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USCG Patrol Boats Scuttled



The first of the upgraded Island Class cutters Matagorda on sea trials with its deployable and recoverable RIB in the foreground. A 13-ft. stern extension was added to the vessel so the RIB could literally "drive-up" into the vessel.

By Larry Pearson

The nearly \$500 million contract to upgrade 49 Island Class Coast Guard patrol boats has been cancelled. The action by the U.S. Coast Guard had been rumored for months.

The plan originally made all kinds of sense. Take these 14-16 year old boats and extend their service life while a new series of vessels were designed and built. Problems started early in the program as the first four boats delivered to Bollinger Shipyards,

Lockport, La. for the refit work had a surprising number of hull plates that had to be replaced. Up to 35 percent of the hull steel on the Matagorda was replaced before the upgrades could be installed.

It was obvious that these boats had been "ridden very hard, especially in the months since 9/11," according to the Coast Guard.

Last September, the Matagorda was the first vessel to receive the upgrades including a 13-ft. addition to the stern to accommodate a deployable and recover-

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Moose Awarded Contract

Moose Boats, an aluminum boat manufacturer, has been awarded a contract from the Los Angeles County Sheriff, Marina del Rey, for a Moose 320C Catamaran Jet Boat. This is a 37ft. all aluminum jet powered catamaran with twin Cummins 380 hp turbo diesels, propelled by Hamilton 292 water jets. This vessel can attain a top speed of over 35 knots, cruise at approximately 28 knots, come to a full-speed stop in less than two boat lengths. Its 21 in. draft will allow all of this to be done in less than three ft. of water.

The craft is fully equipped for law enforcement, search and rescue efforts and fire fighting capabilities.

The mission of this vessel is to provide Marina del Rey Sheriff's Harbor Patrol a quick response vessel for marine emergencies. Marina del Rey is homeport to approximately 5,500 boats. The Harbor Patrol detail is responsible for law enforcement on the water and on the docks. Part of the detail's job is education and crime prevention, with typical calls for service range from enforcement stops for boating law or safety violations to open water rescue and medical emergen-



Specifications

LOA	34 ft.
Beam:	14 ft.
Draft (Max)	21in.
Dead Rise (Aft)	15 degrees
Displacement:	15,600 lbs. (dry)
Fuel Tank	300 Gal.
Engines	Twin QSB5.9 Cummins Turbo Diesels
Water Jets	Twin Hamilton HJ 292
Marine Gear	Twin Disc MG 5075
Max Speed	Over 35 knots
Cruise Speed	Approx. 28 knots
Range	Over 300 nm

cies. In the past, the Marina harbor patrol detail has responded as first responders to incidents such as airplane crashes, numerous boat fires and explosions, cars in the water and capsized vessels. This vessel will also be utilized as a dive platform for underwater rescues and recoveries.

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able RIB. Other changes included a new superstructure, built by Bollinger's joint venture partner, VT Halter Marine, Pascagoula, Miss. A complete new command and control system was integrated into the pilothouse.

The Matagorda developed problems shortly after being recommissioned and since then four of the eight of the vessels that had the upgrades developed subsequent problems.

"Rather than fixing these vessels at a cost of \$8 million to \$10 million each, the Coast Guard said it would rather put that money into new platforms that would meet their new mission," said T.R. Hamblin, vice president of government programs for Bollinger.

The decision to cancel the program was not a reflection on Bollinger, according to Margaret Mitchell Jones, spokesperson for Integrated Coast Guard Systems, the Joint venture between Lockheed Martin and Northrop Grumman that is responsible for the entire \$24 billion Deepwater program to enhance the Coast Guard land, sea and air assets.

"I think that Bollinger did some very good work on the program and it was more a case of these boats being better on the inside than on the outside since the core structure is almost 20 year sold," Jones said.

As a result Integrated Coast Guard Systems has put the design and construction

of the replacement vessel on the fast track that will result in the first vessel joining the fleet in 2007 instead of 2017.

The cancellation of the contract will not result in layoffs at Bollinger. "The 175 to 200 people that would have worked on these vessels will be rotated to other projects, so we are not laying off," Hamlin added.

In an ironic way the cancellation of this contract may benefit Bollinger in that they may be involved in the contract for the replacement boat, now scheduled to happen 10 years earlier than anticipated.

About 58 of these new fast-response patrol boats with a composite hull will be built at a cost of \$40 million each.

Breaking Ground on \$3.5M Shipyard



As part of its continuing plans for diversification and expansion The Great Lakes Towing Company, a 106-year old tug company, now a multi-faceted marine transportation and ship and boat repair business, will construct a new \$3,500,000 headquarters building and state-of-the-art shipyard complex on its present six-acre deep waterfront property in the Old River Channel of the Cuyahoga River in Cleveland, Ohio.

Located at the foot of West 45th Street on Division Avenue, the new facilities will incorporate fabrication, welding and diesel shops to include new technologies. The 40 ft.-high fabrication building will be equipped with a 10-ton overhead crane that will travel the entire 150 ft. length of the building, and its 30 ft. high by 40 ft. hanger door will permit indoor barge and tug construction and repairs. Major new yard equipment includes a specially designed service truck outfitted as a "mini-shipyard" complete with welding equipment, compressed air, generator, and a crane which is ideal for off-site vessel repairs. With completion of the office and fabrication buildings, and the construction of new dock bulkheading, including an excavated boat slip in the spring of 2006, follow-on plans call for the installation of a 500-ton travel lift to complement the Company's drydock and to permit simultaneous repair of multiple boats and





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barges expanding its vessel repair and marina service capabilities.

On July 20, 2005, "the Towing Company", as it is widely known, because of its lakes-wide presence and dominance in the tugboat market, marked its 106th Anniversary with a groundbreaking ceremony at the construction site.

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T&T Bisso Respond to BP Thunderhorse



T&T Bisso has been mobilized to the disabled BP Thunderhorse semi-submersible in Mississippi Canyon area Block 776, to begin the salvage operations. T&T Bisso responded rapidly and was on location within four hours after the first call for assistance. Currently the dewatering operation is underway.

T&TBisso is an alliance between T&T Marine Salvage of Galveston, TX, and Bisso Marine Co. of New Orleans, LA, the alliance was formed to offer the maritime and oilfield industries a full service salvage and firefighting option located locally in the Gulf of Mexico, T&T Bisso together possess 165 years of industry experience. T&T Bisso also offer OPA 90 coverage worldwide.

OSi Completes Dry-Docking

Based in Houston, Texas, Ocean Shipholdings, Inc.(OSI) has completed its first drydocking with Charleston, SC based Detyens Shipyard, Inc. (DSI). The 33,095 (DWT) tanker, USNS Paul Buck sailed into Charleston in April for a 51 day availability. The scope of work contained regular scheduled maintenance items, cargo tank and ballast tank blasting and coating, and a complete upgrade of the main engine bridge control system.

"This was OSI's first repair availability with DSI," said Jeremy White with OSI, "and we have come away with a good impression of the shipyard's overall capabilities and workmanship."

Deepwater Frontier Gets Contract

Transocean said that its High-Specification drillship, the Deepwater Frontier, was

awarded a two-year contract by an international oil and gas operator. The contract is expected to commence in the late-third quarter or early-fourth quarter of 2006. The Deepwater Frontier is currently under contract to Petroleo Brasileiro S.A. (Petrobras) in Brazil until approximately

May 2006. Revenues of an estimated \$234 million could be generated over the two-year contract period, excluding revenues for mobilization, demobilization and client reimbursables. The Deepwater Frontier, a dynamically positioned, Fifth-Generation drillship, is one of 32 High-

Specification rigs in the Transocean Inc. fleet, 13 of which are Fifth-Generation Deepwater Floaters. The rig, which is capable of operating in water depths of up to 10,000 ft., entered active service in 1999 following its construction in Korea.

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AAPA Approves Vote on WRDA

After a successful floor vote in the U.S. House of Representatives to approve passage of a Water Resources Development Act (WRDA) authorization bill, American Association of Port Authorities (AAPA) President/CEO Kurt Nagle applauded committee and subcommittee leaders for championing the legislation, noting that this is a prelude to conference and final passage of one of the most critically-needed authorization bills of this session.

"America's ports depend upon a regular, biennial cycle of new project authorizations to improve federal navigation channels to accommodate calls from a modern world fleet of deep-draft ships," remarked Nagle. "This bill is critical to maintaining America's position as a dominant world trading partner and ports as engines of the nation's economic growth."

Nagle said that AAPA and its U.S. member ports "are very appreciative" of the support provided by Transportation and Infrastructure Committee Chair Don Young (R-AK) and Ranking Member James Oberstar (D-MN), along with

Water Resources and Environment Subcommittee Chair John Duncan (R-TN) and Ranking Member Eddie Bernice Johnson (D-TX).

The last WRDA bill was signed into law in 2000. In the intervening half-decade, as demand for critical water resources projects has accumulated, so have the costs to implement them, making it more difficult to secure passage of a new WRDA.

Nagle noted that the most important thing HR 2864 does, in addition to needed project authorizations, is set the stage for timely biannual authorization bills in the future.

He said that approving a WRDA bill every two years ensures the competitiveness of America's exports while permitting the country's access to low-cost imports, which helps control inflation.

EBDG Adds to Team

Roy Neyman has joined Elliott Bay Design Group (EBDG) as Project Manager, bringing with him nearly 30 years of marine industry experience with both

government and commercial ship design, construction, and operation projects. David Wright has joined EBDG also, bringing more than 16 years of drafting and design experience. In his role as Marine Designer he is currently supporting the design of a series of landing craft vessels that will soon begin construction at Kvichak Marine Industries.

GlobalSantaFe SCORE Rises Again

Worldwide oil and gas drilling contractor GlobalSantaFe Corporation reported that the company's worldwide SCORE, or Summary of Current Offshore Rig Economics, for June 2005 was up 9.2 percent from the previous month's SCORE.

GlobalSantaFe's SCORE compares the profitability of current mobile offshore drilling rig dayrates to the profitability of dayrates at the 1980-1981 peak of the offshore drilling cycle. In the 1980-1981 period, when SCORE averaged 100 percent, new contract dayrates equaled the sum of daily cash operating costs plus approximately \$700 per day per million dollars invested.

Whitley Joins Rigdon

Jim Whitley was appointed Director of Technical Services for Rigdon Marine. He will be responsible for vessel engineering, new construction, maintenance and repair, vessel documentation, and regulatory compliance.



Larry Rigdon said. "His comprehensive oversight of the technical operations of our vessels, including maintenance and repair, will provide a safe environment for our crews and an operating fleet of the highest quality for our customers." Whitley earned his Bachelor of Science in Naval Architecture and Marine Engineering from Webb Institute of Naval Architecture. He previously worked for Rigdon Marine as an independent contractor, overseeing the engineering support and onsite management of the construction of the company's ten GPA 640 class platform support vessels in Mobile, Ala.

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D379	\$3,182*	VT504	\$925	4-71X	\$646**
D398	\$4,627*	VT555	\$1,075	6-71	\$795*
D399	\$6,519*	VT903	\$1,525	6-71X	\$885**
G379	\$3,394*	KT/KTA19	\$2,420*	6V71	\$795*
G398	\$5,361*	KT/KTA38	\$5,220*		
G399	\$6,936*	KT/KTA60	\$7,450*		
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Rosborough Boats Introduces New RIB

Rosborough Boats of Halifax Nova Scotia has introduced a new line of semi-custom RIBs. The Rough Water line was developed to meet the growing demand for RIBs that have more personnel carrying capacity, workability space and operational stability. The Wide Body Rough Water 30 boasts a full 6 ft. working floor width, five crew wheelhouse and a forward area suitable for equipment and safety gear.

Working and cockpit floor areas are large with a fore deck area at the bow. All decks are molded in nonskid and hatches are tread plate. The under floor area forward accessed through two water tight hatches offer storage and carry hold capacity.

The dual fuel tanks are equal in capacity and together provide a total 170 imp. gallons for extended operations.

Construction of all the Rough Water hulls, floors and superstructure components is with vinlyester resins and combination of material engineer to exacting scantlings. Layout configurations are semi custom to fit the individual use at hand. Rough Water RIBs have a heavy weight Hypalon collar with a unique attachment system that allows changing of the collar by the user to minimize down-time in the event of damage.

The wheelhouse is configured with pilot doors each side and full sliding rear doors to aft work area. A nonskid side deck system allows for ease of travel up the side of the vessel without walking on the Hypalon tube set and there is a crouch access hatch forward out through the cuddy as well.

Fifteen 30-ft. Rough Water full wheelhouse wide body boats are now owned by the Canadian Coast Guard and Canada's Fisheries & Oceans Conservation and Protection Police, for operation and training in Quebec, New Brunswick, Prince Edward Island, Nova Scotia and Newfoundland. These units supplied to the Canadian DFO and CCG are equipped with diesel furnaces for year round operations in the North Atlantic & Gulf of St. Lawrence.

Powered with twin Yamaha 150 hp four stroke outboards, the Rough Water 30 develops speeds of 40 knots with continuous cruise speeds up to 35 knots. Rosborough's test version of the Rough Water 30 wide body was configured with a pair of Mercury 225 hp. EFI Offshore outboards that provide a top speed of 55 knots with a continuous cruise of 45 knots.

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SEAPRO, Workskiff Team Up

Workskiff, Inc., builder of aluminum boats for severe service, has recently delivered three oil spill response boats for Southeast Alaska Petroleum Resource

Organization (SEAPRO), Southeast Alaska's Response Action Contractor and Oil Spill Removal Organization.

The boats will be used for preventative booming of ships to contain accidental fuel or oil discharges and oil spill cleanup operations; providing a rapid response for

any SEAPRO member company who has an oil spill. The SEAPRO hulls feature a small center console with windshield and box seat, tow bit, rope guard, rubber guard rail, lifting eyes, push knees and bimini top.

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Pritchard notes "We will be using these small boats for booming and anchoring duties in less than ideal conditions. They are well built, very stable, and they like the 115 hp four-stroke combination we have powered them with. The 19 appears to be the perfect tool for the job". Workskiff's Leslie Smith adds; "When we can help make our customers work safer and

smarter, we have fulfilled our mission. We are honored to serve SEAPRO and the entire spill response community."

Workskiff 19 ft. specifications: Workskiff uses only marine grade 5086 aluminum. Length, 19 ft. beam 93 in.; midship depth 44 in.; side height 37 in.; Full-depth longitudinal girders are used in an integrated foam-filled double bottom con-

struction. A 6 ft. wide self-bailing aft deck and twin 30-gallon fuel tanks are standard. Like all Workskiff boats, the 19 ft. model is unsinkable and trailerable.

Circle 22 or Reader Service Card

NASSCO Makes Three Management Appointments

National Steel and Shipbuilding Company (NASSCO) has announced a number of senior management appointments.

Steve Stroebel has been promoted to vice president of material, a new position. Stroebel was most recently director, materials with additional responsibility for the purchasing department. He began his career in 1976, serving as a nuclear engineer in the U.S. Navy until 1981. After graduate school, he joined Andersen Consulting (now Accenture) in 1983 as a management information systems consultant. He joined NASSCO in 1991 in the company's information systems department and subsequently held management positions in Manufacturing Systems and Production Control.

Bob Hillstrom has been promoted to

Vice President of Production, filling a vacant position. Hillstrom, 47, has over 25 years of shipbuilding experience in production and engineering disciplines. Hillstrom began his career at NASSCO in 1980, serving in various production management positions. He became Director of the Steel Department in 2004. He has managed NASSCO's Assembly, Steel Erection and Rigging Departments.

Steven Davison has been promoted to Vice President, Operations Support, a new position. Davison, 44, joined NASSCO in 1995 and was appointed Director, Planning and Facilities Engineering in 2003 after holding various management positions in both production and pre-production departments. His most recent position was Director, Ground Outfitting and Outfit Trades. Davison started his shipbuilding career in 1979 as a sponsored student with Harland & Wolff Limited in Belfast, Northern Ireland. His career with H&W included management experience in marine slow-speed two-stroke diesel engine manufacture, commercial shipbuilding production management, planning and offshore engineering project management and construction.

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Roberts: NY Tug Races Back on ... Probably



Capt. Jerry Roberts (L) presides over the tattoo competition during the 2003 tug races. Tattoo must be on a part of the anatomy "that can be shown in public." (Don Sutherland)

Capt. Jerry Roberts, master architect of the Intrepid Tug Challenge of the past thirteen years, has announced plans to bring the Labor Day event to the National Lighthouse Museum at St. George, Staten Island, where he recently signed-on as executive director. "We'd have preferred announcing this earlier," said Capt. Roberts, "but only once it was absolutely, completely a closed issue at the Intrepid did we feel at liberty to proceed."

At presstime, Capt. Roberts expressed hope the event could be held at the Lighthouse Museum's pier on the traditional Labor Day date. "There's an enormous amount to be done, and only a short time. We'd have to ask supporting tug companies how they'd feel if the event were held off until a week or two later. I think the main thing is to have an event this year. Best of all on Labor Day, but regardless, this year."

The City's Economic Development Corporation, the Lighthouse Museum's landlord, has forwarded a list of issues it would want to address, "mostly procedural things that the EDC needs to know, such as insurance or damage issues regarding the pier." Capt. Roberts described an offer of assistance from Staten Island Borough Hall to help expedite approvals.

CR Towing of Staten Island has spearheaded industry participation in the relocated event. Within two days of Capt. Roberts' announcement support had been voiced from as far as Portland, ME, and Waterford N.Y., where the New York State DOT has committed its tug Urger to a New York appearance. K-Sea's Capt. Rick Falcinelli expected his company would send its usual behemoths to "kick butt," and would also probably help underwrite the barbecue as before.

"The Pier 63 people were beautiful," said Capt. Roberts, "offering their facility if we need it. It's not out of the question, but I'm

mindful of the vessels like the *Frying Pan* and the *Harvey* that tie-up there."

The New York tug races could be a socko debut for the Lighthouse Museum's facilities. Capt. Roberts needs to assemble much of the support formerly provided by the Intrepid museum, such as security, deck personnel, and so forth, and invites everyone with the skills, the time and inclination to sign-on.. Things should be happening fast when you read this, so Capt. Roberts suggests consulting the Museum website for the latest updates: www.lighthousemuseum.org. — Don Sutherland

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M/V Chenega Sets Sails

Alaska's second fast vehicle ferry, M/V Chenega, sailed from Auke Bay late last

month, en route to Prince William Sound, where it will serve the communities of Cordova, Valdez, and Whittier. The ferry is expected to enter revenue service on about August 26, following nearly a

month of crew and route training.

"We are very pleased to finally have the Chenega under way," said Captain John Falvey, General Manager of the Alaska Marine Highway System. "Labor issues

have put it about two months behind schedule in going to Prince William Sound, but we now have the vessel on its way to Cordova, so we are looking forward to its arrival there."

"She has a crew of 14 on board, led by Captain Pete McMahon," Falvey said. "After their arrival in Cordova, the crew will undergo 96 hours of training for the vessel, which should wrap-up by August 12. After that, the Chenega will have to make 12 non-revenue round-trips to each of the ports she will serve in Prince William Sound. We are targeting August 26 to have that completed, at which time we will welcome aboard our first passengers."

Falvey said that, while the period during which the Chenega will actually be able to carry passengers in PWS will be relatively short before the vessel returns to Southeast in mid-September, the major benefit is in getting the training taken care of this summer. "When she returns to Cordova in May next year, we will not have to delay for route training at that time, and should be able to start carrying passengers right away," he said.

Chenega is an aluminum, catamaran hull vessel designed to carry 250 passengers and 35 average sized vehicles. It is 235 feet long, with a 60 ft. beam and an 8 ft. draft. It is powered by 4 MTU diesel engines, driving four Kamewa waterjets. Its service speed is 32 knots, with a top speed of 42 knots. It was built by Deree-tor Shipyards of Bridgeport, Connecticut at a cost of \$38 million.

Keppel FELS Wins \$130M Rig Order

Keppel FELS Limited (Keppel FELS) won a contract to build a \$130 million jackup for Gulf Drilling International Ltd.

The jackup, to be named GULF-5, will be delivered by end 2007. This is GDI's second jackup with Keppel FELS and follows shortly after the first rig, GULF-4, was signed in December 2004. GULF-4, whose keel was laid this morning at the Keppel FELS yard, is due for delivery end 2006. Both GULF-4 and GULF-5 are of Keppel's proprietary KFELS B class design, and suitable for operation in the Arabian Gulf and Indian waters. When completed, they will form GDI's fleet of five rigs. Mr Yousif R. Al-Khater, Managing Director of GDI, shared, "Keppel FELS is our choice partner as they have the tried and tested KFELS B class rigs that are operating successfully in different parts of the world. We are also impressed with their engineering capability and excellent execution of the Gulf-4 currently under construction at its yard."

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Schwarzenegger Announces \$5M Port Grant

Gov. Arnold Schwarzenegger announced a \$5 million grant to improve port security at 11 of California's ports during a visit to the San Diego Coast Guard Joint Operations Center.

"In California, we have many threat targets, including large urban areas, mass transit, railways, and international icons like the Golden Gate Bridge," said Gov. Schwarzenegger. "And that is why we are doing everything it takes to achieve one objective: making our state's homeland security capability every bit as effective as we need to prevent a terrorist attack."

California's ports bring in 43 percent of the nation's cargo containers.

The \$5 million in state grants will be used for communications equipment, physical security improvements such as cameras, lighting and fencing, underwater surveillance, personal protective equipment for port first responders and training for port security personnel. The money will be divided by California's 11 ports as follows:

- Hueneme \$450,000
- Humboldt Bay \$150,000
- Long Beach \$750,000
- Los Angeles \$750,000
- Oakland \$750,000
- Redwood City \$150,000
- Richmond \$450,000
- San Diego \$750,000
- San Francisco \$450,000
- Sacramento \$150,000
- Stockton \$150,000

In addition to the grant money, the state's Office of Homeland Security (OHS) has taken a number of steps to ensure the safety of the people of California. OHS has funded, through the California Maritime Academy, a \$400,000 training program to use port workers to assist in port security efforts. OHS has also established the State Terrorism Threat Assessment Center and four Regional Terrorism Threat Assessment Centers to facilitate information sharing and analysis between federal, state and local law enforcement agencies. The Coast Guard and the harbor police are part of this effort.

Gov. Schwarzenegger made the \$5 million grant announcement at the ceremonial grand opening of San Diego's Coast Guard Joint Operations Center (JOC), one of two centers in the nation to have this type of federal and local cooperation that maximizes port security, communication and collaboration. The JOC, a partnership between the U.S. Department of Defense, the California National Guard, the Port of San Diego and the San Diego Harbor



At a press conference, California Governor Arnold Schwarzenegger said, "We are doing everything it takes to achieve one objective: make our state's homeland security capability every bit as effective as we need to prevent a terrorist attack."

Police, operates around the clock and merges local and federal monitoring and surveillance systems for vessels, swimmers and divers. The center also serves as a dispatch center and command center for all port security activities.

In addition, on July 27, Governor Schwarzenegger sent letters to members of Congress regarding Homeland Security funding.

In a letter sent to the Chairmen and ranking members of the Senate and House



Governor Schwarzenegger joins Admiral Kevin J. Eldridge, USCG, Commander, Eleventh Coast Guard District and Matt Bettenhausen, Director, Office of Homeland Security, State of California, onboard a UTB-41 Coast Guard boat to observe coast guard port security drills.

Committee's on Appropriations, and cosigned by New York Governor George Pataki, Florida Governor Jeb Bush and Texas Governor Rick Perry, Governor Schwarzenegger expressed his concern regarding the distribution of Homeland Security funding to the states and reiterated his support for funds being distributed based on specific threats and vulnerabilities.

New funds will go to

- Adding cameras, lighting, and fencing
- Training port security personnel to assess and identify security risks
- Purchasing communications equipment



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Circle 226 on Reader Service Card

Better Pollution Prevention Equipment Will Soon Become Mandatory: But Exactly When and How?

By Jonathan K. Waldron

For as many problems people have operating the myriad of technological gadgets they collect - from Blackberries to cell phones to personal computers - the world is generally better off with technological innovation. And although human technological inventions have often produced harmful byproducts such as pollution, in recent years scientists and engineers have focused their attention on leveraging technology to cure environmental problems. The Marine Environmental Protection Committee ("MEPC") of the International Maritime Organization ("IMO") recently made a move to fill a much-needed technological gap when it issued a resolution to improve pollution prevention equipment used aboard ships.

Specifically, resolution MEPC.107(49) was published on July 18, 2003, to enhance existing oily water monitor and separator performance and testing standards due to recent advances in system technology. The resolution provides a uniform interpretation in determining appropriate design, construction, and operational parameters for pollution prevention equipment when such equipment is fitted to new ships of greater than 400

gross tons and when new systems are fitted to existing ships of greater than 400 gross tons. The resolution became effective as guidelines for new equipment installed on new and existing ships on January 1, 2005. Ultimately, Resolution MEPC.107(49) will be officially adopted as a standard as part of the new revisions to MARPOL Annex I scheduled to be effective January 1, 2007.

The specifications call for a bilge separator that can produce effluent with an oil content of less than 15 parts per million ("ppm"), a bilge alarm to alert operators when limits have been exceeded and appropriate automatic stopping devices to prevent effluent that exceeds the 15 ppm limit from being discharged overboard. Although the 15 ppm effluent standard has not changed, the new equipment called for in the resolution is better designed to handle emulsions, solvents, and surfactants, which were difficult at best to handle with older technology.

The Coast Guard issued Policy Letter 04-13, Revision 1, on March 24, 2005, to alert the industry of the IMO resolution and provide interim guidance for inspection and testing procedures of oily water separators and monitoring systems meet-

ing MEPC.107(49). Until regulations are adopted, the Coast Guard will rely on the Policy Letter during regularly scheduled inspections of oily water monitor and separator systems on U.S.-flag vessels and Port State Control examinations of foreign vessels. The Coast Guard intends to publish a Notice of Proposed Rulemaking in the near future to incorporate the new performance and testing procedures of Resolution MEPC.107(49) into U.S. regulations. The Policy Letter makes it clear that compliance with Resolution MEPC.107(49) is optional until entry into force of the MARPOL Annex I amendments. In essence, the Policy Letter provides a checklist for Coast Guard marine safety personnel to carry out inspections of U.S. and foreign-flag vessels. The checklist includes: (1) verification that the oily water separator and oily water monitor/bilge alarm have been approved by the Coast Guard or appropriate Administration; (2) conduct a cursory review of 15-ppm bilge monitoring/alarm records; and (3) verification of the accuracy of the 15-ppm oily water monitors or bilge alarms completed by an authorized equipment testing company at each International Oil Pollution Prevention Certificate



Jonathan K. Waldron

renewal. There is one major problem with the way MEPC.107(49) is written with regard to implementation of these requirements for existing vessels. The resolution states that the provisions are effective for installations fitted to new ships and for "new installations" on already built ships "in so far as is reasonable and practicable." However, with regard to new systems installed on existing vessels, it is unclear how much of a new system must be installed in order to trigger the requirements of MEPC.107(49). In other words, if only parts of an oily water monitor or separator are replaced, are the requirements triggered? If not, which parts, or how many parts, can be replaced without forcing a complete replacement? Can maintenance personnel forever replace parts piecemeal, even when a complete replacement is needed, in order to prevent the expense of a whole new system? These are questions that must be carefully considered, and commented upon when the Coast Guard initiates its rulemaking on these new requirements.

In conclusion, owners, operators, manufacturers and interested parties should monitor the Coast Guard's rulemaking implementing Resolution MEPC.107(49) to determine if U.S.-flag vessels will be required to comply with Resolution MEPC.107(49) earlier than January 1, 2007. In addition, owners and operators of existing vessels and manufacturers of equipment should monitor IMO implementation of Resolution MEPC.107(49), including developments regarding the interpretation of the meaning of "replacement," as related to when new equipment conforming to Resolution MEPC.107(49) must be installed.

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QUALIFICATIONS: Candidates must possess a valid U.S. Coast Guard license as Inland Mate of Steam and Motor Vessels of any Gross Tons, or higher, with an endorsement as Radar Observer and three years experience as deckhand. License must be kept for duration of employment.

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Circle 253 on Reader Service Card

MarAd Announces New RRF Contracts

A Department of Transportation program that helps supply U.S. military forces in the combat theater will continue supporting the Department of Defense and other U.S. government agencies under new contracts announced. The Department of Transportation's Maritime Administration (MarAd) announced that its all-cargo fleet of fifty-four Ready Reserve Force (RRF) ships will be maintained by nine American owned and operated ship management firms under a new set of contracts that have an estimated total value of \$1.9 billion over 10 years.

"We have seen first hand that the Ready

Reserve Force provides a vital link to the men and women of the armed services by carrying thousands of military vehicles, aircraft and other materiel to support operations in Afghanistan and Iraq," U.S. Transportation Secretary Mineta said. "This is an extremely cost effective and well-run program that keeps us prepared to rapidly respond to the military's needs."

The RRF ships are kept in a high state of readiness at fifteen ports located on the Atlantic, Pacific, and Gulf coasts of the United States. Some ships also are kept in a prepositioned status overseas. There have been 91 activations of Ready

Reserve Force Ships since December 2002. RRF ships have carried nearly 14,927,306 square feet of cargo — about 310 football fields of materiel. Most of the new ship management contracts are built on a four year base period and include two three-year extension options that will be based on the company's performance. The management firms are responsible for keeping the ships in a constant state of readiness and getting the ships fully crewed with U.S-citizen merchant mariners when an activation call goes out. "The Ready Reserve Force has moved an extraordinary amount of cargo

over the past several years and our nation's maritime industry has kept this fleet in good working order and worked diligently to show its value," Acting Maritime Administrator John Jamian said.

The Ready Reserve Force was established in 1976 and was significantly strengthened after the Gulf War in 1991 in order to ensure the military's continued access to cargo capacity. Many of the ships have unique capabilities and have been used for humanitarian missions such as carrying aid to Haiti and participating in the December 2004 tsunami relief efforts.

2005 Ship Manager Contract Awards

Contract Number	Contractor	Ship Group	Vessels	Est. Value (Base + Option Years)
DTMA8C50001	Maritime Transport Lines, Inc.	1	CAPE EDMONT, CAPE DUCATO, CAPE DECISION, CAPE DOUGLAS, CAPE DIAMOND, CAPE DOMINGO	\$104,430,540.00
DTMA8C50002	Horizon Lines, Inc.	2	CAPE LAMBERT, CAPE LOBOS	\$12,331,010.00
DTMA8C50003	Keystone Shipping Services, Inc.	3	CAPE RACE, CAPE RAY, CAPE RISE	\$50,714,263.00
DTMA8C50004	Crowley Liner Services, Inc.	4	CAPE WASHINGTON, CAPE WRATH	\$33,039,260.00
DTMA8C50005	Interocean American Shipping	5	GOPHER STATE, FLICKERTAIL STATE, CORNHUSKER STATE	\$36,445,545.00
DTMA8C50006	Matson Navigation Company	6	CAPE JACOB	\$1,582,811.55
DTMA8C50007	Keystone Shipping Services, Inc.	7	CAPE KENNEDY, CAPE KNOX	\$34,638,090.30
DTMA8C50008	Crowley Liner Services, Inc.	8	CAPE TAYLOR, CAPE TEXAS, CAPE TRINITY	\$48,295,485.00
DTMA8C50009	Keystone Shipping Services, Inc.	9	CAPE VICTORY, CAPE VINCENT	\$34,640,530.30
DTMA8C50010	Pacific Gulf Marine, Inc.	10	DIAMOND STATE	\$17,210,453.00
DTMA8C50011	Interocean American Shipping	11	PETERSBURG, CHESAPEAKE	\$21,327,570.00
DTMA8C50012	Patriot Contract Services, LLC	12	ADM WM M CALLAGHAN, CAPE ORLANDO	\$29,967,030.00
DTMA8C50013	Pacific Gulf Marine, Inc.	13	CAPE HENRY, CAPE HORN, CAPE HUDSON	\$47,463,304.00
DTMA8C50014	Crowley Liner Services, Inc.	14	CAPE INTREPID, CAPE ISLAND, CAPE INSCRIPTION, CAPE ISABEL	\$65,852,820.00
DTMA8C50015	Matson Navigation Company	15	COMET, METEOR	\$20,775,014.20
DTMA8C50016	Pacific Gulf Marine, Inc.	16	KEYSTONE STATE, GEM STATE, GRAND CANYON STATE	\$47,333,553.50
DTMA8C50017	Pacific Gulf Marine, Inc.	17	ALATNA, CHATTAHOOCHEE, NODAWAY	\$20,754,820.70
DTMA8C50018	Patriot Contract Services, LLC	18	CAPE GIBSON, CAPE GIRARDEAU	\$29,967,030.00
DTMA8C50019	Crowley Liner Services, LLC	19	WRIGHT, CURTISS	\$34,872,540.00
DTMA8C50020	Ocean Duchess, Inc.	20	CAPE MAY, CAPE MOHICAN	\$34,923,320.00
DTMA8C50021	Patriot Contract Services, LLC	21	CAPE FLORIDA, CAPE FLATTERY, CAPE FAREWELL, CAPE FEAR	\$42,173,090.00

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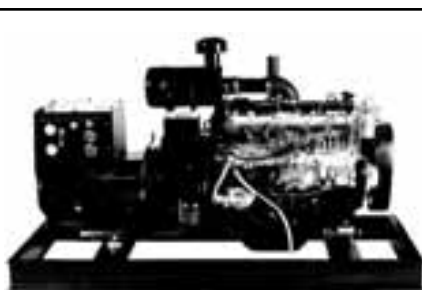
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LSI: The Need for Training is Real

By Jeffrey Dingle, CPP

Maritime cargo has always been a source of risk. As cargo moves, many potential opportunities present themselves for theft, loss or damage. Quality training has always been a good method to reduce theft, damage or loss. Proper training can help to prevent problems, and ensure that your staff knows what to do when a problem does occur. Proper training can reduce liability and make your security staff operate more efficiently. The need for training is real, and beginning to gain recognition in the maritime world.

In order to get value, the training must accomplish several things; the training must meet a need you have, or expect to have in the future, the training must be consistent, the instructors should be knowledgeable in their field and have training and experience in the world of adult education, and lastly, the training should be credible and not award a bogus "certification."

The training must meet a need you have, or expect to have in the future. Law enforcement organizations have fallen into a trap in many states. Most states require a minimum number of hours of "In-Service" training each year in order for a police officer to maintain his or her police certification. The problem seems to be that there is seldom a specific requirement for the training. Agencies are more concerned about the number of training hours, opposed to being concerned about the content and



LSI operates a 24,000 sq. ft. training facility and trains government and commercial security specialists.

quality of the training. This "hours requirement" often results in the training being selected because it is at a convenient location, or at a convenient time; even though the content is useless or repetitive to the officer. Ideally, training should cover topics that are immediately beneficial to the student. The student must see the value in the training, and the connection to his or her job. It's hard to keep someone interested in training if they don't see the value the training brings to their job.

Training must be consistent. People attending the same class, but at different times, should get essentially the same information. This requires lesson plans, organization and quality control. Training is often hastily put together, and often lacks consistency. Any training should be documented by the organization provided the training. Many training organizations, whether in-house or contract, keep a "file copy" of every training class presented. This includes copies of lesson plans, handout material and all presentation material. Training can often differ from class to class, as current events may change what is taught in the class. A file copy of the training can become essential in the event of a negligent security or inadequate training lawsuit to prove exactly what was taught.

The instructors should be knowledgeable in their field, and have training and experience in the world of adult education. In my career, I have noticed several things about instructors. There are a significant number of people that are very knowledgeable in each field or specialty that exists. There are also a significant number of very good instructors. There are not, however, a significant number of security instructors that are both very knowledgeable and very good instructors. Just because you are knowledgeable in your field doesn't automatically make you a good instructor. Good instructors typically start as industry professionals, have formal training in adult learning instructional techniques, and develop over time.

Lastly, the training should not award a bogus "certification". There is no possible value to a "certification" awarded after a two-day seminar. There is a huge difference between a certificate of attendance and a certification. True certifications involve many hours of training plus additional education and experience requirements. Legitimate certifications involve oversight from an outside accreditation body, and should not be dependent on one specific training class. Beware of self-certification. Self-certification means that a certification exists only because the certifying body says it exists, and there is no outside oversight. After 9-11, a Certified in Homeland Security certification was created by a private company. The only requirement for certification was experience in the military, as a police officer as a firefighter, in private security or as a physician. Let me re-state that, the only requirement is experience, plus \$350, paid with the application.

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New Dredge Goes to Work on Upper Mississippi

By Larry Pearson

A new, "environmentally friendly" dredge has joined the U.S. Army Corps of Engineers in the St. Paul, Minn. District. The dredge Goetz was christened June 24, 2005, at the Mississippi River levee at Winona, Minn. The 20-in. cutter head dredge was named in honor of William L. Goetz, longtime chief of the St. Paul District's Construction-Operations Division. Goetz was a leader in adopting new dredging practices required by changes in environmental laws in the 1970's.

The new dredge incorporates modern technology that will support efficient and environmentally safe dredging operations consistent with Goetz's philosophy.

Key to the design philosophy behind this dredge is its diesel electric design. "With a diesel electric system, the use of hydraulics is at a bare minimum," said A. K. Suda, whose Metairie, La.-based firm designed the Goetz. "With no hydraulics, there is no hydraulic oil to leak into the river," Suda added.

All of the main systems that use power are driven by electric motors. "Electric motors run quieter and cleaner

than hydraulic systems and diesel engines that run below or above the power curve produce polluting emissions," Suda said. The AC variable frequency electric winches, cutter and pump drives offer advantages in control, efficiency, noise abatement and environmental friendliness giving the Goetz a projected life of 50 years or more.

The Goetz is 225 ft. long by 40 ft. wide with an eight-foot depth and a five-foot draft. Air draft is 45 ft. and the dredging depth is 28 ft. at a 45-degree angle. The vessel uses a 22-in. diameter suction pipe and a 20-in. discharge pipe. LeTourneau Shipyard in Vicksburg, Miss. built the Goetz. Prime contractor was Oilfield-Electric-Marine, Inc. (OEM) of Houston, Texas. Both OEM and LeTourneau are divisions of Rowan Companies, whose major business is building offshore oil drilling rigs.

The hull of the Goetz was constructed under ABS classification Maltese-Cross A-1 Barge River Service. All equipment hard points were analyzed to transmit weight to hull members and reduce vibration to as low a level as reasonably possible.

As with any dredge, the key specification is its pump-

ing capacity. The Goetz will produce an estimated 1066 cubic yards of a water-sand slurry (25 percent solids) at 5,000 ft. through a 20-in. discharge line.

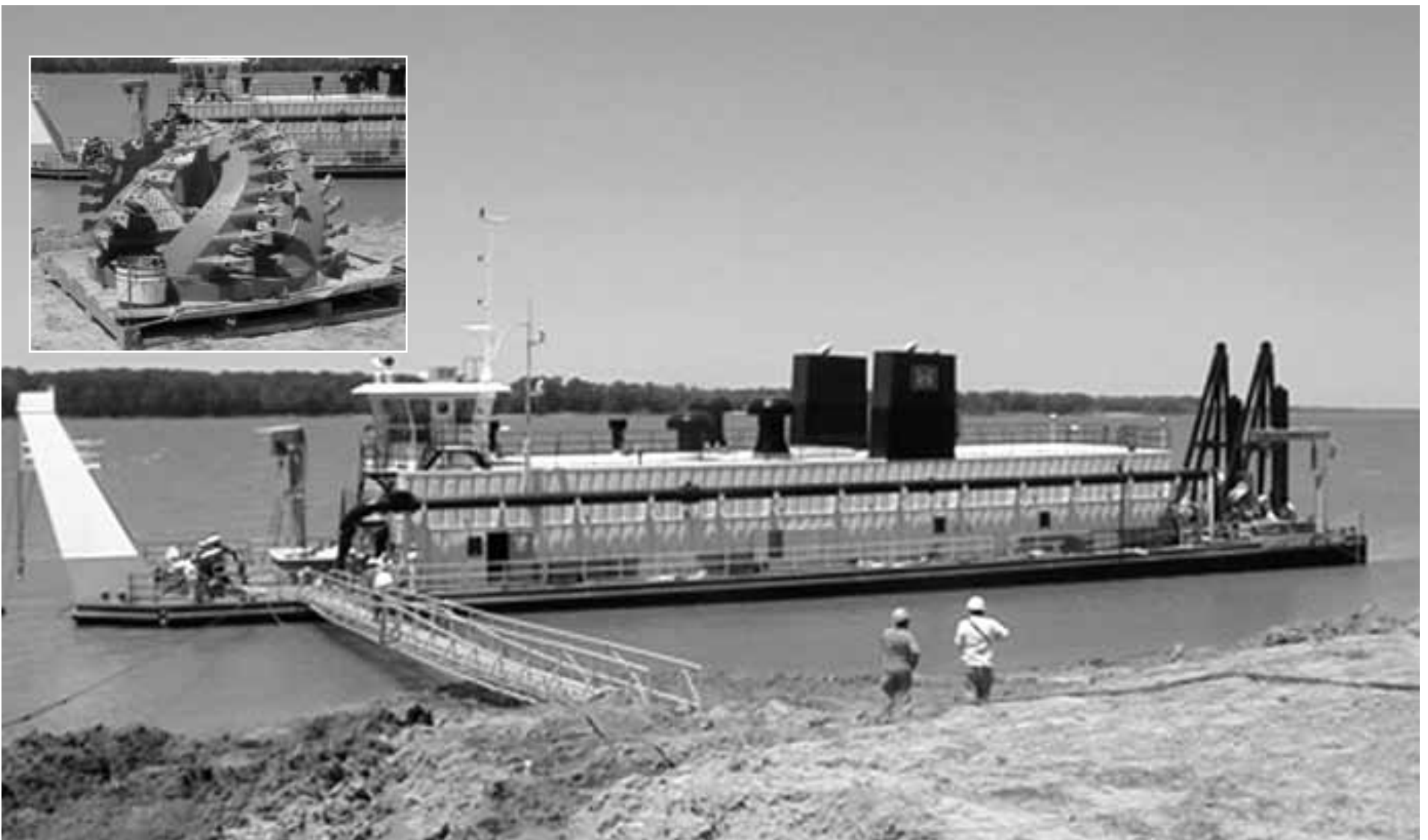
The Goetz uses a GIW model 22 x 20 x 54 pump rated at 1812 hp passing a flow of 17,000 gpm rotating at 491 rpm. A Lufkin single reduction parallel shaft speed reducer (gearbox) transmits a minimum of 1800 hp from a motor speed of 690 rpm.

Two dredge pump electric motors are installed in series powering the gearbox producing 1811 hp at 690 rpm. The two motors use 480 VAC 3-phase, 40-76 hertz with 117 hertz maximum. The electric motors are TT 1150 AC Vector Duty motors by OEM.

The pump motors are controlled and driven by an OEM V31800 AC drive system. The drive is rated at 1700 kW continuous duty with 150% overload capacity. "The drive system takes AC current from the generators rectifies it to DC and inverts it back to AC at a designated frequency and voltage," said Pat Williams, director of dredging and marine for OEM.

The Goetz can also deliver its 1,066 cubic yards of

The U.S. Army Corps of Engineers dredge Goetz at LeTourneau Shipyard, Vicksburg, Miss. Inset is one of two styles of dredge heads carried by the Goetz.



DREDGE REPORT

slurry per hour at 10,000 ft. via a booster pump arrangement.

At the end of the 5,000 ft. of pipe, a small barge holding a skid mounted pump is driven by a diesel engine. This arrangement will boost delivery of the slurry an additional 5,000 ft.. The pump, similar to the one located on the dredge, is direct driven by a Caterpillar 3516 diesel engine. The engine is rated at 1,855 hp at 1,200 rpm.

The engine has a 1,950-gallon diesel fuel tank located within the main skid frame. The engine is turbocharged, after cooled and uses a radiator to cool the circulating water. Operation of the booster pump is controlled from the control house of the dredge via a radio wave interconnection between the dredge and the booster pump station.

A Lufkin gearbox reduces the booster engine rpm from 1200 to 490 rpm.

One of the unique features of the Goetz is the production monitor that takes a sampling every second of cross-sectional density and the flow rate within the slurry pipe giving a momentary mass flow. From that value the volume of solids in cubic yards or tons per hour can be calculated.

The Goetz has three capstans, two forward and one aft. Three 10 hp electric motors controls the operation of the capstans.

A davit-style deck crane is located forward and is sized to handle main deck components and be able to place the

largest single pump component on the barge along side of the dredge.

The vessel has two spuds, both in the aft end of the vessel dredge. One is a "walking spud" that allows precise movement of the vessel during dredging operations. The other spud is for position holding while resetting the walking spud. Electric motors lift and lower both spuds via winches. The zero position of both spuds is when they are at the bottom of the hull.

Each spud is 42 ft. long, 30-in. in diameter with a 1.25 in. average wall thickness. The spuds are encased in spuds wells.

The Goetz is equipped with cutter heads attached to a ladder that lowers to the river bottom. A 150 HP winch is provided and utilizes the OEM 3000 series drive system for control of both speed and torque. Two additional 150 hp Lantec winches are supplied as swing winches for lateral movement of the ladder with its cutting head.

The cutter head has a 352 hp electric motor derated to 302 hp. The electric motor also has a speed reducer to bring the rpm down to 50 rpm for the cutter head.

Power for this diesel electric dredge comes from a pair of Caterpillar 3516 B diesel engines connected to generators producing 1,285 kW each. The engines are four-cycle, ABS certified, Marpol compliant, turbocharged and after cooled. The generators are capable of being run in parallel. A box cooler is used to cool the

engine water.

Fuel for these two engines comes from a pair of 12,500 gallon tanks in the hull of the Goetz.

OEM chose generator engines running at 1,200 rpm M rather than 1800 rpm for several reasons including a 12 percent reduction in fuel consumption over a Caterpillar 3412 engine running at 1800 rpm.

In addition, the 1200 rpm engine reduced exhaust emissions, noise, maintenance and increase engine overhaul time.

OEM also supplied the switchgear and generator control panel. A shore power connection is also supplied with a shore power breaker and a phase sequence-reversing switch is included to correct the incoming phase of the current.

Much of the electrical control equipment is centralized within an electrical control room

on the main deck. The space also contains transformers to supply 120 volts and lower voltage for other equipment.

The second deck is dominated by the control house 14 ft. x 14 ft. x 10 ft. It is air conditioned and heated with 360 degree tinted glass windows, an operators console, an operator's chair and anti-vibration mounting.

The control house sits atop a day room to give the control house operator a better line of sight to spud equipment and to view the surrounding river conditions.

The dredge Goetz has replaced the 67-

year-old dredge William A. Thompson. "The Thompson was the last of its breed, a self-propelled hydraulic cutter dredge with quarters on board," said Jim Maybach, plant engineer. "The Thompson was one of the last vessels built with a wrought iron hull. You can't buy wrought iron anymore," Maybach added.

The Goetz is unpowered and offers no crew quarters or galley. It will take a fleet of four boats to replace the Thompson. SeaArk Marine, Monticello, Ark., has delivered the crew boat Peck in June 2005 and the towboat General Warren will be completed in 2006. If funded, the quarters barge Taggatz will be completed in 2007.

The dredge cost \$9.8 million, the towboat \$5.6 million and the quarters barge \$10 million and the crew boat \$2.6 million.

That brings the total fleet cost to \$28 million. It is expected to increase the production by 30 percent plus reduce fuel costs and cut potential pollution from hydraulic oil spills and diesel engine exhaust emissions significantly.

The dredge William A. Thompson is expected to stay with the new dredge supplying quarters and a galley until those functions are available from the new vessels under construction.

The dredge Goetz will be used to maintain 850 miles of the Upper Mississippi River, 355 miles of the Illinois River and 24 miles of the St. Croix River to a depth of nine-ft. in the channel.

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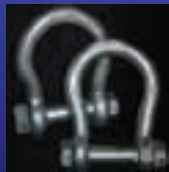
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The Cellular Giant in the GOM

By Larry Pearson

We are all familiar with their names...Alltel, T-Mobile, Verizon, Virgin Mobile and others. These are the giants in the cellular telephone industry. Recently there have been buying wars among these giants, trying to increase market share from a "talk happy" nation.

But if you are trying to call to or from the Gulf of Mexico add another name to your list: PetroCom. PetroCom LLC, Harahan, La. has engineered and installed the first all digital cellular communication network in the Gulf of Mexico.

The network delivers approximately 100,000 square miles of coverage in the

GOM. In 1982, a Motorola engineer founded PetroCom to establish reliable communications service in the GOM. From a technical standpoint, the company knew that it did not want to use microwave towers as the system backbone. "Too unreliable," said current president and Chief Operating Officer Ken Wright. Instead, PetroCom based their system on C-band satellite service.

The network grew to include 30 remote cell sites (located on oil/gas platforms) and 16 cell extenders. The coverage extends from South Texas to Mobile Bay and as far as 180 miles into the Gulf.

The service was analog and was quite

adequate for the time. Land based cellular networks at the time were also based on analog technology and although mobile, early cell phones were quite bulky as those who remember the old "telephone in a bag" will attest.

In 2004, PetroCom installed the first digital communications service in the GOM that was basically an overlay to their current analog service from a coverage standpoint.

Working with Ericsson and Siemens, PetroCom upgraded its cellular communications system to the world's leading wireless global standard, GSM or Global System for Mobile Communications. This

standard already serves over one billion subscribers in more than 200 countries.

Siemens is providing base station equipment and Ericsson provides the network switching technology and it is through these industry leaders through which PetroCom is delivering its network.

PetroCom has deployed this system for delivery of advanced mobile data services such as video downloading, full multimedia messaging, high-speed color Internet access and email on the move.

"We built and installed this system in about 120 days last summer," Wright said.

"Our digital cellular service is absolutely seamless and offers advanced features

One of the more than 50 cell sites in the Gulf of Mexico that is the backbone of the PetroCom cell network. This site is on a platform in the East Cameron Block.



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such as caller ID, call waiting, voice mail plus data services," Wright added.

Nonincendive Wireless Phone

"While responding to the needs and requests of our offshore oil customers, we found that a telephone for use in potentially hazardous environments or locations was not available," Wright noted. Called nonincendive phones, PetroCom is making them available for Class 1 Division 2 use. "Now that we are in production, we have found workers in other hazardous industries have been looking for this type of phone as well," Wright said.

Manufactured by Ecom Instruments for PetroCom, these phones incorporate electrical and mechanical modifications as well as the addition of special safety protective electronics. These phones are usable in situations where hazardous concentrations of flammable gas or vapors exist under unlikely conditions of operation and are built of a highly durable splash-proof material.

Satellite Services

In 1995, PetroCom commercialized

their expertise in the C-band and Ku-band frequencies and today operates one of the industry's largest VSAT (Very Small Aperture Terminal) networks.

These private networks offer high-speed data transmission, voice, fax and Internet access communications-regardless of weather or movement.

PetroCom can engineer, construction and commission permanent VSAT earth stations whether in the city or offshore in the Gulf of Mexico.

This system provides offshore workers all of the network services they rely on when in the corporate office. The offshore site becomes a node of the company LAN for email, file transfers, corporate applications and Internet access.

Regardless of where company personal may be in the gulf, they can make telephone calls as if they were working locally in their corporate office.

PetroCom can engineer the remote VSAT system to provide U.S. dial tone or dedicated terrestrial connectivity to the company PABX, allowing extension (four digit) dialing and company-defined features.





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AIS In June PetroCom announced an agreement with the U.S. Coast Guard (USCG) Vessel Traffic Service Houston/Galveston to provide the communications infrastructure for a new ship monitoring system in the GOM. The Automatic Identification System (AIS) is currently used in other U.S. ports. This system will be the first to collect information on all ocean-going ships passing within 150 miles of the U.S. coast in the Gulf.

Ships traveling in U.S. waters now have to have an information-transmitting beacon onboard. USCG-owned receivers mounted on PetroCom cell sites on offshore platforms collect the data and it is relayed to PetroCom's New Orleans office via the company's C-band satellite network.

From there the info travels via fiber optic cables to Coast Guard monitoring stations in Houston and New Orleans. PetroCom is also providing personnel training and testing, installation, communications relay service and maintenance of the USCG equipment.

"We have designed and delivered a highly reliable system for the unique requirements of the Coast Guard," Wright said. "The system covers more than 30,000 square miles of the GOM and we are delighted to enter into a partnership that supports a vital national security function," Wright added.

What's next for PetroCom? "We are finding many uses for our unique satellite-based system," Wright said. "For example, the Federal Aviation Administration is starting to use our network to improve communications between commercial airliners flying over the Gulf of Mexico and ground navigation stations. That use of our system has great potential. In addition, we go where our customers go. With the increased interest in deepwater GOM, our system is poised to expand to serve customers in these regions," Wright added.

Circle 31 on Reader Service Card

SeaWave to Provide Fleet Management for Maritrans

SeaWave LLC has completed an agreement with Maritrans Inc., to outfit 15 vessel fleet with the SeaWave Integrator F55T solution featuring the Remote Management Suite. The Integrator F55T is a solution, designed to be flexible, easy-to-operate, that provides automatic least cost routing via Inmarsat satellite ISDN, MPDS, GSM, Iridium voice and fax.

With Maritrans' diverse fleet, a reliable and flexible voice and data communications system would allow them to perform tasks and remotely monitor each vessel from the home office, removing the responsibility from onboard personnel. Maritrans expressed the need for a complete crew solution that utilized multiple communication mediums, including Inmarsat and GSM.

SeaWave's Remote Management Suite places vessel IT control back into the hands of professionals on shore. Using SeaWave RMS, Maritrans will be able to track each vessel from the home office, remotely maintain and repair vessel systems, launch applications and transfer files both to and from the vessels.

Further reducing operational costs, SeaWave Billing has nearly eliminated onboard administration for Maritrans. The easy-to-read invoices and the onboard communications usage report

clarify communications charges for each user. By removing the burden from Maritrans to track and charge individual and operational usage they have virtually eliminated communications administration both at sea and on shore.

Circle 51 on Reader Service Card

David Clark Debuts MIS for Commercial Applications

David Clark Company introduces its Series 9500 Series Marine Intercom System (MIS) to provide clear communication in the high noise environments of commercial vessels including law enforcement/homeland security, fire/rescue boats as well as tug and tow boats, barges, and ferry boats. The rugged, water-resistant system will accommodate up to eight crew members, all of which have radio transmit capability.

The Series 9500 consists of behind-the-head and over-the-head style headsets offering 23 dB noise attenuation, a master station that is compatible with most mobile VHF, UHF and marine band radios, a belt station that allows Push-to-Talk (PTT) capability and "hands-free" intercom operation, as well as all necessary in-line cables. All components are designed and built to withstand harsh marine environments while providing dependable operation.

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in the aviation headset market," says Keith LeBlanc, Marine Product Manager at David Clark Company. "We have also produced communication intercom systems for other high-noise applications, including thousands of emergency and public safety vehicles, so the marine market is a natural for our expertise."

"Commercial vessels, especially those used in the law enforcement and special operations sectors, typically take water over the bow and need to keep on target and on mission," says LeBlanc. "In addition, there are several potential sources of electrical interference in marine applications that can adversely affect sound quality, as well as the generally corrosive conditions from salt and spray."

To meet these challenges, the Series 9500 Marine Intercom System is designed for water and corrosion resistant commu-

nication solution. Master station and belt stations feature watertight RFI shielded enclosures for increased reliability. Noise-attenuating headsets are equipped with corrosion-resistant stainless steel hardware, waterproof connectors and water-resistant, noise-canceling M-87 electret microphones to ensure clear transmission.

Circle 52 on Reader Service Card

Beier Radio Offers New Yacht System

Beier Radio has introduced a docking and maneuvering system that is designed to give yacht owners total control of their vessel. Beier Radio's Integrated Vessel Control System, Beier IVCS2000, provides mega yacht owners and captains the most precise and safe movement for their vessel, no matter what the conditions.

While maneuvering a large yacht, the captain has many different controls to set and monitor. With the Beier IVCS2000 the captain controls his engines, rudders and thrusters automatically with the push of a button or manually with a single joystick control.

In many cases it will reduce the number of crewmembers required during docking. It also reduces wear and tear on gears as it clutches from full forward to full reverse faster than any person can. In addition, owners who want to be "hands-on" can operate their yacht with as little as 15 minutes of training.

The Beier IVCS2000 interfaces all systems on a vessel to one control station. The vessel's steering system, propulsion system, thrusters, gyro compass, anemometer and DGPS are all integrated into, and controlled by the Beier

IVCS2000.

"This system was created because the marine industry was lacking a user friendly, service friendly and affordable system," says Beier. "Our system, in an emergency or critical situation, can hold a vessel in a given spot at the push of a button, and it can take an engine from full forward to full reverse faster and smoother than any person or any other system."

Prior to the development of the Beier IVCS2000, independent manual and semi-automatic control systems were the norm. The only automatic control systems were large, expensive and captain unfriendly commercial systems. Parts and components of these systems were proprietary, in addition to being very expensive, and had to be ordered, delivered and installed by engineers. Previous

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systems required extensive training to operate and ultimately ownership of these systems was extremely costly.

Going beyond traditional control systems, the Beier IVCS2000 is Windows NT based, using a marine grade and shock-mounted computer, and a system completely constructed of non-proprietary parts for easy maintenance. The system boasts PLC I/O modules and serial port modules for digital I/O, the latest ship dynamics algorithms, Kalman filtering, and frequency domain techniques to ensure accuracy with minimum actuation. The high definition bright LCD touch screen displays all functions for ease of use, with optional daylight viewable displays. The main screen effortlessly displays: status line, alarm/message line, real-time heading display, position display, mode/function buttons, raw data, current parameters, window select and graphical presentations.

Circle 53 on Reader Service Card

Washington: We Need More Spill Response Vessels

Shipping companies and oil-handling facilities should take immediate steps to increase the number of boats available to respond to oil spills in Puget Sound and along Washington's coast, according to Ecology Director Jay Manning.

A newly released study commissioned by the Department of Ecology (Ecology) found that there are not enough vessels available to simultaneously deploy oil booms, transport oil-spill equipment and supplies, and provide other spill-response assistance needed during a major oil spill.

"With as much shipping and tanker traffic as we have in Washington's waters, a significant oil spill is a very real threat, and we have to be able to stage a rapid and aggressive response effort," said Manning.

The study, prepared by Glosten Associates of Seattle, evaluated a hypothetical spill of a half-million gallons of oil in the San Juan Islands and found a shortage of 15 response vessels of various types. Although the study did not examine response-vessel capacity on the Washington coast, Ecology officials say a similar shortage exists there, too.

To help increase the number of boats with trained crews available in the event of an oil spill, the report recommends organizing fishing-vessel operators to help with spill response. Similar arrangements already exist in Alaska and British Columbia.

Manning said the report's findings are timely, since Ecology is revising the spill-response requirements that all ships and oil-handling facilities in Washington must follow.

Marlink, Iridium to Provide Service for Good Will Voyage

Iridium is providing global satellite communication services for the tall ship Picton Castle, which set sail last month on a year-long educational and good will voyage around the world.



Through Marlink, a global Iridium Service Provider, the ship acquired a maritime BEAM-manufactured Iridium terminal that transmits data using Marlink's @Sea(mail) e-mail service for efficient and cost-effective communications between ship and shore. The Picton Castle is using @Sea(mail), Marlink's proprietary software for data compression, batching, and accounting e-mail messages. This communications package allows the Picton Castle to quickly and efficiently send and receive attachments via Iridium, a feature the Picton Castle did not have on previous voyages. The vessel expects to send information including ship logs, photographs, and voyage updates, along with routine ship business. The @Sea(mail) system allows these satellite-transmitted messages to be sent to Internet, fax or telex. Through the @Sea(mail) accounting and management system the message costs can be allocated to a variety of expense categories.

Circle 54 on Reader Service Card

He has directed his staff to require increased vessel-response capacity in the new regulations, which will be formally proposed near the end of the year and take effect by mid-2006, he said.

"There is a clear need to improve response capacity in Washington. I urge the shipping and oil industry to start putting the resources in place now, and

not wait for the regulations to take effect next year," Manning said.

Ecology plans to convene an advisory group to further evaluate the response-vessel needs and what it would take to launch a program to prepare commercial fishing boats to help with spill response. The information will be used in crafting the new regulatory language.

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Drydock Corrosion Strength Analysis

Emerging Technology Offers More Accurate Results

by **Stephen D. Harris, PE**
Elliott Bay Design Group

Historically, repairing corrosion damage on sizable drydocks has been a time consuming and often costly effort. Emerging technologies have made the job easier and less expensive, while providing a more accurate picture of the issue at hand and offering repair and maintenance feedback superior to that obtained through conventional practices.

Current finite element analysis (FEA) technology allows engineers to more efficiently assess a drydock structure, determine the extent of corrosion damage, identify repairs needed and develop a repair plan. This information is then gathered to identify and streamline future maintenance requirements.

The Initial Process

Initial steps to take when performing an FEA on a large floating drydock include establishing open communication between the engineering team and the operations/maintenance team to assure a smooth flow of information for the assessment.

Next, existing as-built drawings should be located, or, if unavailable, a detailed

structural survey must be conducted to verify the existing structures. Original scantling thicknesses are required to provide a baseline condition of the original design. Design loading should be defined early on to provide a basis for the analysis.

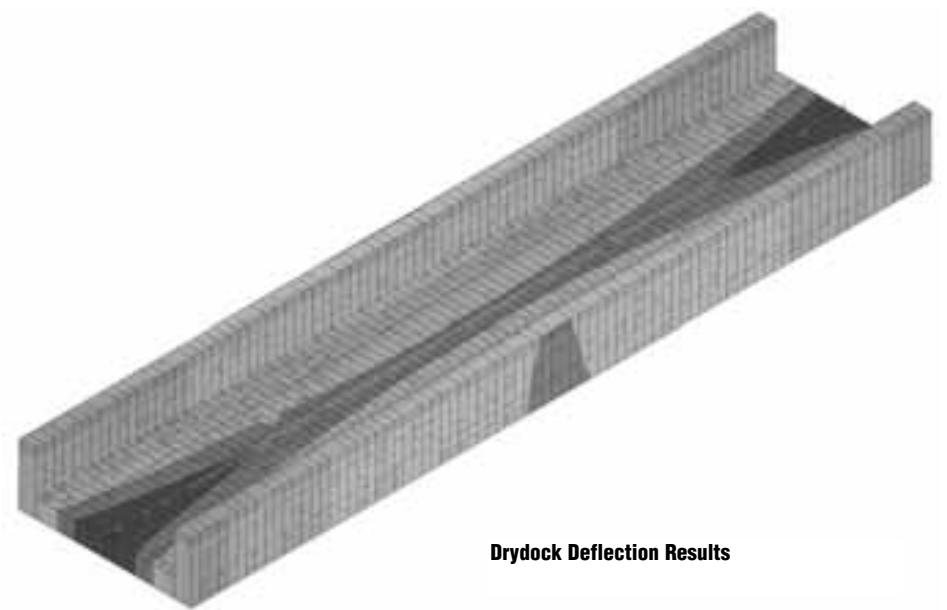
Original as-built scantlings must be carefully analyzed to determine what structures are considered critical. These critical areas may require more attention during the gauging survey, which will measure the condition of all structures to be included in the resulting finite element model (FEM.)

Such thorough initial analyses will provide a better understanding of the drydock and identify critical structural elements that require particular attention.

Inputting the Data

Incorporating a detailed gauging report into a large FEM can be a tedious and time-consuming task if not carefully managed. To simplify the task, each structural scantling type is separated into three to four wastage ranges to reduce the number of section properties.

Each member of the model is redefined with a section property corresponding to



Drydock Deflection Results

the measured thickness range. This is repeated throughout the structure until the model reflects the measurements in the gauging report. With the advent of more automated gauging instruments, it is possible to automate the gauging mapping directly to the FEM.

Final design loads are obtained to reflect the current operations and applied

to the boundary as gauged scantling FEM. The design loads should be reviewed to ensure that a balanced condition is applied to the as-gauged scantling FEM. The FEM solution is then performed for the as-gauged model with the appropriate design loads.

The solution process can become quite involved if the model is significant in magnitude. Careful planning of the model size is important to meet the needs of the maintenance team.

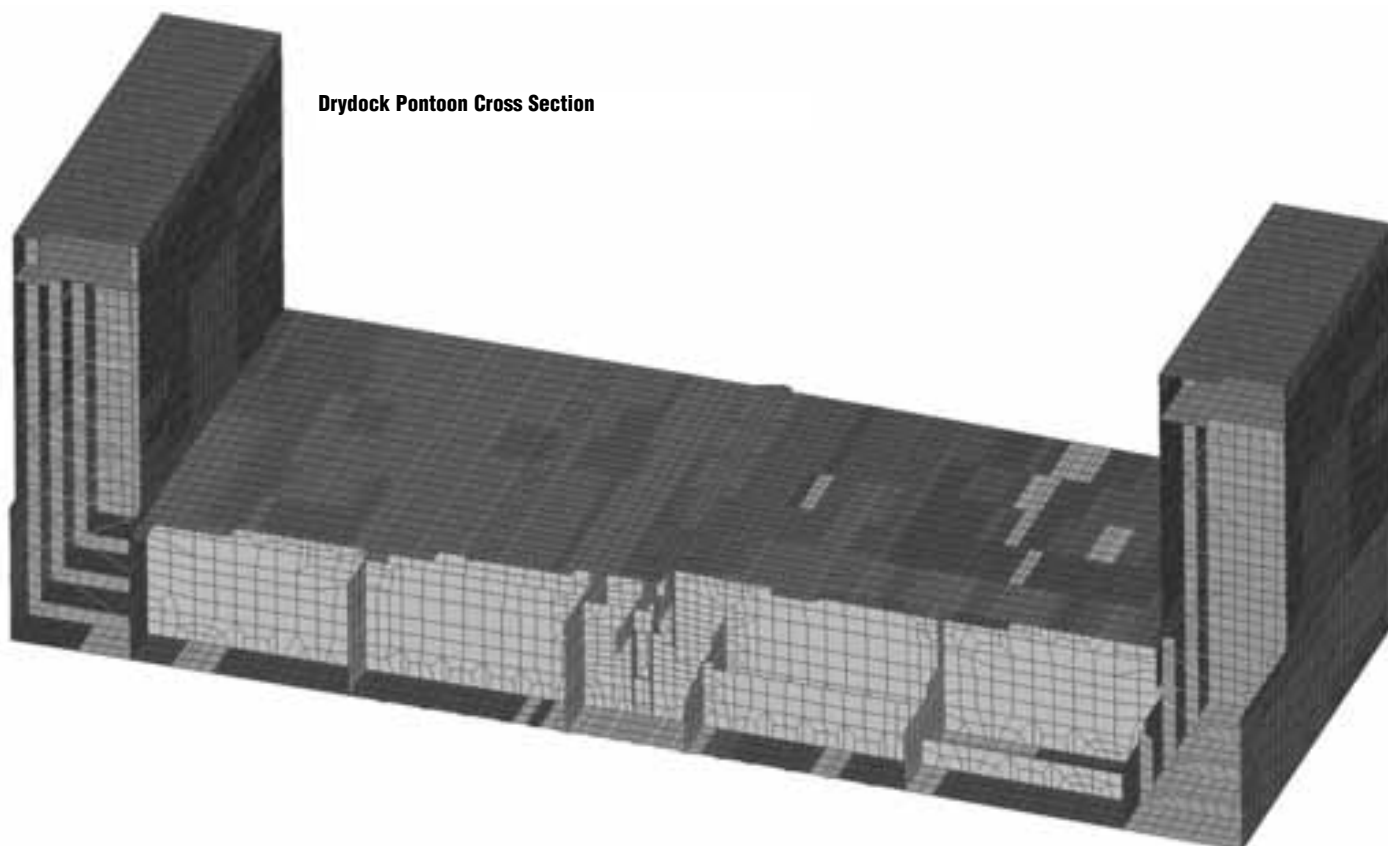
The critical areas of concern, identified in the initial analysis, are reviewed for compliance against the given criteria. Each member failing the given criteria is tracked in a repair matrix.

The results of the analysis are reviewed to confirm the behavior of the FEM under the intended design loads. Once the structural behavior is acceptable, the model is reviewed in more detail.

Once the FEM is updated, it can then be easily revised in the future to reflect additional gauging data, renewals or repairs. Existing or new design load conditions can be applied to the model to determine if any additional structural maintenance is required to provide the necessary strength. This process provides a more cost-effective approach of managing the maintenance by repairing only areas with inadequate strength.

Pre-planning Efforts

A number of measures can be taken to



Drydock Pontoon Cross Section

MARINE ENGINEERING

ensure that the tasks involved in creating a FEM don't outweigh its benefits. The inspection of the drydock during which plates and members throughout the structure are gauged must be thorough yet limited, since such a process can easily become all-consuming. The key to the gauging inspection is to define an appropriate and rational measurement matrix prior to the inspection. The plan will focus the survey effort on the areas of the structure that are most critical, rather than taking a blanket or random testing approach.

The ultrasonic testing matrix for a drydock would specify gauging at more frequent intervals of members primarily contributing to the primary strength and members that are directly in the path of the docking loads. Typically this would include bottom shell and deck plate, girders, web frames, bulkheads, and stanchions near the centerline. Areas of less importance to the global strength of a dock will be gauged at fewer locations. These areas may include stiffeners, frame flanges, trusses off centerline, and sidshell, depending on the drydock design. The sheer volume of data collected and input into the modeling program must be identified and managed before the structural evaluation begins. Computer memory requirements are proportional

to the database size, which in turn is dependent on the number of elements and the size of the element properties library. Additionally, file save, display regeneration, and solution times grow exponentially with increases in database size, so it is preferable to keep the database size to a minimum without compromising the accuracy of the results.

Future Uses

Creation of a finite element model to address corrosion in drydocks is useful not only for immediate repair needs, but also for addressing future maintenance issues and corrosion control criteria. The repair matrix provides the owner's maintenance group with an invaluable record for future reference. The maintenance group can refer to the repair matrix before carrying future thickness gauging measurements to determine which areas require more attention. After future thickness gauging measurements are carried out, it is relatively easy to incorporate the results into the existing FEM and determine if further repairs are necessary.

At EBDG we have found that when properly executed, emerging FEA technology can be used to manage the maintenance of the drydock to optimize repair effort and minimize costs.

SNAME Introduces Innovation Sessions

In response to feedback from exhibitors, SNAME will introduce Innovation Sessions during the SMTC&E and SPS, scheduled to be held in Houston on October 20-21, 2005. Exhibitors who have new products or technologies can use these sessions to make presentations to SMTC&E and SPS conference attendees in a special lecture-style area of the Expo Hall with seating for up to 30.

Details:

- 20-minute segments, with 10 minutes for Q&A, for a total of 30 minutes maximum per session.
- Time slots available are:
Thursday, October 20 - 12:30 pm - 2:00 pm and 4:00 pm - 4:30 pm
Friday, October 21 - 8:30 am - 9:30 am and 12:30 pm - 3:30 pm
- Although these presentations will not be formally reviewed, SNAME must reserve the right to refuse any that do not seem appropriate, and will rely on the exhibitor's and presenter's own standards of professional behavior to make close supervision unnecessary.
- Brief abstracts must be submitted to SNAME HQ to enowak@sname.org.
- As there are only twelve slots available, they will be on a first come, first served basis. You will receive a confirmation after your abstract has been received. Two additional presentations will be selected as standbys.

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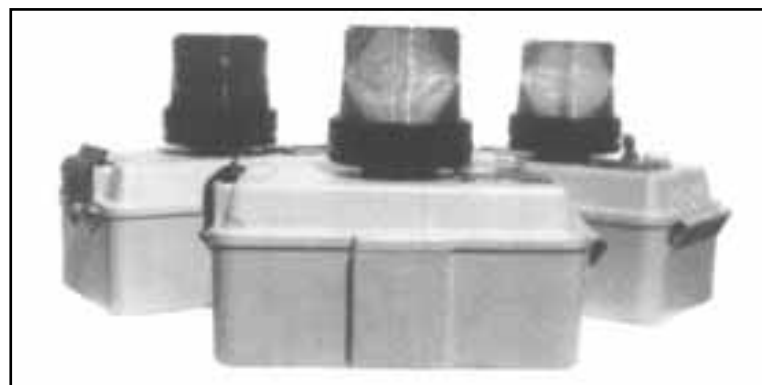
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Redoing the Sky

in the Month
of July

From the deck of the McAllister Brothers, happy Independence Day. Boats with flashing blue lights will remain part of the display, we presume, for a time to come. (Photo: Don Sutherland.)

Traditionally explosions and the maritime industry do not set well together, but this was not the case last month as **Don Sutherland** found in visiting with the Grucci's — the first family of fireworks — to discuss the maritime muscle needed to pull off a massive show on the waterways of New York.

This past Independence Day, spectacles begat spectacles as pedestrians filled-up the east side drive, closed for the occasion, to gawk by the thousands at the boats on the river, while the boats gawked back at the panoramic masses. The event as a whole covered miles end-to-end, with rockets set-off from barges at two sites on the East River, a third just off Liberty Island.

No aspect of the Macy's fireworks event was unimpressive. The Coast Guard locked the harbor down, and even the Staten Island Ferry suspended operations. A dozen-or-so ships were said to have backed-up at Ambrose, so Macy's

probably had more co-sponsors than were generally mentioned. But the Coast Guard had announced the design of the event way back on June 13, which should have been plenty of time to plan.

The McAllister Brothers was one of five from that fleet, peopled mostly by company folks and their families. The other four- Bruce A., Girls, Iona, and Marjorie B- were tied abreast for a crossable feast of friends from Maersk. Not far to the south, five Reinauer tugs - the Kristy Ann, Stephen-Scott, Zachery, Jill, and another whose name eluded us - were bundled together for the show. K-Sea's Viking, joined

AROUND THE HARBOR

a party at the GMD dock.

Party boats, fishermen, the occasional dinner cruiser, all murmured in the darkening waters within designated areas on the upper bay and East River near the Williamsburg Bridge, with vessels less than 65-feet directed to view from Buttermilk Channel.

When the moment arrived, the boats off the Statue had two shows to see. The main event, the really big show by the sponsor's description, was up around midtown on the East River, with a lot of Manhattan blocking the view. A smaller display, though still larger than average, was fired from near the South Street Seaport. That one was easy to see from the upper bay

position, though still diminutive in the visual field. At hand near the statue was the smallest, in sheer number of fireworks, but it definitely filled the sky.

Then it was over, and everyone went home. Were they all fireworked-out, after such a spectacular? We wouldn't bet on it. Unlike ice cream or cake, fireworks are not filling. They're easy to consume in continual succession, a point to remember throughout every July. On the sixth, for example, we were due back at the Statue aboard the Megan McAllister, for another display. It was to celebrate the premiere of the movie, "The Fantastic Four." But first we'd appear on the fifth, in Erie Basin, to see how a Grucci crew sets-up a job.

Decorating the Heavens

Fireworks displays go off over land, of course, but the oohs and ahhs are most heartfelt for a show over water. "The Royal Fireworks Music," after all, was written for an orchestra on a barge in the Thames. It is that much safer, and besides, the water reflects and doubles the fun. A west-coast concern sent the winning bid for Macy's this year, but the Gruccis have done it on Fourths previous, and are otherwise steady customers of the harbor. "We do around 30 water-based shows on New York waters a year," Phil Grucci told us, "which means 30 tug calls and 60 barges, because the fire department wants a spacer barge between the fireworks and

the tug for safety."

The FDNY is noted for its conservatism on the subject of fire prevention. Most sources agree it's cheaper than putting them out. At least two inspectors stay on-site at all times during the barge set-up, this time in the Hughes portion of Erie Basin. Three more inspectors ride with the tow on the night of the show, two on the tug and one on the spacer barge, in a booth at the end nearest the tug. This is where a few people with notebook computers fire the show. Part of the production cost for a fireworks display is a fee for the presence of a few days of inspectors. It seems a fitting pro forma, fireworks, like other lines of work aboard barges, having at times



We have ignition! We have liftoff! We have an idea why FDNY wanted sand on wooden barge decks, and why we prefer not to light fireworks with railroad flares anymore. (Photo: Don Sutherland.)



Sea Pigeon IV, one of several party boats stemming the tide as nature's own pyrotechnics do their slow-motion thing. (Photo: Don Sutherland.)

had accidents.

Phil Gucci remembers the days when his grandfather lit shows with a railroad flare. Manual ignition is no longer permitted, of course, nor are wooden barges like those used off Rockaway Playland or Coney Island a half-century ago. "It's still on the books that we need to spread a layer of sand on the deck," said Mr. Gucci, "even though it's a steel barge. We have to get a variance to stage each show without a couple of inches of sand on the deck."

Besides reducing the odds of a wood deck fire, the coating of sand helped anchor the mortars, the vertical tubes emplaced on said deck to direct the fireworks skyward. "You wouldn't want one of them falling over just as it fires," Mr.

Gucci comments. Most bargemen and tugmen would agree.

Toward that end, the Guccis have patented certain construction techniques in a metal gridwork of their design, which their own sustained use has proved ideal. Of copies that have shown-up elsewhere in the industry, Mr. Gucci finds it a sincere form of flattery, "but it concerns us, because the reliability of our design is based upon points that not everyone is following. We want it to be understood that our design is not something we license for a fee - it's free for the asking."

Although the "Fantastic Four" show was a large one, it came together through a sequence of steps more-or-less common to show-business. "We knew what the movie was about," said Mr. Gucci, "and



The airborne display begins long before ignition, the crew tossing-along the mortars for exact placement within the patented Gucci frames, there to be wired for ignition from a laptop. The "escape charge" could include up to a pound of black powder. (Photo: Don Sutherland.)

they had a musical score. We put together a soundtrack with a timecode on it. I locked myself up in my studio and listened to every second of the music. I could envision what kinds of fireworks effects, from our inventory of about 3000 characters, will dance and perform in which way. I equate the process with casting a play, where you have some characters that are more dynamic than others. The show in this case needed to be very powerful from beginning to end," and included some giant eruptions designed specially for it.

Mother Nature

Also becoming powerful on the afternoon of July 5 was the weather, tropical and drippy and foreboding of worse. The

crew set-up the grids, then tossed the mortars through the air, man to man till the tube of the correct size reached its planned destination in the layout. They were standing the last ones in place when a light smattering of rain, just a teaser, blew across Erie Basin. Large blue plastic tarps, labeled "Fireworks by Gucci," were unfurled and spread over the waiting mortars.

"We've fired shows in rainstorms," said Mr. Gucci. "There is the chance the escape charge won't fire if you don't keep your powder dry," but a 3-mil plastic film over the loaded mortar keeps the water out - and permits the "product," including eight-inch-diameter spheres packed with elaborations of charges and firing systems, to blast right through and up a thou-



Here's a Marine News Exclusive. Fireworks look great from a distance, but greatest of all from directly beneath. They're fired straight up, and fall back straight down, surrounding the observer in a three-dimensional cascade. Don't forget your hard hat. (Photo: Don Sutherland.)



An hour after a spirited pelting by a tropically-inspired downpour, Megan McAllister noses the fireworks out of Erie Basin, conveniently near Liberty Island, with a lovely warm sunset in full bloom. (Photo: Don Sutherland.)



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sand feet into the sky, there to erupt all over. "There were two-thousand-plus charges in the Fantastic Four show," Mr. Grucci said.

The midsummer season is to the fireworks trade what Thanksgiving-to-New-Year's is to the merchants. "We had over 450 people out on this Fourth of July weekend," said Mr. Grucci, "including part-timers - people with day jobs as accountants, lawyers, what have you. The lead technicians on the Fantastic Four show were an accountant and an IT manager. A lot of these people, for their summer vacation, they go out and shoot for us."

They're trained as pyrotechnicians, of course, but able to operate in freelance modes that accommodate seasonal shifts in fireworks presentations.

Mr. Grucci being confident of the show going on despite heavy rain, his principal concern is any discomfort for the crew, in case of showers. As the Megan McAllister left Mariner's Harbor, bound for Erie Basin at around 1700 on the sixth, someone called out.

"Look at that sky over Manhattan!" There was no Manhattan to be seen, and soon no sky either. A shapeless but definite mass, deep charcoal-gray, had descended from above and swallowed-up the city. The solemn mass engulfed the bay, until it was replaced by a clattering rain that was nearly as dense.

It takes just a few minutes to get from the Kill to Erie Basin, which was enough for the rain to desist and the weather to clear.

As the Megan pulled-up, the drenched Grucci crew was busily disposing of puddles that had formed on their tarps. In a half hour or so, the Megan was pushing the barges past the Beard Street warehouses and out toward the bay, and its light yellow sunset.

That's Show Biz

"We pay for the tugs by the hour," said Mr. Grucci, whose most frequent New York contractors are Hughes and McAllister, with Donjon a supplier when ABS-certified equipment is required for ocean exhibits, and Buchanan as required. "I don't mind if everything's in place five hours ahead, just for the comfort factor - plus the rig sitting in place great publicity for the show coming up. But we have to balance that with the expenses."

As it was on the night of the sixth, the wait was cut short by a technical problem. After the audience had been ferried to Liberty Island for the movie debut, something went wrong with the projectors. The message was terse: they're broke, can't be fixed. Pack everyone back on the boats to

be bussed to theaters ashore. Would Mr. Grucci mind running the fireworks early, as the evacuation was prepared?

With everything in place, the answer was technically simple. But the Coast

Guard, and the fire department, and the F.A.A., and other interested parties had issued permits specifying exact times. Said the Megan's Capt. Pitcher, "They ask me to turn this way. Then they ask me to

turn that way. It's all fine with me, but when do they make-up their minds?"

The approvals came through in short order, Mr. Grucci recounts, and the show ran to perfection — 45 minutes early.

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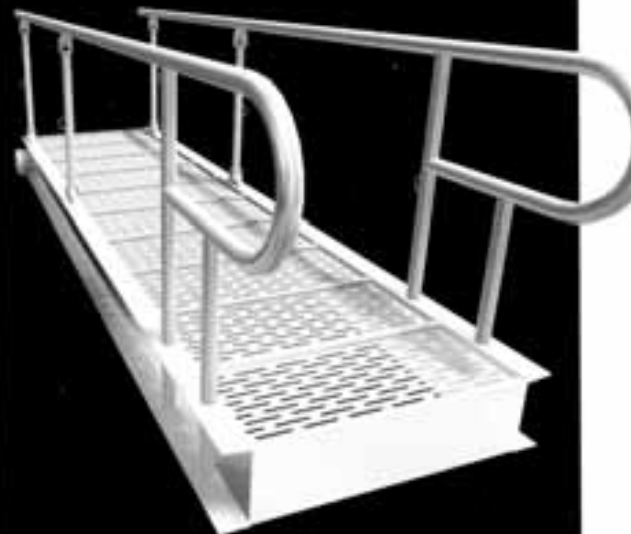
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Response for Non-Tank Vessels

The Coast Guard and Marine Transportation Act of 2004 (MTA 2004) requires that Vessel Response Plans (VRP) now be prepared for non-tank vessels. Vessel types affected by the new Act are cargo ships, vehicle carriers, tugs, container ships, offshore supply vessels, bulkers, ferries, passenger vessels, chemical carriers, research vessels, dredges and others. The new Act is an expansion of OPA90 jurisdiction and likewise requires non-tank vessel owners to state in their VRPs who they have contracted to respond to marine casualties involving their vessels. A marine casualty can include: grounding, sinking, stranding, explosion, fire, equipment failure, loss of control, collision or flooding. As stated in NVIC 01-05, the requirements of 33 CFR 155.240 now pertain to non-tank vessels.

Court Decides on Hull Registration Case

The U.S. Court of Appeals for the Eleventh Circuit ruled that a vessel hull design that merely corrects a mistake in an earlier design is not substantial. In the instant case, plaintiff boat company designed and produced a new boat. The vessel hull design was submitted to the U.S. Copyright Office for registration, but

the submittal was made too late after production had started to qualify. The boat was redesigned to correct minor mistakes in the original design. The revised vessel hull design was then submitted for copyright protection and accepted. Two other companies began producing boats the design of which was similar to that of plaintiff's redesigned boat. Plaintiff brought suit. The court held that, for the design of the second vessel hull design to be eligible for registration, the changes from the original design must be substantial.

No evidence was submitted to show that the corrections of mistakes made in the original design were other than minor. The court cancelled plaintiff's vessel hull design registration. *Maverick Boat Company, Inc. v. American Marine Holdings, Inc.*, No. 04-11259 (11th Cir. - HK Law).

SNAME: Call for Papers

The eleventh propeller / shafting symposium is being planned by Panel M-16 (Modernization of Propulsion Shaft Systems) of the Society's Technical and Research Program. This symposium will address the overall propulsion transmission system of gearing, shafting, couplings, bearings, seals, and propellers. The symposium is planned for September 12 - 13, 2006 at the Cavalier Hotel, Vir-

ginia Beach, Virginia under the auspices of the Hampton Roads Section of the Society.

In order to develop the program, we would appreciate your submitting an abstract before October 14, 2005. Papers on the following subjects are particularly desired, but other topics related to propulsion transmission systems are welcome.

Main Propulsion Transmission Systems, Analytic Design Procedures, Experimental Data, and Correlation of Design and Experience Related to:

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- **Metallurgical Properties**
- **Composite Materials**
- **Failure Criteria**
- **Economic Costs**
- **New Technologies for Reducing Costs**

Those interested in submitting an abstract should submit both a tentative title and a brief abstract, in electronic format, along with telephone, fax numbers and an email address to:

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Authors will be notified of acceptance by November 1, 2005 and a draft of the completed paper will be required by April 17, 2006.



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Maintenance can be simplified with projection systems that automatically calibrate for intensity matching and centralized projection system control can ease operating use.

Give your new system a powerful brain

You can optimize the overall effectiveness of your daily operations by integrating the right alignment and management tools into your visual display system. Today's market offers powerful tools for multi-system control and automated alignment. These technologies work hand-in-hand to streamline the setup, control, and alignment process, allowing simulation centers to perform daily operation tasks faster, better, and more cost effectively. Investigate these solutions to realize big savings at your facility.

If you use CRT projectors in your visual display system, it's inevitable that you'll have to replace them. Replacing your CRTs should not be underestimated, nor should it be entrusted to just any provider. There are many organizations selling non-factory authorized replacement CRTs. Replacing your CRTs with cheap components can cause serious problems with your display system and may void your projection system warranty and/or maintenance contract. Do you want to take

this risk? Make sure you buy the proper CRT from an authorized source and that it meets your unique system requirements.

The preceding was submitted by Phil Laney, Market Development Manager, Barco Simulation.



Ship bridge simulator at Venture Canada's Naval Officers Training Center, Victoria B.C., Canada upgraded from Barco 12-channel CRT projection system to Barco DLP solution. Photo courtesy of Kongsberg Maritime.

Case Study: Upgrade at South Tyneside Maritime Training College

South Tyneside College is among the world's premier institutions for marine and offshore training, and is designated the UK's National Nautical Center of Excellence. Many students and international companies use its simulation center for maritime-related training.

This facility used an older non-Barco projection system that produced poor color balance and varying brightness across all channels. Concerned with the display quality, South Tyneside consulted Kongsberg, which recommended Barco. Following a demonstration and technology presentation at the Barco factory in Kuurne, Belgium, South Tyneside chose to upgrade its system with an 8-channel, BarcoReality SIM 4 single-chip DLP projection solution. Equipped with Constant Light Output (CLO) and Linked DynaColor options, the Barco solution provided the high contrast, color uniformity, and brightness uniformity needed to meet the training center's visualization requirements.

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MPT Puts the S.M.A.R.T. in Training

South Andrews Avenue, between State Road 84 and SE 17th Street in Fort Lauderdale, Fla., is lined with a variety of office buildings and marine-related businesses. One facility in particular, namely MPT with its bright and attractive exterior, has an unmistakable presence. Maritime Professional Training, in operation for over 20 years, has a campus encompassing more than 45,000 sq. ft. MPT, having trained thousands of masters, mates and engineers from all over the world, is one of the only full service private maritime training schools in the country.

Just a few minutes from the main campus is MPT's crown jewel, the Simulation for Maritime Assessment Research and Training (S.M.A.R.T.) Center. The facility was custom designed to feature one of the only privately owned multi million dollar simulation centers in the country.

The S.M.A.R.T. Center at MPT employs navigational simulator software from Transas Marine USA and is comprised of three completely interactive full mission bridges one of which boasts a 325 degree curved screen (120' x 14') with nine channels of visual projection. The system is designed to meet current and future training requirements, and be capable of being utilized for port engineering research and development projects. With virtually unlimited possibilities, the SMART simulation is used for skill building, refresher training, port and vessel familiarization, as well as STCW Compliant Training, virtual vetting and proficiency assessment of bridge teams & crews. Bridge features include a fully-integrated bridge arrangement with Furuno electronics as well as Omni-Directional controls for vessels that use Azi-Pod or Z-Drive technology, also available are Kamewa jet simulation controls.

The facility hosts Det Norske Veritas Class A bridges which are equipped with an array of components including, conning stations, ECDIS and ARPA, NavAids and realistic instrumentation displays and authentic ship controls. The visual system is combined with the latest in projection and graphic technology, and is described to be among the first of its kind in visual mapping software system.

The demand for quality education and training has become more crucial than ever as the industry adapts to an ever-



The S.M.A.R.T. Center at MPT employs navigational simulator software from Transas Marine USA and is comprised of three completely interactive full mission bridges one of which boasts a 325-degree curved screen with nine channels of visual projection.

changing world with many new regulations. Offering a complete selection of license and STCW training and regulatory compliance courses, MPT incorporates a curriculum designed for mariners varied in rank and experience that is goal oriented and cost effective. MPT's admissions staff plan classes and schedules with the mariners long term career development in mind. MPT offers tailored training for individualized needs.

In addition to the long list of training options available at MPT's Fort Lauderdale campuses, the school is also well known for taking training beyond STCW by providing an incredible array of Onboard Training Itineraries. MPT's teams travel the globe training mariners onboard every type of vessel from Superyachts to Cruise Ships, Passenger

Ferries, Research Vessels and Tugboats!.

In collaboration with Marine Tech Fire Academy, MPT offers an impressive 19 acre offsite firefighting facility. MPT's extensive firefighting programs have trained thousands of shipboard and shore-side professionals and are available to meet basic and advanced components of STCW as well as many custom designed courses. The Carnival Corporation is among one of MPT's many corporate customers utilizing it's many programs including Fire Fighting training.

With all of this focus on STCW training and navigation simulation, you might not realize that MPT's main campus has one of most complete engineering departments with fully equipped labs & machine shops. This department showcases a spectrum of different manufacturers equip-

ment with 37 marine engines on display for training. This cross section allows for the student to engage in many different systems and their nuances.

MPT is known for developing long relationships with their students. Many of the Master level candidates started out their training at MPT years ago when they were new to the industry and working as deckhands. Generally once people go to MPT they don't go anywhere else. It is not uncommon for the staff and faculty to receive emails, post cards and follow up letters from their students from all over the world!

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MPT Puts the S.M.A.R.T. in Training

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(Continued from page 16)

Training versus seminars

There is a distinct difference between training and seminars. Don't confuse the two. By definition, the dictionary says that a seminar is "a meeting for an exchange of ideas; a conference" while training is "to make proficient with specialized instruction and practice." Semi-



Security Room

nars are generally short, cover a very small amount of information, are not well documented, and may use instructors that while very knowledgeable, may be inexperienced as an instructor. Training, by definition, involves proficiency. Proficiency doesn't happen quickly. A good training program takes time. There is a place for seminars, they can be an excellent source of information, but don't confuse or substitute seminars for training.

Hidden agenda

Some organizations use training as a sales tool. Often this training is free. I have seen some very good training come from this version of training, but keep in mind the true reason behind the training. Years ago, security guard companies would provide free security surveys and



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audits. Almost every survey conducted by a guard company resulted in the reported need for security guards. Training can be the same way. Systems and equipment that the student is exposed to are conveniently offered for sale by the trainer. Again, this type of training can serve a specific need, but be aware that this type of training is often narrow in scope, and may exclude competitors and other valu-

able points of view.

One choice for training is LSI. While no level of security can prevent all crimes, good security training helps the security professional to recognize and correct any security problem before they becomes an issue.

LSI operates a 24,000 sq. ft. training facility in the United States. Started in 1955, LSI trains government and commercial Security Specialists.

The current staff includes experienced Instructors with backgrounds in organizations such as the FBI, Secret Service, Postal Inspection, General Services Administration, U.S. Coast Guard and the National Security Agency. Several LSI Instructors have backgrounds in the Federal Government plus additional experience with Fortune 500 companies. The staff includes several former Federal Law Enforcement Training Center (FLETC) Instructors.

LSI has a partnership with the International Cargo Security Council (ICSC) to provide Supply Chain Security Training. LSI offers a series of security classes, including topics such as Perimeter Security, Access Control, Closed Circuit Television Systems and related security topics.

A Supply Chain Security specific class is offered as well. Courses include specific classes on specialized topics such as container seals.

LSI also conducts training programs on the road throughout the United States and Internationally. LSI has recently held classes for students in Canada, Europe, the Middle East and Asia. International students have recently traveled to LSI's training facility from Europe and South America to attend training programs.

Information and training schedules are available at www.LSIeducation.com

What to look for.

When looking for training, ask these simple questions:

1. Does this training meet a need you have?
2. Is the training consistent and well documented?
3. Are the Instructors credible? What is their professional and educational background?
4. Is it training, or is it a seminar?
5. Does the training lead to a certification? Who certifies the training? It is self-certification?

6. Does the training organization provide services and/or products, and does that conflict with the training?

Ask these simple questions. This will help you decide if this training is right for you.

About the author

Jeff Dingle is the assistant director of special projects for LSI, a United States based Anti-terrorism, Homeland Security and Physical Security Training company. He has held security specialist and Instructor positions with the Federal Government, and has managed security operations for a former United States President and a Fortune 15 company. He is a Certified Protection Professional. He can be reached at JeffDingle@LSIeducation.com

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International Simulator Users Conference 2005

Maritime training professionals from all around the globe gathered recently at the Calhoun MEBA Engineering School in Easton, Md., for the First Transas International Simulation Users Conference. This three-day event provided a unique forum for ideas and information exchange, as well as an opportunity for the customers to influence the future development of Transas simulation products directly. The Calhoun MEBA Engineering school, with its conference and maritime training facilities, provided the location for the event. The school is home to a suite of recently installed Transas Navigational and Liquid Cargo Handling Simulators, offering the latest developments in maritime simulation technology.



A number of significant product enhancements were unveiled and demonstrated during the three days of the Conference, including new concepts for expanded modeling capabilities, maritime accident/incident analysis, new solutions

for LNG terminal operator training, Distance Learning Concepts and TRANSERV. Moreover, certification of both Transas Navigational and Engine Room Simulation software systems to DNV class 'A' standards was announced by guest speaker Mr. Eric Seither of Det Norske Veritas. By providing innovative quality solutions, as well as an unrivalled level of customer service, Transas maintains its' reputation as the leader in Maritime Simulator Systems industry.

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Transas Gets Type Approval

Transas Group, a manufacturer of soft- and hardware simulation systems for the professional training and certification of sea specialists, was awarded the Det Norske Veritas (DNV) Type Approval Certificate for Maritime Simulators. The Transas simulation product line covers all the aspects of modern ship operation and requirements for training.

In June, 2005 the Transas Bridge Operation Simulator (NAVI-TRAINER PROFESSIONAL 4000) and Machinery Operator Simulator (Engine Room Simulator ERS 4000) were Type-Approved by DNV to the Class A Standard for Certification of Maritime Simulators No. 2.14.

This achievement was announced at International Transas Simulator Users Conference held on June, 28-30 at Calhoun M.E.B.A. Engineering School (Maryland, USA) and met positive customers' feedback. The official DNV recognition opens new opportunities for existing and potential users of Transas simulator systems and reflects company's

effort to provide its customers with the highest quality products and service.

New Tech Drives Sim Activities

Kongsberg Maritime reports a strong first half of 2005 with a number of new contracts and upgrades. This performance has been enhanced by the company's dedication to making best use of high-fidelity technology, specifically in two new systems, SeaView R5 Visual System and BigView Interactive Mimics.

Polaris SeaView R5

With increased computing power now available at lower cost, Kongsberg Maritime has developed a new version of its SeaView visual system for Polaris shiphandling simulators. SeaView R5 has many new features to provide the student with vital controls including starboard and port wing view control for docking, and joystick controlled binocular, panning and searchlight.

New additions in R5 include multi-level sea-state control (Beaufort scale), sun and

star effects, traffic vessel roll and pitch, tug operations alongside and the movement of mooring and towing lines.

"SeaView R5 represents one of the largest investments in our product line in over five years," comments Herbert Taylor, President of Kongsberg Maritime Simulation Inc. "It is widely regarded that realism is the goal in visual technology as trainees are more likely to retain information presented in a realistic fashion. With SeaView R5 we can provide photo-realistic textures and life-like water and movement physics, making the learning experience as close to real-life as possible."

Neptune BigView

A new large screen, software-based interactive mimic, "BigView" provides benefits in quality of training, cost effectiveness and flexibility. Designed for use with Kongsberg Maritime's Neptune engine room and cargo handling simulator systems, BigView comprises standard hardware components including projectors, hardware mock-ups and four 50 in. or 60 in. screens.

BigView is extremely flexible with valves, pumps and controllers operated by mouse and keyboard. Three-dimensional models and electronic documentation can also be integrated into the system. As the system is software-based, it can utilize any of Kongsberg Maritime's Neptune engine room or cargo handling simulator models, adding many more choices than conventional hardware mimic panels.

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PCCI Offers Emergency Response Training



PCCI, Inc. develops and conducts emergency response training consistent with the National Response Plan (NRP) for federal, state, and local government agencies, and for industries throughout the world. We prepare any level of responder or manager to plan for complex emergencies and to better synchronize internal and external response efforts, incorporating the concept and organizational structure of the National Incident Management Systems (NIMS) Incident Command System (ICS). NIMS, developed by the Secretary of Homeland Security at the direction of the President in his 2003 Homeland Security Presidential Directive 5 (HSPD-5), provides a consis-

tent nationwide template to enable all government, private sector, and non-governmental organizations to work together during domestic incidents. HSPD-5 requires Federal departments and agencies to make the adoption of the NIMS Incident Command System by state and local organizations a condition for Federal preparedness assistance by FY 2005. PCCI's emergency response training is carefully structured to ensure compatibility with federal, state, and local regulations as well as business realities. Our instructional staff specializes in training for Emergency Management, Contingency Planning, Homeland Defense Principles, and Workplace Management.

GMATS Broadens Offerings

The Global Maritime and Transportation School (GMATS) at the U.S. Merchant Marine Academy is the nation's most extensive maritime and transportation professional education program, offering over 140 courses in the fields of Marine Engineering, Nautical Science, Transportation, Logistics, and Management (TLM), and Maritime Security. GMATS recently received the U.S. Department of Transportation Maritime Administration's (MarAd) and the U.S. Coast Guard's (USCG) approval for the following four specialized Security Training Courses: Facility Security Officer (FSO), Vessel Security Officer (VSO), Company Security Officer (CSO), and the combined Vessel and Company Security Officer (VCSO) Courses. These security courses, as well as our other TLM courses, are offered at various times throughout the year and are aimed at training transportation professionals seeking to learn about leading-edge advances and practices in intermodal transportation, logistics management, and management techniques and practices. The Nautical Science courses at GMATS consist of over a dozen USCG approved courses, including Standards of Training, Certification, and Watchkeeping for Seafarers (STCW) training programs. Our Marine Engineering courses are directed towards, but not limited to, seagoing and shoreside engineers, including port engineers and professionals from the shipbuilding and offshore energy industry.

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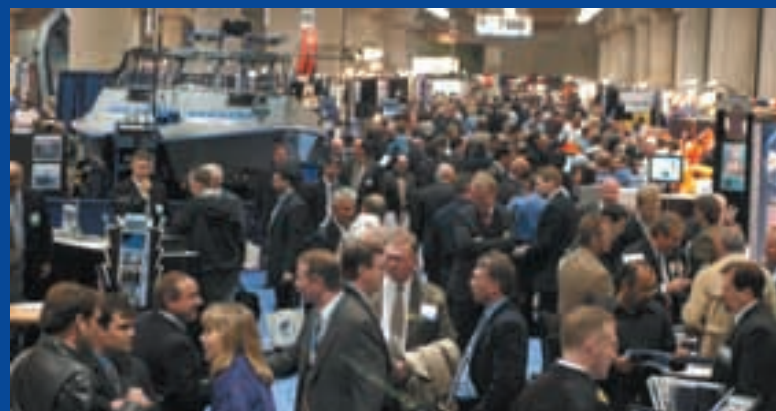
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Rapp Mareq, a recently-created affiliate of Rapp Hydema U.S., has supplied a new hydraulic towing winch to Sirius Maritime (Seattle, WA). The winch holds 2800-ft. of 2-in. wire. This towing winch is one of an increasing number that Rapp

has supplied in recent years. Western Towboat (Seattle) has also recently ordered a Rapp towing winch.

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Circle 35 on Reader Service Card



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Circle 101



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Circle 102



C-Mar

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Circle 103



Cole Hersee

Cole Hersee Company announces its universal Reversing Polarity Toggle Switches. These new forward-reverse switches change the direction of permanent magnet motors, and, when used in conjunction with a relay, can also control up-down, in-out, and rotate-counterrotate motions on boats.

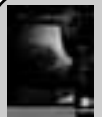
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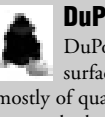
Circle 105



Flexco

Flexco's rubber flooring features a color matching system, durable construction resists scuffs, compliance with ADA recommendations for slip resistance, most products are IMO certified for marine vessels and increased comfort due to reduced leg fatigue and noise.

Circle 106



DuPont

DuPont Zodiaq quartz surfaces is composed mostly of quartz, giving it toughness and a hardness of 7 on a scale of 10. Zodiaq offers consistency in color; can be cut and fit to meet exacting requirements with precision, uniformity and consistency; It is dense and nonporous, with no sealing required, and is heat-, scratch- and stain-resistant.

Circle 107



GE

Designed to halt terrorist attacks as well as enforce drug laws, GE Ion Track products complement X-ray scanners and weapons detectors. Renowned for sensitivity and ease of use GE Ion Track detection and identification systems are deployed in more than 120 countries.

Circle 108



Gummi

The earliest of all the Gummi products were couplings. Gummi manufactures a wide variety of couplings designed specifically to protect the more critical elements in a series of power transmission components.

Circle 109



Envirovac

The ORC IIA sewage treatment systems are U.S. Coast Guard/IMO and EC Certified. The ORCA IIA is a Type II physical/chemical marine sanitation device (MSC) utilizing 5 percent chlorine solution for disinfection and is design specifically for marine applications.

Circle 110



Kaeser

Kaeser Compressors, Inc. announces the new As-T series rotary screw compressor package 20 and 25 hp models. The complete packaged system features the new AS-T series compressor with integral refrigerated dryer, condensate drains and filters.

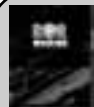
Circle 111



Imtra

Imtra Corporation's lighting division has introduced the low-wattage/high-brightness LED spotlight. The Newport PowerLED harnesses three Luxeon 1W PowerLEDs to produce illumination equivalent to that of typical 20-watt halogen bulb but with consumption of just 6 watts.

Circle 112



R&R Marine

R&R Marine is equipped to offer wide-ranging repair and conversion services. From routine drydocking and inspection of cruise ships, bulkers and tankers to the construction and fitting of the most complex offshore conversions and upgrades.

Circle 113



Nabrico

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Circle 114



Martek

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Circle 115



MMC

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Circle 116



Parker

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Circle 117



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Circle 118



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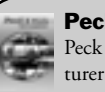
Circle 120



Tyco

Tyco Safety Products is part of the Tyco Fire and Security division of Tyco International Ltd. Tyco Safety Products' businesses design, manufacture, and distribute electronic security systems, fire protection, detection and suppression systems, sprinklers and fire extinguishers including more than 60 brands distributed in markets across the globe.

Circle 121



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Circle 122



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Marine IT Solutions, Inc., has emerged into the high technology marine electronics field. The accomplished team specializes in systems of engineering, the integration of advanced ship-board support systems, communication and navigation systems, information technology (IT) ILS application and training support.

Circle 123



Caterpillar

Caterpillar's 3500C HD marine engine offers high power density for continuous applications with ratings at 1800 rpm. The 12 and 16 cylinder engines offer up to 20 percent more power. Its electronic control system provides improved engine monitoring, communication, and display capabilities.

Circle 124



SolaSolv

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Circle 125

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Other Gulf Fleet vessels are, at this time, working in the US Gulf is currently in the shipyard going through ABS Class and USCG recertification



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Gulf Wind 180'

Contacts at Gulf Fleet are Mike Hillman, Grant Hillman, and Ben Hillman Marketing and Jeff Klorer Operations
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Gulf Breeze (Ex Cape Sabine) 150'



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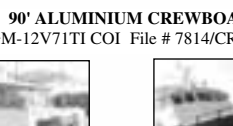
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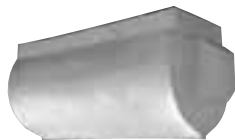
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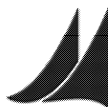
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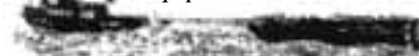
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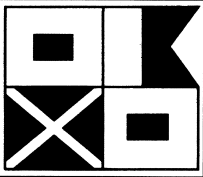
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