cold War, the need to maintain strong military forces to deter war with the Soviet Union and the Warsaw Pact was a mainstay of U.S. national security policy. During today's global war on terrorism, similar linkages exist between a more capable U.S. Coast Guard, improved homeland security, and the deterrence or defeat of a terrorist attack in the maritime domain. The 9/11 Commission Report clearly describes this nexus. "Our report shows that the terrorists analyze defenses," the Commission wrote. "They plan accordingly. Defenses cannot achieve perfect safety. They make targets harder to attack successfully, and they deter attacks by making capture more likely. Just increasing the attacker's odds of failure may make the difference between a plan attempted or a plan discarded." The 9/11 Commission also noted that improved homeland security measures may also oblige would-be terrorists to develop more elaborate plans, thereby increasing the danger of exposure or defeat. "Protective measures also prepare for the attacks that may get through, containing the damage and saving lives," the report states.

Strategic Goals

Beyond its critical replacement of obsolete legacy cutters and aircraft with more modern platforms and systems, the Coast Guard's Integrated Deepwater System will directly support the service's Strategy for Maritime Homeland Security, the strategic goals of the Department of Homeland Security, and U.S. homeland defense requirements.

"Key to the Coast Guard's current and future readiness-and our ability to provide necessary levels of homeland security and defense-is obtaining the right capabilities and the right capacity as we grow, modernize, and realign our force," said Adm. Thomas H. Collins, Coast Guard commandant, during a speech at the National Defense University in December. "Deepwater will deliver the increased capacity tomorrow that allows us to become as much a 'presence' organization as we are a 'response' organization."

The Deepwater Program's more-capable platforms and systems also will help to close the well-documented capability gaps found in today's Coast Guard. "Deepwater will provide the means to extend our layered maritime defenses from our ports and coastlines many hundreds of miles to sea to increase maritime domain awareness," Collins said.

"When Deepwater is complete, our cutters and aircraft will no longer operate as relatively independent platforms with only limited awareness of what surrounds them. Instead, they will have the benefit of receiving information from a wide array of mission-capable platforms and sensors-enabling them to share a common operating picture as part of a network-centric force operating in tandem with other cutters, boats, manned aircraft, and unmanned aerial vehicles."

Given the pace of today's operational tempo, Deepwater's capabilities are fundamental to the Coast Guard's ability to meet its pre-9/11 missions while dramatically increasing its ability to meet expanding homeland security and homeland defense requirements.

As Collins correctly emphasizes, the Coast Guard is the one organization that straddles the seam between these twin mission areas. This attribute is often under-appreciated, but it is at the heart of the Coast Guard's legal authorities, law-enforcement competencies, interagency experience, and military functions. "Improved Deepwater platforms and systems will serve as the Coast Guard's means for satisfying our responsibilities to both the Department of Homeland Security and the Department of Defense," Collins notes.

Critical Enabling Platforms

Deepwater's command-and-control system and product lines for surface and aviation platforms all advanced during the past year. In June, the Coast Guard awarded Integrated Coast Guard Systems (ICGS) the contract to begin production and delivery work on the lead Maritime Security Cutter, Large (WMSL, formerly known as the National Security Cutter). Fabrication of the lead ship in the class began in early September at Northrop

Grumman Ingalls Operations shipyard in Pascagoula, Miss., with keel-laying scheduled this spring. The Coast Guard's contract for the second WMSL was awarded to ICGS in early January.

Northrop Grumman Ship Systems will lead the production effort, with Lockheed Martin responsible for the design, manufacture, and integration of the cutter's systems for C4ISR (command, control, communications, computers, intelligence, surveillance, and reconnaissance).

Also in June, the Coast Guard awarded a contract to ICGS to begin the design and final requirements work for the Maritime Security Cutter, Medium (WMSM, formerly the Offshore Patrol Cutter). This contract advanced the original WMSM delivery date to 2009, approximately three years ahead of its original schedule. The design and final requirements for the third class of Deepwater cutters, the Maritime Patrol Coastal (WPC, formerly the Fast Response Cutter), also are expected to move forward quickly in 2005.

The new cutters will possess improved capabilities for sea keeping, higher sustained transit speeds, greater endurance and range, and be able to launch and recover manned and unmanned aerial vehicles in higher sea states-all critical to more effective maritime operations at sea and close to shore. Deepwater cutters, for example, will enable the Coast Guard to implement increased security responsibilities-including greater jurisdiction over foreign-flagged vessels, screening and targeting of vessels of interest, and on-board verification through boardings and enforcement-control actions.

Deepwater's total aviation solution will deliver 80 percent more flight hours than today's legacy assets, as well as improved use-of-force and vertical-insertion capabilities.

The first production re-engined HH-65

Workers fabricate an innerbottom hull section for the first Coast Guard Maritime Security Cutter, Large (WMSL) at the Northrop Grumman Ship Systems shipyard in Pascagoula, Miss., in early January. Fabrication began in early September as part of the Coast Guard's Integrated Deepwater System; delivery is scheduled in 2007. The Coast Guard's contract for the second cutter in the WMSL class was recently awarded to Integrated Coast Guard Systems.
(Photo courtesy of Steven J. Blount, NGSS)

USCG Deepwater Update

helicopter incorporating Deepwater upgrades completed its test flights successfully and entered full operational service at Aviation Training Center, Mobile, Ala., in early October. Modification of the first ready-response HH-65 should be delivered in late January following testing. In order to validate a capability to open a second line for the HH-65 re-engining project within its 24-month mandate, a helicopter was inducted into an American EuroCopter (AEC) facility in Columbus, Miss., in mid-December.

Similar progress was reported for the recapitalization of the Coast Guard's fixed-wing aircraft inventory. In 2003, a contract was awarded to ICGS for concept and technology development of a maritime patrol aircraft. In early 2004, EADS CASA and Lockheed Martin signed a contract to formalize EADS CASA participation in the Deepwater Program.

The initial contracts between Lockheed Martin and EADS CASA are for the procurement of three CN-235-300M medium-range surveillance maritime patrol aircraft. Delivery is scheduled for 2007 following configuration for Coast Guard missions. The contract also includes an option for spare parts and integrated logistic support, as well as an option for five additional aircraft. A successful Preliminary Design Review was completed in December.

Deepwater's Eagle Eye tilt-rotor, vertical takeoff-and landing unmanned aerial vehicle (VUAV) successfully completed its Preliminary Design Review last March and is on track for its Critical Design Review early in 2005.

Deepwater's C4ISR system, a fundamental building block to improve global Maritime Domain Awareness, will provide the Coast Guard with a network-centric system focused on information needs of operators and decision makers alike. It is being designed to ensure seamless interoperability with Coast Guard units, the Navy, the Department of Homeland Security, the Department of Defense, and other agencies. Coast Guard officials describe Deepwater's C4ISR as a true force multiplier in the fullest sense. The system will provide for earlier awareness of potential terrorist threats by the gathering and fusing of terrorism-related information, analysis, coordination, and response-all critical to detecting, deterring, and defeating terrorist attacks.

Closing Performance Gaps

Conceived in the late 1990s to modernize a rapidly deteriorating legacy inventory of cutters and aircraft, the Integrated Deepwater System was designed to satisfy the Coast Guard's mission demands that existed at the end of the 20th century-a period when the international terrorist threat was not perceived as a clear and present danger to U.S. national security. Since 9/11, of course, the United States faces a broader range of dangerous and pervasive threats characterized by a wider range of adversaries, a global profusion of technology and weaponry, and the very real maritime asymmetric threat of terrorist attacks within U.S. ports or emanating from the sea.

A 41-foot utility boat from Coast Guard Station New York conducts a security patrol of the Hudson River in the Port of New York during the Republican National Convention in August. The 9/11 Commission Report documents that terrorists analyze defenses and plan accordingly, noting improved defenses deter attacks and increase the attacker's odds of failure. The Deepwater Program will significantly improve the Coast Guard's ability to provide higher levels of maritime homeland security. (USCG photo by PA3 Kelly Newlin)

The first HH-65 helicopter to re-engined under the Deepwater Program, shown here without its new paint, conducted initial flight tests in August. The helicopter's new engines and fuel-control systems provide greater power, better performance, and higher reliability. (Integrated Coast Guard Systems)

With Northrop Grumman Ship Systems burner specialist Paul Bosarge assisting, second from left, (l-r) Rear Adm. Patrick M. Stillman, program executive officer for the Coast Guard's Integrated Deepwater System; Philip A. Dur, president, Northrop Grumman Ship Systems; and Fred Moosally, president, Lockheed Martin Maritime Systems and Sensors, applaud the first cut of steel for the Deepwater Program's first Maritime Security Cutter, Large (WMSL 750) in September. The start of construction represents a major milestone in the introduction of the first major multimission cutter to the Coast Guard in the past 25 years.

(Photo: Northrop Grumman Ship Systems)

Last summer, the Coast Guard completed a comprehensive assessment of its post-9/11 operational capability and capacity gaps in the new national-security environment. This "performance-gap analysis" documented a compelling need to revise Deepwater's Implementation Plan so that is more fully aligned with the Department of Homeland Security's goals and policies aimed at implementing a layered, defense-in-depth strategy using 21st-century technologies.

The revised Deepwater plan incorporates new post-9/11 requirements for improved capabilities in Deepwater's planned modernization and recapitalization of surface and air platforms, as well as the program's system for C4ISR and integrated logistics. These urgently needed adjustments will close today's capability gaps, improve homeland-security capabilities on surface and air platforms, enhance intelligence fusion, provide a common operating picture, and enable improved levels of maritime domain awareness sooner.

Needed revisions to the Deepwater Program are incorporated in the Coast Guard's fiscal year 2006 budget that President Bush will forward to Congress in early February. Revising the Deepwater Implementation Plan to acquire improved capabilities is fundamental to the Coast Guard's ability to serve as the nation's "shield of freedom." Coast Guard officials say that the revised Deepwater Program will deliver required levels of operational excellence and, in the process, provide for higher levels of security to the nation and added safety for its citizens.

"Deepwater is our transformational centerpiece," said Collins recently.

Retired Navy Captain Gordon I. Peterson is a technical director for the Anteon Corporation's Center for Strategic Studies and Operations.

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Memo to the New Staten Island Ferries:

Welcome to New York

By Don Sutherland

How long does it take to build a double-ended municipal ferryboat?

Any boat with two bows should have two answers, if not more. If by "build a ferryboat" we mean from the moment we start laying the keel to the moment the boat hits the water, we could say a ferryboat takes eleven months to build. Or anyway, that's how long it took Marinette Marine, Inc., a division of Manitowoc Corporation, to build the first in "the new Kennedy class" - at 310-feet and 7.1 million pounds loaded, with a $40-million price tag, the largest vessel constructed by the yard. Altogether, there are three.

"The second two were identical," said Marinette Marine's Duane Roehm, Vice-President, Program Management and Planning, "but during the construction of the first, there was a strike. Once that was settled, and with the Molinari behind us, the Marchi and the Spirit of America were familiar to our people." So they were finished in about eight months apiece.

That's pretty good, considering that these were among the largest double-ended ferryboats ever built, and certainly the largest ever ordered for the legendary Staten Island service in New York.

Marinette Marine saves time in their harsh winter climate by building the entire vessel (in this case, except for the top cabin) indoors. They use a modular construction, building and painting assemblies and then putting them together. "We can pick 100-ton modules up and put them in place," Mr. Roehm said. As he describes their technique, the boats started essentially with the main deck, upside-down, from which most of the hull was built - the stiffening spacers, then the bulkheads, then the framing, and so on. "The modular approach is a discriminator for us - we get a higher degree of outfitting done prior to launch. The ferries went in around 80 percent complete."

The Molinari's two vehicle lanes are free of structures and obstructions, leaving an open question, at presstime, about public access to them. (Photo: Don Sutherland)

So that's how you build a vessel about the length of a football field in just two-thirds of a year.

But these are municipal ferryboats, meaning there are a lot of steps and procedures involved before construction begins - procurement processes and RFPs and the like. There are things to study, such as new propulsion systems, or adaptations and updates of older ones, and new breeds of technology, and new considerations to face in a world in flux, such as security and the price of fuel. There are the wishes and needs of the gents in the engineroom, likewise for those in the wheelhouse. There are the wishes and needs of the riding public, 20,000,000 of them per year, who are the boats' real owners, their customers, their end users. And, being municipal ferryboats in the municipality of New York, there might even be an element of politics.

So maybe it takes eleven years to build a double-ended municipal ferryboat.

"When I went to work for the City in 1994," said Keith "Jack" Larson, whose positions and titles within the Department of Transportation, after 28 years in the Navy, culminated in Deputy Commissioner, "the original Kennedy-class boats were nearing the end of their planned life. So what we called 'The New Kennedys' were already a plan on paper that year. If I take any credit, it's for coordinating the wide-ranging input from all the stakeholders."

To a cynic, the situation might bring to mind the old joke about a camel being a horse designed by a committee. But to the realist, it's a simple fact of history, that

Left: Capt. Brian Brennan, training on the new Staten Island ferryboat Molinari, says the extra height of the wheelhouse reminds him of the "chicken coop" of the tugs he drove previously. (Photo: Don Sutherland). Center: The Barberi class and the new Molinari class, as opposite as two ferryboats can be, are both designs of the same firm, George G. Sharp, Inc. (Photo: Don Sutherland) Right: Marinett Marine's Tim Duquainein the Spirit's main passenger cabin. Modular construction and large indoor work areas enable the yard to launch vessels 80% to 90% completed. (Photo: Don Sutherland)

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varied groups with disparate interests have designed plenty of promising institutions, nations, civilizations. In the case of a municipal ferryboat, it appears they've designed the most commodious, most sensuously pleasing, most efficient vessels in the century since the City took over the operation. That was two dozen ferryboats ago.

The first of the trio, now officially known as the Molinari class, is a week away from entering service as this is written. The second is outfitting at Providence, R.I., and the third is awaiting sea trials at Marinette, Wisc. So their performance record is still far ahead - for complete details, see our February, 2040 edition. But having arrived in New York last September, the first, the Guy V. Molinari, has been in constant maneuvers off St. George as her pilots and crew get the hang of her. Not only is she big - a full deck higher than any previous Staten Islander - she has a propulsion and steering system a little unlike anything before.

Back to the Future

The previous two classes of Staten Islanders, the Barberi class and the Austen class, measuring 300 and 197 ft. overall respectively, and officially accommodating 6,000 and 1,280 passengers, arrived in the early 1980s with Voith Schneider propellers. "The Barberi and the Newhouse [the Barberi's sister] are the largest double-ended ferries with VSP," wrote Voith Schneider Naval Architect Peter Sartori, from Heidenheim, Germany, "so we are proud that our propellers work on these ferries for some decades."

While the Alice Austen and John A. Noble would be regulation-size in most locales, they're minis by New York standards. But the Barberis were, until the Molinaris, the biggest Staten Islanders of all time, and "the propellers size 40 GII/240 which are installed on the Barberi class ferries are the biggest Voith Schneider propellers of their time." And in fact, as far as physical dimensions are concerned, "they are still the biggest units. Now we are able to produce smaller but more powerful propellers. The Barberi propellers had an input power of about 2,600 kW. Our most powerful propellers now are designed for an input power of about 4,100 kW."

The maneuverability of the VSP ferries has been a hit with the skippers, who over the years have voiced great satisfaction about entering their slips without banging the racks. To the mid-1960s-built Kennedy class and all previous boats on the Whitehall-to-St. George run, the gauntlet of pilings has functioned almost as a landing platform, or funnel to ease the boat into dock after aiming in the general direction.

Direct wheelhouse control over diesel-electric power was the technical innovation of the Kennedys, to soften the blow (their predecessors, the Merrill class of the early 1950s, being steamboats). Each generation of vessels has sought better ways to cope with the demanding currents off the Whitehall terminal near the tip of Manhattan. The North and East Rivers converge here, each with a powerful current; it is frequently said - we don't know if it's been demonstrated - that a ferryboat losing power would be spun in circles in the stream. Add Atlantic tides and the celebrated winds off the Battery, and a few thousand commuters who dislike being

knocked down, and docking the Staten Island Ferry requires maneuverability indeed.

Everything has advanced since the mid-1970s when the Barberis were conceived. Great strides have been made in steering and propulsion systems in general, azimithing pods being an example. And the City would want all options considered. "Pods have their place," said Jack Larson, who retired in 2003 and moved to the west coast, "but also would be large on such big boats, difficult to access in our confinements, so some of their inherent advantages fall by the wayside in our situation. But as you can imagine, there was a very lively discussion about it." The VSPs were part of the discussion too, at a time when the Barberis were still new on the run. "Voith is a very reliable system," said Jim DeSimone, Chief Operating Officer for the ferries, "but when you have the first of a kind and the largest of anything, some teething problems should be anticipated." Reports at the time described the turntable being prone to cracks early-on because of their size (the phenomenon evidently did not appear in the Austen class boats). They could be fixed, but "drydocking was required for repairs."

Said Jack Larson, "Any shipyard finds it routine to do a repair to a conventional rudder and propeller." And so, at a time when the VSPs were still being proved, a rudder and screw propeller was chosen for the new design.

A New Twist

Not only propulsion systems, but control systems have undergone steady evolution since the days of bell boats and telegraph systems between the wheelhouse and engineroom. The Kennedys introduced wheelhouse control, but left the pilot to steer with just one of his two rudders. One of the last sounds heard before each departure of a Kennedy-class boat, and all their forebears back to 1905, is the ringing, resonating clank of a thick pin dropping into the forward rudder, fixing its alignment dead center. Helping keep it there on the Kennedy boats is a double ram system, lest choppy waters, ice, flotsam, or any other influence cause the forward rudder to flop around underway. Such an event would contribute nothing to maneuverability.

Replacing the ram system on the Molinaris is a hydraulic vane pump system, a lighter and more compact configuration that permits the rudder to turn to a greater angle - 90 degrees from center. "The vane system seems to perform more quickly as well," said Sean McDermott, Chief Engineer and Project Manager for the new boats. More to the point from the standpoint of maneuvering, the wheelhouse control system, whose design was overseen by ASI Rubicon, gives the pilot control over both the forward and aft rudders at the same time.

Dual-rudder control from a single station has its precedents in New York, having appeared in some of the Governor's Island ferries. However, in the words of Jack Larson, "We stole it fair and square from the Washington State ferries" which, unlike the Governor's Island boats, are quite massive.

Stole? Well, maybe the designers found inspiration in Washington, which runs double-enders across routes even longer, and in less of a straight line, than the Staten Island run. And perhaps Washington State has returned the compliment. "We've used single-house control for both rudders for quite some time," said Capt. Kelly Mitchell, senior port captain for the Washington State operation, "but we've had some steering problems with the double ram system. Our consulting engineer and construction master went to visit the Staten Island ferries, and we'll probably be incorporating a vane system in our next boats, four double-enders which we expect in 2007 or 2008." Those boats, Capt. Mitchell tells us, will have a life expectancy of 60 years.

But besides being inspired by, borrowing, or stealing Washington State's dual rudder control, the Molinari class goes one better. It gives the pilot control over the individual propellers as well - both speed and direction

"The boats have three turbocharged 16-cylinder, 4,000 hp EMD 710s," Sean McDermott tells us, "two being used in normal service and the third for backup. The EMDs drive Baylor 4160 generators," which, through a series of switch gears, transformers, rectifiers and related equipment, power the 17Hz AC propulsion motors, each developing 2500 hp. "It's a radical change, going to AC. It greatly improves maneuverability and performance."

Should the pilot need extra power in maneuvering, he can demand a 10 percent overload (500 hp) for 20 minutes, for a total of 5,500 hp.

Able to turn the rudders hard over at both ends, the skipper can generate sideways thrust; able to control the propellers individually, he can temper that thrust to position the boat at a desired angle. The boats are able to walk sideways, and align themselves for a favorable approach past the racks and up to the dock.

The two throttles can be tied together for normal service, and separated for close maneuvering - both forward, both aft, or one of each. In principle, the controls are comparable to those for standard twin-screw vessels whose rudders and propellers are aft, except in this case they're at two ends of the hull.

How maneuverable does this make the Molinaris? This, again, remains to be proven through experience. But asked, "If the Kennedy's are zero and the Barberis are ten, where do the Molinaris stand in terms of maneuverability," those who should know replied in the range of six to eight. "We did a lot of work trying to figure out how much side thrust we could get," said Jack Larson, "and I think she will spin on her axis."

The Molinaris on Another Level

Ferryboats are often characterized as fat, waddling, and ungainly, an impression easily conveyed by their upper works. For well over a century, their main decks and the cabins above have typically extended far outside their hulls, the better to accommodate cargo. And they are freighters, although seldom described as such, but the loads they carry cannot be stacked too tightly, and may insist upon breathing room, elbow room.

Passenger ships are those on which people sleep, lounge, pass time; on ferries, they wait to get off. The apparent girth of their superstructure aspires to resolve conflicting demands of practicality and esthetics, in an age when practicality reigns.

It's only the privileged who see the ferry's true nature; not as a stack of houses designed to keep the cargo at its

designated temperature, but as naval architecture and marine engineering, a form designed for motion. In general these are the shipyard workers, who in the case of the Molinaris assembled a structure of grace and beauty. To an eye accustomed to the hard chines of other modern craft, the Molinaris' hulls are a surprise and a treat for their rounded lines and flowing contours. They have two propellers, but are single-screw hulls, with the grace of their tapers on both ends. Where the requirements of the upper works produce a flat-sided block, the requirements of the bottom produce sculpture.

But it was all in homage to practicality. The boats have a 30-minute schedule on a 25 minute run, during which a couple thousand pedestrians may board, bide their time, then rush off to their appointments. The broad doorways and aisles help see to that goal. Meanwhile, it's more than five miles from Point A to B on the Molinaris' route, and the boats bustle along at some 18 miles per hour. Can they do so without rocking the barges they pass? For the most part they have in the Staten Island service, but their hulls must be designed with that in mind. The Molinaris' success on this score will be rendered by, among others, the crews of the next 35 years of tugboats.

If they are good harbor neighbors, able to refrain from swamping sailboats, their owners, the riders, will surely approve. But it will be with a shrug, for these riders almost by definition are landlubbers, whose most pressing concerns are upland. One of them centers on the tax office, where the price of ferry operations is collected. On a municipal transit system that charges no fare, this is where the public pays for the ride, and they'd like it to be as little as possible.

"We wanted to get the speed, but we also wanted fuel efficiency," said Allen Chin of the design firm of George G. Sharp, Inc., an objective even more important for the world these boats sail into than the one for which they were planned. Where hard-edged hulls are said to gain speed through brute power, and make a bit of a wave, "sleek lines give less resistance. We purposely did it because we didn't want to waste fuel."

Looking at the Molinaris alongside the Barberis, it's hard to believe they come from the same designers. Could two municipal ferryboats be more the opposite? The Barberis, known widely within ferry circles, and somewhat disparagingly, as the "buses," are completely flat sided, with no exterior deck for their riders' diversion. The open platforms at each end are merely concessions to the fact that the cabins must end somewhere. The Molinaris, by contrast, have the most open deckspace in the history of the run - the first to offer outdoor observation on three decks at each end, plus a broad open swath on the Promenade deck, three levels above the water.

To top it all off, the Hurricane deck, the uppermost, the one with the wheelhouses upon it, for the first time has a passenger cabin too - and was designed with the idea that ferryboat riders enjoy not only the wind in their faces and the water below, but the stars overhead as well.

If this study in opposites suggests anything, it's that professional, disciplined designers know how to interpret their mandates, and execute their instructions.

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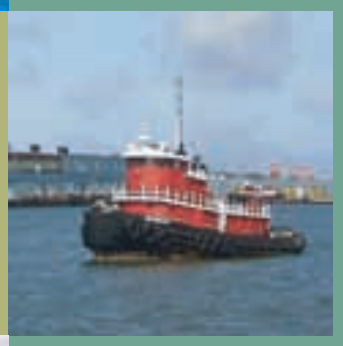

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Old-timers recall that the Barberis were funded, in part, by Federal grants intended to promote mass transit. For that reason, they're the first boats in the system without vehicle accommodations. This doubles their cargo capacity - from an official 3000 riders aboard the Kennedys to 6000 on the Barberis - but while we're being practical, why stop there?

The boats run all year, and New York gets chilly in winter. Only a few fresh-air lovers would congregate outside at that time, even fewer during storms, and mass transit cannot consider the few; it considers the masses. If the camel is a horse designed by committee, the Barberis are ferryboats designed by grant applications.

The planners of the Molinari class wondered, if besides the usual sources, the new boats should be designed by their users.

"I had written a piece for the arts council newsletter," recounts Tamara Coombs, a member of the St. George Civic Association who holds a degree in architecture, "about the fact that the quality of a ride on a Staten Island ferry was largely determined before the boat ever left the boatyard, that it was mostly a matter of design. Because of that piece, I was asked to help form a ferry committee," which became known as the Ferry Riders Committee. " I became the chair and have been so almost ever since (another member chaired for a couple of years). "

The first task undertaken by the Committee was to persuade the Department of Transportation to allocate funds for air-conditioning of the St. George ferry terminal, then proposed for renovation (and now nearly completed). New York may be bitter in the winter, but it swelters in the summer. Despite this, air-conditioning was not budgeted into the rebuilding plans until the Ferry Riders Committee collected a thousand signatures on a petition.

From this experience, Ms. Coombs concluded that "within the bureaucracy of DOT there were civic-minded individuals who wanted to do the right thing, but needed the support of the public."

Added Jack Larson, about a time when the design considerations of the proposed ferries - not even "the New Kennedys yet" - were first being aired, "I was very concerned that we were bringing the project to the public far too late, that people would think our plans were set in concrete."

In a sense, it's an oddity that a committee of the St. George Civic Association would become the liaison between "the people" and "the city." While always having its influence upon public matters - St. George is Staten Island's "downtown," its "capitol" - the Civic Association has neither the semi-governmental authority of the local Community Board, nor the quasi-legal stature of the Local Development Corporations that sprouted around Staten Island in the eighties. It is almost an oddity that a thousand signatures - out of the 70,000 riders of the ferry each day - would be taken as representing the commonweal. Nevertheless, "In our committee meetings and discussions at the larger civic meetings, it became apparent that most regular riders preferred the Kennedy class boats. We did not want new boats to be modeled after the Barberi class in terms of outside space, seating, window operation (padlocked according to calendar, not weather), etc. We decided to conduct an informal survey to find out how other ferry riders felt, in hopes that ferry riders' opinions would be taken into account." The "informal survey" yielded "about 325 completed forms out of 400 we passed out. We then wrote up a 19 page report, with lots of quotes."

In a town as complex and convoluted as New York, it's not always so clear when push produces shove. "I don't really know how large a role the survey/report played in terms of the decision for 'old style' boats. I think it was important," Ms. Coombs recalls. "At the least, we got a discussion going about design. Although DOT may not have been aware of how strongly ferry riders felt about the design of the boats, I believe it is likely that the report provided support for some within DOT who wanted the return of certain Kennedy class features."

Said Jack Larson, "People expressed their opinions. I think there's a strong contingent who would like to perambulate around the boat. The question came up, can we bring people up there to the Hurricane deck? I think it was a real coup to be able to pull that off. "

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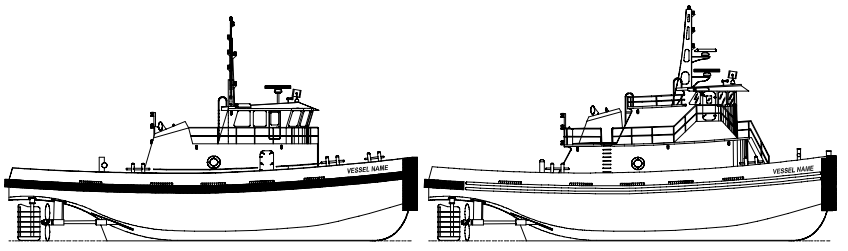

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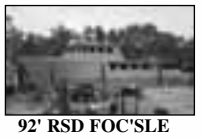

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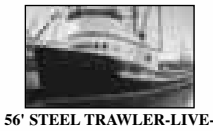

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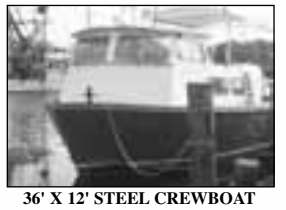

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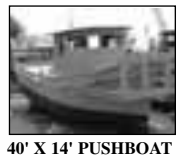

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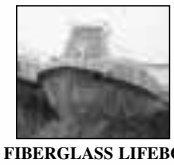

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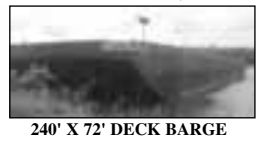

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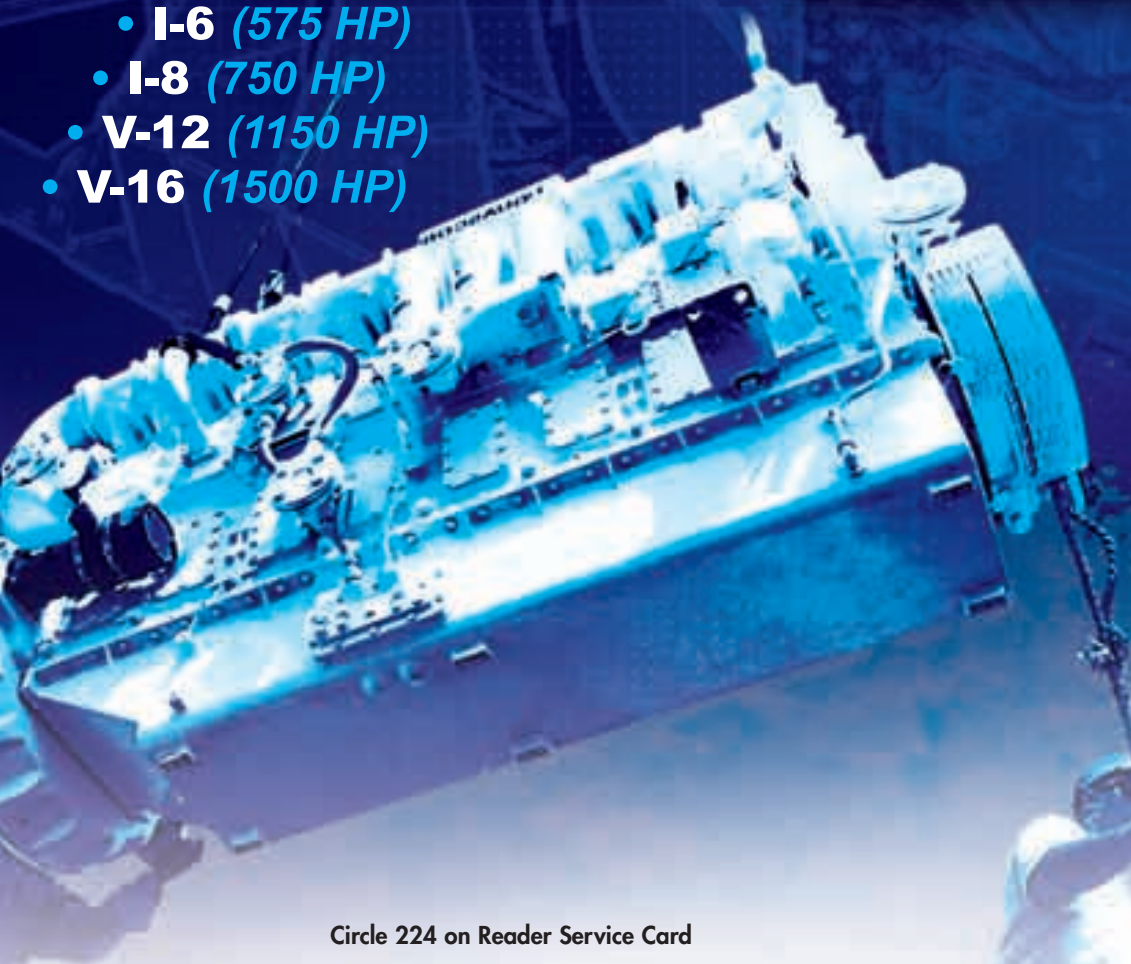

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