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On the Cover: As a conventional tugboat would, the George C. helps maneuver Donjon's 1000-ton Chesapeake 1000 around some of the tight bends at Venice last October. At the head of the tow is Donjon's Atlantic Salvor, which came down from New York for the effort. See story on page 18. (Photo: Don Sutherland.)

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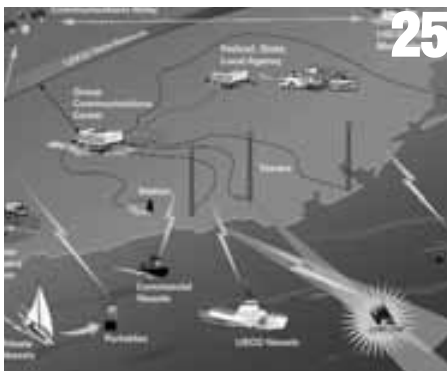
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Coast Guard Rescues Crew from Sinking Ship

Rescuers from the U.S. Coast Guard and Alaska Air National Guard saved 23 crew members from an Asian cargo ship taking on water south of the Aleutian Islands, officials said.

All 23 crew members were hoisted into two National Guard Pave Hawk helicopters and a Coast Guard helicopter and taken to Adak Island in the Aleutians. A crewmember from the Singapore based



ship Cougar Ace, a car carrier with 23 people on board, contacted the North Pacific Search and Rescue Coordination Center. He reported that they were taking on water and listing 80 degrees. The Cougar Ace was located about 230 miles south of the Aleutian Island Chain, in the middle of the North Pacific Ocean. (See full story pg. 16)

ROPOS Retrieves Data From Sunken Ferry

An underwater video released by B.C.'s Transportation Safety Board shows images from inside the sunken Queen of the North ferry during a dive by a remote-controlled submersible last June. The video shows the submersible's

manipulator arms clearing the ferry deck of debris, breaking a bridge window to gain access and



(photo credit: B.C. Transportation Safety Board)

taking images of the controls.

It also shows the submersible retrieving bridge computerized electronic systems that could shed light on what led to the fatal accident.

USCG OKs McMoRan License Application

Freeport-McMoRan Exploration Co. is one step closer to obtaining a deep port license to regasify one billion cu. ft. of natural gas per day at one of its former offshore sulfur mines. The U.S. Coast Guard all but approved the request, citing "sufficient information" to continue processing the application. Once approved, McMoRan's former \$1b offshore sulfur mines will receive a \$450m facelift to convert the platforms to regasify liquefied natural gas and then ship it to onshore pipelines.

USCG, NOAA to Remove Wreck from Monterey Bay

The U.S. Coast Guard and NOAA will oversee the salvage of the motor vessel Albion in the Monterey Bay National

Marine Sanctuary.

The Albion sank in 180 ft. of water on January 31, 2005, two miles north of Monterey Harbor and has remained there ever since. The owner has not salvaged the vessel during the past 18 months. Therefore, in order to remove the threat of pollution from the Sanctuary, the Coast Guard and NOAA have taken over the operation. The Coast Guard and NOAA will begin work with the contractor, Titan Maritime Corp., until the wreckage removal is complete.

M Ship Co. Files Patent Infringement Suit

M Ship Co. filed a patent infringement lawsuit against ICE Marine Ltd., a U.K. company, in the U.S. District Court for the Southern District of Florida, to enforce patent rights covering its M-hull boat technology. The lawsuit alleges that ICE Marine has infringed M Ship Co.'s patent for its M-Shaped Boat Hull and has induced others to infringe the patent in the U.S. The M-hull, a non-conventional air entrapment hull design, was invented by M Ship Co.'s founders, Chuck Robinson and Bill Burns. M Ship Co. recently completed its delivery of the military demonstrator, Stiletto, an 80-ft. twin M-hull design.

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Foss Maritime Acquires Constellation Tug

Foss Maritime Company, a Seattle-based marine services company, is expanding into the American East Coast market with the acquisition of Constellation Tug Company of Charlestown, Mass. With the planned introduction of new, technologically advanced tractor tugs to the Constellation fleet, the company will increase its capacity and capabilities, and improve service for its Boston Harbor and Massachusetts Bay customers.

Foss has agreed to acquire the equipment, assets and trade names of Constellation Tug Company of Charlestown, Mass., and will operate the company as a subsidiary under the name Constellation Maritime Company. The current leader-

ship of Constellation will continue to manage the company when it becomes a subsidiary of Foss. Marc Villa, a partner at Constellation Tug, has been named president of the company, and the other partners at Constellation Tug - Conti Coluntino, Jeff Nichols and Bob Manning - have also accepted management positions.

Constellation currently operates four tugs and three barges, providing ship assist and marine services in the ports of Boston, Quincy and Salem.

In late 2006, two tractor tugs will join the Constellation fleet, including one of the Foss-built new Dolphin class ASD tractor tugs with 5,000 hp and 65 short tons of Bollard pull.

Until the new tugs arrive, Constellation will improve capacity and customer ser-

vice by chartering two conventional 4,000 hp tugs.



This is a sistership to the one that will be added to the Constellation fleet.

NYDOT Chooses Gladding-Hearn for New Utility Boat

With a long history of building many different vessels operating in New York Harbor, Gladding-Hearn Shipbuilding, Duclos Corporation, was selected by the New York Department of Transportation (NYDOT) to build a new utility boat for delivery in January 2007. According to shipyard officials, the NYDOT will use the boat for emergency transportation and general duties around the harbor from its repair facility on Staten Island.

Based on the successful design and all-aluminum construction of four patrol boats Gladding-Hearn built for the New York City Police Department, the 36-ft. utility boat for the NYDOT has a deep-V hull, designed by C. Raymond Hunt Associates. Its beam is 13 ft. and a draft of 4 ft. With an expected top speed of 30 knots, the vessel can be easily converted for harbor patrol use.

With inside seating for 12, the aluminum pilothouse, fitted to a flush deck, will be heated by a hydronic fan-coil unit, using the engines' coolant as the heat source, and cooled by 24,000 btus of air conditioning. Aft of the wheelhouse will be a 10 x 6 ft. well deck and a 30 in. transom door, leading to a hinged, aluminum stern platform.

The boat will be powered by twin Cummins QSC8.3-490, 6-cylinder, diesel engines, each delivering 490 bhp at 2500 rpm and connected to a Twin Disc MG5075A gear box. The engines will turn 5-blade Hall & Stavert bronze pro-

pellors. A 5kw Onan generator supplies 120-volt power.

Celebrating 50 years of shipbuilding, Gladding-Hearn has built 13 patrol/rescue boats, 16 ferries, and seven other boats, operating in New York Harbor.

Rear Adm. Blore Tours Cutter



U.S. Coast Guard Rear Adm. Gary T. Blore (center) program executive officer for the Integrated Deepwater System, toured Bertholf (WMSL 750), the first National Security Cutter being erected at Northrop Grumman's facility in Pascagoula, Miss. James Anton, executive vice president of Integrated Coast Guard Systems, left, and Royce Winbush, general ship superintendent (right) escorted Rear Adm.

Blore through various areas of the new ship. Bertholf, a 418-ft. Legend-class cutter, is part of the Integrated Deepwater System, a critical multi-year, multi-billion dollar program to modernize and replace

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Integrated Coast Guard Systems, a joint venture of Northrop Grumman and Lockheed Martin, is handling the Deepwater contract. Northrop Grumman's Ship Systems sector will build eight National Security Cutters as part of the Deepwater program. In July, a major milestone in the ship's construction was accomplished with the landing of the mast background. The ship, which is over 51 percent complete, will be christened this fall.

ACL to Christen Motor Vessel

American Commercial Lines Inc. christened M/V Warren E. Bourgeois on August 2 at the new Houston Fleet Facility in Channelview, Texas. The vessel's namesake, Warren E. Bourgeois, is currently the Company's Manager of Gulf Coast Barge Operations. Bourgeois began his career with the Company in 1969.

The M/V Warren E. Bourgeois recently completed a \$1.4m refurbishment and is the fourth vessel christened by ACL this year under its aggressive capital program to enhance and upgrade its fleet. The vessel's features include new internal construction, soundproofing, satellite radio in all staterooms, flat screen televisions, wireless internet access and enhanced employee accommodations. The vessel is a 2,100 hp inland towing vessel that will operate primarily on the Gulf Intracoastal Waterway and the Lower Mississippi River.

BC Ferries Commissions Safety Review

BC Ferries has commissioned former Auditor General, George Morfitt, to conduct an independent review of BC Ferries' safety policies, procedures and practices.

The review will assess BC Ferries' compliance with the Canada Shipping Act's regulations, codes and standards. It will also review the extent of the company's compliance with its safety management system.

George Morfitt and his team will collect information through management, union and employee interviews, reviewing documents, systems and processes, performing inspections and gathering relevant material from sources outside of BC Ferries. Work on the comprehensive safety audit will begin immediately and a report is expected to be provided to the BC Ferries' board of directors and made public in late 2006.

ACL Announces Appointments

American Commercial Lines Inc. (ACL) has appointed W.N. Whitlock as its executive vice president, governmental affairs and Jerry R. Linzey as senior vice president and chief operating officer for

ACL.

In his new role, Whitlock will utilize his knowledge of the industry, locks, dams and waterways to address regulatory issues and shape the infrastructure of the industry. Whitlock was named senior vice president, COO of ACL in January

2005. He has served as COO since April 2004 and served as president from April 2004 through January 17, 2005. Previously, Whitlock served as Senior Vice President, Transportation Services of ACL from July 2003 to April 2004, as Senior Vice President, Logistics Services for

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American Commercial Barge Line from March 2000 to June 2003 and as Senior Vice President, Transportation Services of American Commercial Barge Line from 1982 through March 2000.

In his new role, Linzey will be responsible for both American Commercial Barge Line and Jeffboat. Linzey was named senior vice president, manufacturing in May 2005.

Coast Guard REC in New Orleans to Reopen

The Coast Guard Regional Examination Center (REC) New Orleans will reopen on August 9. The limited services currently provided by the REC will continue as the staff dislocated by Hurricane Katrina returns to the New Orleans area over the coming weeks.

As previously announced, REC New Orleans will offer fingerprinting, examinations, and identification verification services for merchant mariner applications. Following the reopening all applications received at REC New Orleans will be forwarded to the new National Maritime Center in West Virginia for evaluation and processing. The forwarding of mariner applications to West Virginia is part of a restructuring and centralization project to improve customer service to mariners.

The new address of REC New Orleans is
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VT Halter Marine Launch Ferry

VT Halter Marine, Inc., based in Pascagoula, Miss., launched the Island Home, a 255-ft. double-ended ferry built for The Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority (SSA). The Island Home will replace the Islander, a 56-year-old ferry currently serving the Woods Hole to Vineyard Haven route.



The Island Home was launched using a side launch technique in which the vessel enters the water broadside. Through the use of flags, torches and a series of horn blasts the vessel enters the water in a dramatic fashion. A side launch requires the coordinated efforts of many skilled craftsmen under the guidance of an experienced foreman.

The Island Home was designed by Elliott Bay Design Group of Seattle, Wash., and is capable of carrying up to 1,200 passengers and crew in comfort and safety. The ferry will also carry 76 vehicles (cars and semi-trailers) and includes hydraulic lift decks for 16 cars, allowing for greater flexibility in the loading configuration. The Island Home's double-ended design provides greater efficiency by eliminating the need of a turn around.

Displacing nearly 1950 tons when fully loaded and powered by two direct drive EMD diesel engines delivering 6000 hp, it has a top speed of 16 knots.

"We here at VT Halter Marine are very proud of the Island Home and the service she will provide to the Steamship Authority. Today's launch is a key milestone in reaching our post-Katrina target delivery date and speaks highly of the people whom have made today's events possible. This vessel has been a welcome addition to our growing line of commercial projects," said Boyd E. King., CEO, VT Halter Marine.



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NWC Annual Meeting Set for Portland

For the first time since it was founded in 1960, the National Waterways Conference, Inc., will hold its annual meeting on the west coast in Portland, Oregon from September 6-8, 2006.

"The Pacific Northwest, has an intriguing transportation system, and their approach to dealing with major environmental challenges makes Portland a great venue for our meeting this year," said Scott Robinson, chairman of NWC and executive director of the Muskogee City-County Port Authority in Oklahoma.

Portland, the largest city in Oregon, straddles the Willamette River, immediately south of its convergence with the Columbia River. Home to the Port of Portland, the city is home to one of the largest ports in the inland waterways. In 2004, ocean-going vessels on the Columbia River transported \$16b worth of U.S. products to and from world markets. To enable the modern fleet of large, deep-draft ships to continue transporting imports and exports via the Columbia, a coalition of six lower river ports in the northwest have been working with the U.S. Army Corps of Engineers to deepen the navigation channel by three feet. The sponsor ports are Portland and St. Helens in Oregon; and Kalama, Longview, Vancouver and Woodland in Washington. Dredging to deepen the channel began on June 25, 2005, and in its first year of deepening work, the Corps' dredging contractor, Great Lakes Dredge and Docks and the Port of Portland's Dredge Oregon deepened 28 miles of the channel to 43 ft.

The National Waterways Conference, Inc. serves as the secretariat for the National Waterways Alliance, a coalition of trade and regional associations, cooperatives, businesses and industries, ports, waterways services, and labor organizations that have an interest in national waterways policy issues. The Conference fights for water resources policies that maximize the economic and environmental value of inland, coastal and Great Lakes waterways.

This year's annual meeting, with the theme "Prepare Today for the Needs of Tomorrow," will bring together government and industry decision makers to address current and emerging issues that potentially affect the future viability of the nation's ports and waterways.

The two-day program will include presentations by regional leaders concerning opportunities and challenges faced by navigation and flood control interests, such as endangered species compliance,



Worth Hager, president of NWC

levee protection and transportation congestion. Leaders from nearly 400 businesses, industries, public agencies, and regional waterway groups are expected to attend the meeting. The meeting will be held in conjunction with the Arkansas Waterways Commission, the Inland Waterways Intermodal Cooperative Program group of the Maritime Administration and the Regional Navigation Design Team of the Corps of Engineers.

The conference will be held at the Benson Hotel, which is listed on the National




The conference will be held at the Benson Hotel, which is listed on the National Register of Historic Places, located in downtown Portland near the city's attractions.

Register of Historic Places, located in downtown Portland near the city's attractions. "I encourage all who plan to attend the meeting to make their hotel reservations soon but no later than August 14 to ensure a room is available at our special convention rate," said Worth Hager, president of NWC. Reservations can be made by emailing the Benson Hotel at reservations@bensonhotel.com. Those planning

to attend will also want to take advantage of the early bird registration fee by registering before August 18.


More detailed information about the meeting, as well as convenient, secure, on-line registration, can be found at www.waterways.org or contact the National Waterways Conference's office at 703-243-4090 or by email to Lisa Miller at lisa@waterways.org.




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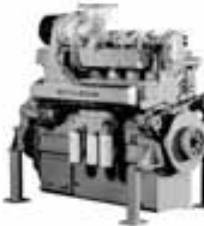
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Swiftships Building for Candy Fleet

Swiftships Shipbuilders of Morgan City built a pair of 170-ft. crew boats for the Candy Fleet. The new vessels are numbers 13 and 14 in the Candy Fleet of crewboats and sisters to two existing vessels -- the Candy Apple and Candy Bear. The first vessel was delivered at the end of July.

General Characteristics

Overall Length170 ft.
Maximum Beam30 ft.
Deck Space105 x 24 ft.
Deck Capacity190 long tons
Hull Depth13 ft.
Passengers60
Crew Accommodations5
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1 Captains state room	
Speed28 knots
Fuel5,800 gals.
Transferable fuel17,000 gals.
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Sewage Tank720 gals.
Ballast Tank12,200 gals.
Main Engines	Four IMO & EPA tier 1 compliant Cummins KTA 38-M1 12-cylinder, turbo charged and after cooled, four cycle, 1350 HP each, continuous rating
Jets Hamilton HM 651 propulsion units

Shettig Promoted to VP



Crowley Maritime Corporation announced that Jim Shettig has been promoted to vice president of the company's East Coast and Gulf contract services business. He will be based in Houston and continue to report to John Douglass, senior vice president and general manager of Crowley's marine services group.

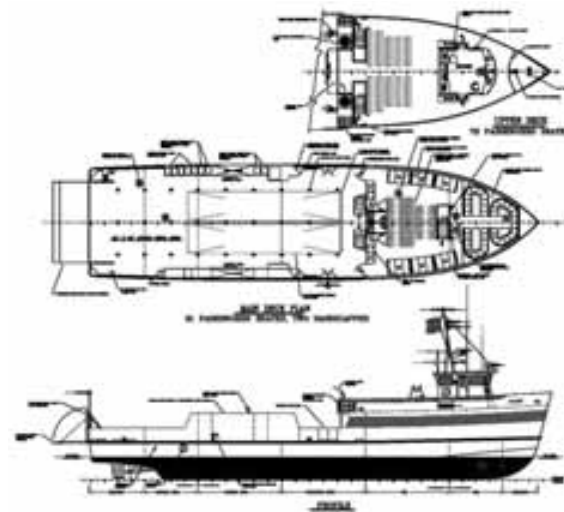
Shettig, who most recently served as general manager of East Coast and Gulf contract services, will now have profit and loss responsibilities for the business. His group provides a myriad of services to customers, including energy logistics, remote offshore drilling support, ocean towing and transportation and other energy sup-

Blount Boats to Construct Ferry for PIADC

Blount Boats, Inc. shipyard at Warren, RI has contracted with the Plum Island Animal Disease Center (PIADC) of the United States Department of Homeland Security for a steel vehicle and passenger ferry.

The 120-ft. OSV type vessel will be propelled by twin 1,300 hp Cummins engines at a speed above 16 knots. It will provide RoRo capacity to a vehicle load of 100 tons, and when partially loaded carry 150 passengers. It will be the second such steel vessel built for the center by Blount Boats. The first one was the Plum Isle, built in 1968.

Blount Boats saved the center one year of construction time on this project. Blount had a ready-made hull that possessed all the required dimensions and features to provide for their exact needs. It is scheduled to be delivered in late 2006.



port services.

Shettig is an 18-year Crowley veteran. He began working for the company as a mate on a Seattle-based tugboat, and has held positions of increasing responsibility during his tenure, primarily in contract towing and transportation and marine services. He served as Crowley's general manager on major energy logistics projects in Venezuela in the late 1990s, and transferred back to Houston in 2001, where he has directed the company's contract services business ever since.

Shettig has a bachelor of science degree in marine transportation from the U.S. Merchant Marine Academy.

Harland Promoted to VP at Crowley

Crowley Maritime Corporation announced that Bruce Harland has been promoted to vice president of the company's West Coast, Alaska and international contract services. He will remain domiciled in Seattle and continue to report to John Douglass, senior vice president and general manager of Crowley's marine services group.



Harland, who most recently served as general manager of West Coast, Alaska and international contract services, will now have profit and loss responsibilities for the business as part of the upgrade in the position. His group provides a myriad of services to customers, including energy logistics, remote offshore drilling

support, ocean towing and transportation, and energy support services, including all-terrain transportation of cargo and personnel on the North Slope of Alaska.

Harland began his career with Crowley in April 1984 as a cargo supervisor in Anchorage. He was promoted to operations manager and then relocated to Seattle and became general manager of contract operations in 1994. In 1998 Harland relocated to Houston as general manager of Crowley's breakbulk and project cargo transportation business. In 2002 he transferred back to Seattle as director of marine operations with the company's petroleum services group, and in August 2005, was promoted to general manager of West Coast, Alaska and interna-

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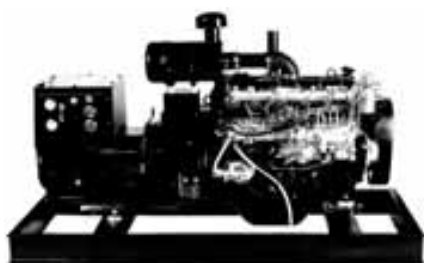
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Harvey Viking	10000	115" X 32' X 17'	YES	N/A	N/A
Harvey Warrior	10000	115" X 32' X 17'	YES	N/A	N/A
Harvey Trojan	13500	126" X 37' X 17'	YES	3rd QTR 06	200 TONS
Harvey Titan - DP 1	13500	135" X 36' X 16'	YES	YES	200 TONS
Harvey Intruder	13500	135" X 36' X 16'	YES	YES	200 TONS
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Harvey War Horse	16500	150" X 45' X 18'	YES	YES	350 TONS
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New Construction Harvey Spirit - DP 2 Cert.	202' X 52'	280'X60'X19.5'	11,000 BBLS	12,000 CU. FT.	2,500 BBLS
New Construction Harvey Supplier - DP 2 Cert.	202' X 52'	280'X60'X19.5'	11,000 BBLS	12,000 CU. FT.	2,500 BBLS
New Construction Harvey TBN - DP 2 Cert.	202' X 52'	280'X60'X19.5'	11,000 BBLS	12,000 CU. FT.	2,500 BBLS
Offshore Dive Support Vessel					
Delivered in July 2006 Harvey Discovery - DP 2 Cert.	180' X 50'	265'X58'X18.5'	8,000 BBLS	8,000 CU. FT.	N/A

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tional contract services.

Harland received the Thomas Crowley Trophy, the company's highest honor, in 1995. He has a Bachelor of Science degree in Nautical Science from the U.S. Merchant Marine Academy and a Masters in Business Administration from Seattle University.

DMT Diamond Marks Anniversary



Deep Marine Technology, Inc.'s 240-ft. MSV, the DMT Diamond, has completed its first year of service in the Gulf of Mexico with zero recordable incidents. Working for a variety of oil and gas companies, some of the works performed by the DMT Diamond /Triton XLS spread thus far include: Set seven Ridged Jumpers ranging from 55 to 93 ft. down to 4,400 fsw; Installation of 11 Steel & 14 Electrical Flying Leads; Pre and Post Route Surveys; Choke/ Pod Change Out; Riser Removal; Inspections; Commissioning; and various Module Installation on Trees. In addition to performing the above scopes of work, the DMT Diamond is suited to carry out other subsea construction, field development, and deepwater intervention tasks including umbilical installation, mattress installation, and touchdown monitoring.

A Class II DP MSV, the DMT Diamond includes a 50T knuckle boom crane, a Subsea Equipment Winch with 10,000 ft of 1.5 in. cable, accommodations for 36 (expandable to 44), and is outfitted with a 150 hp, 10,000 ft. Triton XLS work class ROV.

Toups Joins Bollinger as GM

Bollinger Shipyards, Inc. announces the appointment of Mike Toups as General Manager of Bollinger Amelia Repair, LLC, Amelia, La.

Toups is a veteran of the shipyard industry, with 33 years experience, dating back to his earlier years at Bollinger

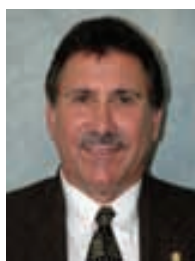
Lafarge Dedicates New ATB



Lafarge dedicated a new ATB on June 5 as the latest addition to its Great Lakes fleet. The Samuel de Champlain tug and Innovation barge were built and are owned by American Transport Leasing Inc., a subsidiary of Lafarge. The new vessel will transport cement and cementitious materials among 17 Lafarge facilities throughout the Great Lakes, including its terminal on the Cleveland waterfront.

The articulated design represents a significant advance over conventional tugs and barges. The tug fits into a notch at the stern of the barge, where hydraulic connections allow them to dip and rise independently. The design makes the vessel more maneuverable than conventional tug-barge combinations, especially in adverse weather conditions.

The new combination of the Samuel de Champlain and Innovation forms Lafarge's ATB. The first, the G.L. Ostrander tug and Integrity barge, went into service in 1996. Other recent improvements in the region's distribution network include a new state-of-the-art cement terminal in Detroit, an upgrade to its production facilities at its plant in Alpena, Mich., and added storage capacity at Columbus, Ohio.



Lockport and Bollinger Algiers. Most recently Toups was employed by North Florida Shipyards, Inc., Jacksonville, Fla., as Senior Estimator/Contracts Administrator.

His experience ranges from management to estimating, to customer and regulatory relations. He is a graduate of Nicholls State University, Thibodaux, La., with a Bachelor of Science in Engineering.

Navigational Sciences Restructures

Navigational Sciences Inc., a company offering wireless platform technology to track cargo and marine assets, has restructured its senior management team. In a move initiated by the chief executive officer, the reorganization is seen as piv-

otal to the company's aim to continue groundbreaking research and development efforts while simultaneously launching a suite of new products that could alter the way in which countries around the globe both track valuable assets and monitor threats to national security.

In order to focus more fully on the company's ongoing research and development efforts, Eric Dobson, founder and former chief executive officer of NavSci, is assuming a new role as chief scientific officer. He maintains a seat on the board of directors.

Dobson will now lead NavSci's research and development efforts, focusing on the vision for emerging technologies and future product development. NavSci holds the license to develop new technology recently approved by the U.S. Patent Office. The "HSS Technique for Expanding Channel Capacity" technology exceeds capabilities seen in previous data communications systems with its ability to communicate around barriers and to

provide enhanced levels of security in data transfer. NavSci holds the license to develop and market all fields of use for this application, and Dobson will oversee the transfer of this and other technology into practical application, particularly relevant with today's heightened security demands.

As part of the growth plan, long-time Charleston businessman and attorney Antony M. Merck was elected to the role of non-executive chairman of the board for NavSci.

Now managing the commercial side are Bill Crowe, recently promoted to chief operating officer, and Steve Hiott, chief financial officer. Crowe is charged with creating and growing the operational and business development components of NavSci and Steve Hiott oversees financial forecasting and business planning.

Also part of the new management structure, Scott Blair was promoted to chief product development officer and Joseph Blankshain was promoted to chief technology officer.

Crescent Towing Captains Receive Citations of Merit



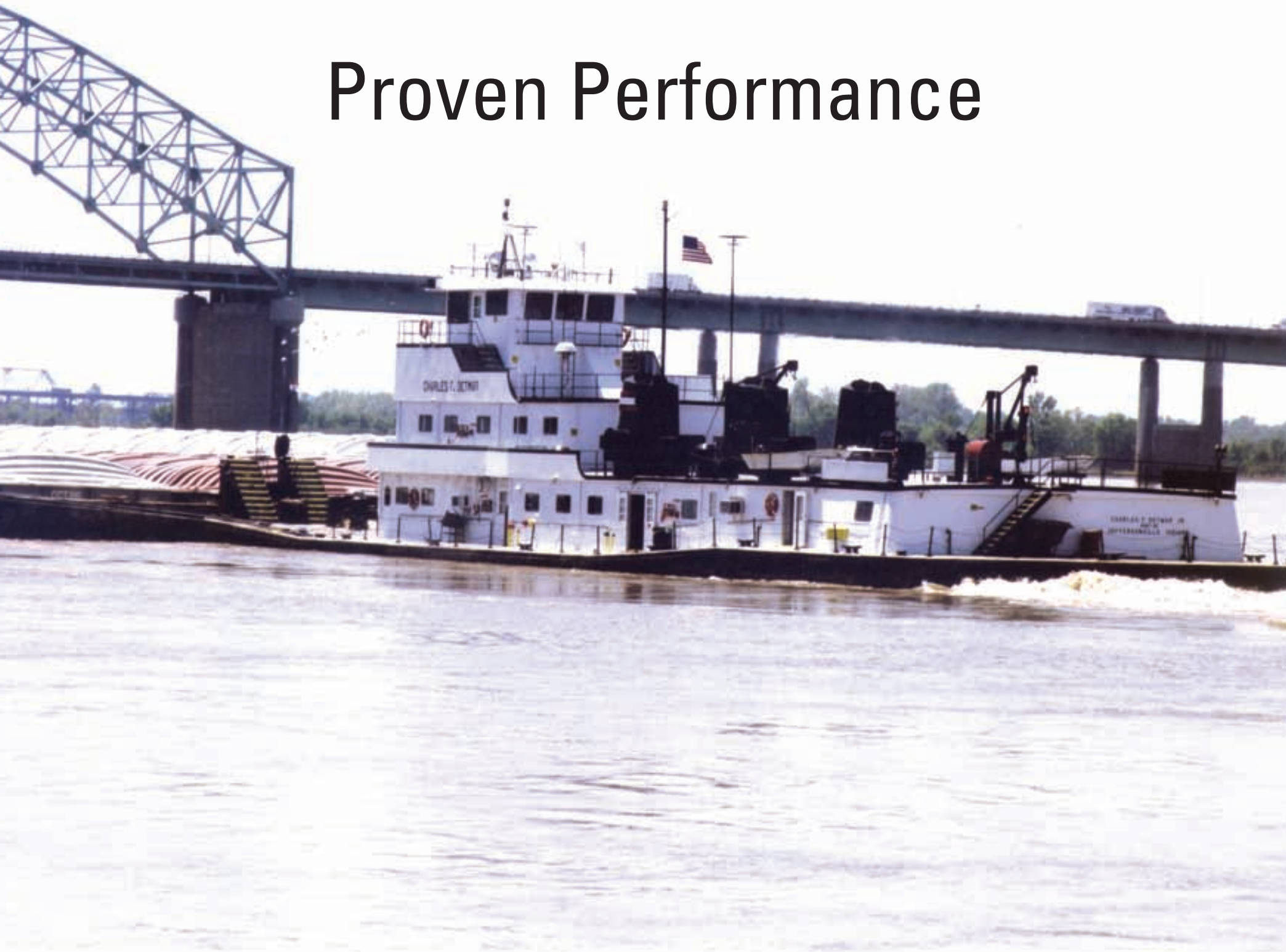
Crescent Towing/New Orleans captains received Citations of Merit awards on July 12 at the NOLA Port Safety Consul meeting. Captain Frank M. Paskewich, USCG Commanding Officer & Captain of the Port of New Orleans was the presenter of these awards.

Award recipients include: Capt Arnona; Capt. Breaux; Capt. Cain; Capt. Cascio; Capt. Domangue; Capt. Doyle; Capt. Ferniz; Capt. Jones; Capt. Murley; Capt. Schmitt; Capt. Schwartz; Capt. Sylvester; Capt. Trosclair; Capt. Wright.

Green Bay (LPD 20) Christened

On Saturday July 15, Gen. Robert Magnus, assistant commandant of the U.S. Marine Corps, gave the principal address at the christening of Green Bay (LPD 20), an amphibious transport dock ship being built by Northrop Grumman Corporation.

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Dubai Ports Fallout

What's Next for Port Security?

By Joan M. Bondareff and James Drewry

When a little-known interagency committee, called the Committee on Foreign Investment in the United States (CFIUS), approved the plans of Dubai Ports (DP) World, a company owned by the Government of Dubai, to acquire Peninsular & Oriental Steam Navigation Company (P&O), including its port facilities in five U.S. cities (Baltimore, Miami, New Orleans, Philadelphia), the shot was heard around the world, or at least on Capitol Hill. As it turns out, not even the Bush administration was aware that a group of lower-level bureaucrats had signed off on this deal without their approval. The political outcry to a foreign-owned company acquiring significant U.S. assets was so great that it forced DP World to announce, on March 9, 2006, that it would sell any operations of American ports acquired from P&O to a yet-named third entity.

Congress reacted to the deal much like it had 25 years earlier when the tanker Exxon Valdez ran aground in Prince William Sound, Alaska, on March 24, 1989, causing one of the major environmental crises of the 20th century. The oil spill provided the needed momentum for the passage of the Oil Pollution Act of 1990, which established new requirements and responsibilities for owners and operators of oil tankers. It remains to be seen whether the DP World attempt to own and operate port terminals in the U.S. has the same effect on pending legislation to increase security at American ports and to reform the CFIUS process. This article describes Congressional attempts to do both, as well as the Administration and industry reaction to these initiatives.

CFIUS Reforms

A direct result of the DP World deal has been the introduction of multiple bills to reform the CFIUS process. The bills principally address membership on CFIUS, the role of the Director of National Intelligence, the role of Congress in reviewing proposed acquisitions, and the definition of the "critical infrastructure" that needs to be addressed in the CFIUS process. On the Senate side, the major bill is S. 3549, proposed by Senator Richard Shelby (R-ALA), Chairman of the Senate Committee on Banking, Housing and Urban Affairs. The Shelby bill has a broad definition of critical infrastructure, similar to the definition in the Homeland

Security Act of 2002, which covers major energy assets and other assets with implications for national security, including economic, public health, and public safety security. The bill also requires that Congress be notified within ten days of receipt of a request for CFIUS approval, i.e., prior to the completion of the CFIUS review. Finally, the bill authorizes the President to be the final deciding official in the Administration with the authority to reject a proposed transaction based on national security findings.

On the House side, the major legislation is H.R. 5337, a bill introduced by majority whip Roy Blunt (R-MO) with Congresswoman Deborah Pryce (R-OH),

any individual or entity engaged in interstate commerce in the U.S., and adopts the Homeland Security Act definition of "critical infrastructure." This definition is broad enough to cover most of the infrastructure in the nation.

Without endorsing a specific bill, the Bush Administration has placed markers on how CFIUS reforms should be accomplished. The Administration has acknowledged the need for higher-level review of CFIUS transactions and a larger role for Congress, while warning that any reforms need to continue to emphasize the attractiveness of investing in the U.S. and protect the proprietary and sensitive nature of some of the transactions. The Business

Port Security Initiatives

Even before the DP World deal caught the attention of Congress and the public, Congress had been working on bills to enhance security at U.S. ports and at those foreign ports that provide most of the containers that come to the U.S. every day. It is also fair to acknowledge that the Administration, through the Department of Homeland Security, had already put a number of programs in place to screen cargo from overseas ports.

It is estimated that 11,300,000 containers come into the U.S. every year, and, according to a 2002 report of the Brookings Institution, that the closure of one of our major seaports from a terrorist incident could result in billions of dollars of costs to the U.S. economy from the disruption of this vital trade.

In 2005, Congress began to bring its attention to port security legislation in the same way that it had focused on airport security right after "9/11". The DP World deal gave a new impetus to these measures. The threat of a port closure and the consequential costs to society propelled these bills to the forefront.

In the Senate the Committee on Homeland Security and Governmental Affairs and the Committee on Commerce, Science, and Transportation share port security jurisdiction and are actively engaged in negotiating a compromise of their respective bills. The Homeland Security Committee bill is the GreenLane Maritime Cargo Security Act (S. 2459) sponsored by the Committee's chair, Susan Collins (R-ME), and Patty Murray (D-WA). While codifying and enhancing a number of existing government programs (including the Container Security Initiative, Operation Safe Commerce, and the Customs-Trade Partnership Against Terrorism), the Collins-Murray bill also creates a new tier, called the "GreenLane," for shippers that meet the highest U.S. and international safety standards. The GreenLane allows these qualified shippers to receive benefits prescribed by the Secretary of Homeland Security, which may include expedited release of cargo at U.S. ports, reduced bonding requirements, and priority processing for inspection. The Collins-Murray bill also authorizes \$400m in port security grants for each of fiscal years 2007-2012, or twice what the Administration has requested for these grants for FY 2007. The bill also requires that by the end of 2007 all containers



Port of New Orleans. (Photo credit: AAPA)

Chair of the Subcommittee on Domestic and International Monetary Policy, Trade, and Technology of the House Committee on Financial Services. The Blunt-Pryce bill codifies the membership of CFIUS, provides for notices to Congress of transactions after CFIUS has completed its review process but before the White House acts, like the Shelby bill defines transactions subject to CFIUS review to include any merger, acquisition, or takeover by any foreign individual or entity that could result in foreign control of

Roundtable and the U.S. Chamber of Commerce both support the House bill.

It remains to be seen whether the two houses of Congress and the Administration can agree to a final CFIUS bill and whether there is sufficient time remaining in the 109th Congress to pass a final bill. In the meantime, Congress has somewhat modified its original reaction to the DP World deal and even allowed the Administration to approve a subsequent Dubai acquisition of a company that makes parts for the Army.

entering the U.S. through the busiest 22 seaports must be inspected for radiation and includes a pilot program requiring inspection of all U.S.-bound containers at three foreign ports.

The two very similar Commerce Committee bills (S. 1052 and S. 2791) were introduced by the Committee Chairman, Ted Stevens (R-AK), and the Ranking Democrat, Dan Inouye (D-HI), and build upon legislation developed by the Committee four years ago, the Maritime Transportation Security Act of 2002. The bills are broader than the Collins-Murray bill, addressing not only maritime security but also aviation, rail, and motor carrier transportation security. The maritime sections of the bills are less detailed than the Homeland Security Committee's bill but cover much of the same subject matter, including port security grants and container inspection. On the House side, the com-

panion of the GreenLane bill is the SAFE-Port Act (H.R. 4954), sponsored by two California Members, Republican Dan Lungren and Democrat Jane Harman. The bill, which recently passed the House, is comparable in many respects to the Green Lane bill and provides a multi-layered approach to port and container security. The bill includes a requirement to use nuclear and radiological detection systems by late 2007 at 22 U.S. seaports.

During the House passage of the SAFE-Port Act, the principal debate was over an amendment by Congressman Markey (D-MA) requiring 100% inspection of containers entering the U.S. Currently only a small percentage of so-called "high risk" containers are actually inspected at overseas ports. The bill's sponsors objected on the basis that existing technology is not capable of inspecting all containers in a timely manner. In response to Mr.

Markey's praise for technology now in use in Hong Kong, a provision was added to the bill directing the Secretary of Homeland Security to conduct a pilot project at an overseas port similar to the Integrated Container Inspection System being tested at the port of Hong Kong.

Likely Outcomes

It appears likely that some type of port security measure will be approved by this Congress. The various bills are close enough that a conference should not be difficult. It remains to be seen whether the CFIUS reform bills have the necessary impetus to reach final passage since many of the reforms seem to have been implemented already and the tone in Washington has moderated somewhat on blocking foreign investment in the U.S.

UPDATE: On July 26, 2006, the House and Senate passed their respective CFIUS

reform bills, and are headed to Conference. Expect final passage in September.

Joan M. Bondareff currently Of Counsel at Blank Rome LLP focuses her practice on marine transportation, environmental and legislative issues. Prior to joining the firm, Ms. Bondareff was Chief Counsel and Acting Deputy Administrator of the Maritime Administration, U.S. Department of Transportation. She can be contacted at bondareff@BlankRome.com

James Drewry, partner at Blank Rome LLP, has extensive experience providing government affairs and legislative counsel to clients. Prior to entering private practice, Mr. Drewry served in senior counsel positions for the Senate Committee on Commerce, Science, and Transportation. He can be contacted at drewry@BlankRome.com

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Sinking Ship Crew Rescued

Rescuers from the U.S. Coast Guard and Alaska Air National Guard saved 23 crew members from an Asian cargo ship taking on water south of the Aleutian Islands, officials said.

All 23 crew members were hoisted into two National Guard Pave Hawk helicopters and a Coast Guard helicopter and taken to Adak Island in the Aleutians.

The rescue was conducted in very challenging weather, said Master Sgt. Sal Provenzano with the Alaska Rescue Coordination Center. A nearby merchant marine vessel was standing by to take any crew member who couldn't fit on the three helicopters, but the thought of conducting another 23 hoist operations to lower the crew members on the ship in that weather was deemed not the best choice.

One crew member with a broken ankle was to be flown by an HC130 to Anchorage immediately after landing in Adak, Provenzano said.

It was not immediately known how long the other crew members, who all wore survival suits when the ship started taking on water, would remain on Adak Island.

A crewmember from the Singapore based container ship Cougar Ace, a car carrier with 23 people on board, contacted the North Pacific Search and Rescue Coordination Center on Sunday. He reported that they were taking on water and listing 80 degrees.

The Cougar Ace was located about 230 miles south of the Aleutian Island Chain, in the middle of the North Pacific Ocean.



Salvage personnel board the Cougar Ace to assess the condition of the vessel. (Photo Credit: USCG)

The Coast Guard cutter Rush, a 378-ft. cutter based out of Hawaii, and a C-130 aircraft and crew from Air Station Kodiak, assisted in the rescue effort.

The Alaska Coast Guard is reporting that a member of a salvage team, looking at how to stabilize the listing ship, died when he lost his footing and slid down the ship's deck and hit his head.

A team of four was prepping to leave the Cougar Ace when a naval architect slipped and was knocked unconscious. He was flown to a Coast Guard cutter nearby with a doctor and a clinic but efforts to revive him were unsuccessful. He was declared dead about an hour later.

The four-member salvage team had just completed an internal survey of the ship when the accident occurred. They were preparing to disembark, said Charles Nalen, vice president of environmental safety quality assurance for Crowley Maritime, owner of Titan Salvage.

They were on the covered main deck and he slid down a considerable distance, somewhere in the range of 80 ft., the company said.

The Unified Command is continuing to monitor the condition of the Cougar Ace, evaluate options for improving the vessel's list and plan for a movement of the vessel. Using information obtained from the initial vessel survey, the decision was made to take advantage of a favorable weather window and rig a tow from the tug Emma Foss to the Cougar Ace as a test of the towing arrangement and to gain some additional control of the vessel.

The Emma Foss is maintaining the tow at minimum speeds to ensure a safe tow-

ing configuration on a northeast heading. The tow will shift to the tug Sea Victory.

The Unified Command is considering three primary options for the vessel. A final decision is dependent on several variables including weather, approved ports, stability, safety and expected degree of success. Port assessments continue.

A scientific team including the Alaska Department of Environmental Conservation, NOAA, Polaris Applied Sciences, Alaska Department of Natural Resources and Alaska Department of Fish and Game is part of the incident command structure in Anchorage and is keeping the Unified Command apprised of the natural resources and environmental issues in the port areas being considered.



Official Coast Guard photos by Petty Officer Joseph Zemchak.

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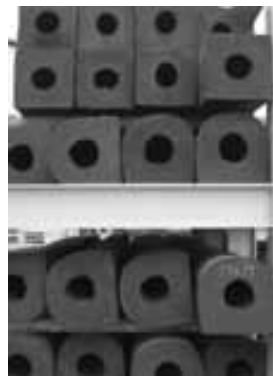


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Louisiana Lugger Tugs

As a conventional tugboat would, the *George C.* helps maneuver Donjon's 1000-ton *Chesapeake 1000* around some of the tight bends at Venice last October. At the head of the tow is Donjon's *Atlantic Salvor*, which came down from New York for the effort. (Photo: Don Sutherland.)

By Don Sutherland

"Stick lighter?" said the southern gentleman, "I haven't heard that term before."

It seemed fair enough. Probably, a good number of northern gentlemen haven't heard that term either, at least not in along time. For sure, a large number of northern gentlemen have never heard the term "lugger tug."

So that makes everyone even, north and south, as far as vocabulary scores are concerned. And it demonstrates again that in an industry where so much is now said to be standardized and in conformity and made all quite regular, there remain a few regionalisms as far as lingo is concerned, as well as the design of boats.

From the standpoint of design, as far as the eye can see, the old stick lighter and the modern lugger tug share quite a bit. Both have their houses well aft, and an expansive foredeck to receive a bodacious

amount of cargo which both types of boats would, well, lug from there to here.

Stick lighters came in both unmotorized and self-propelled forms, of course, and

only the latter bear a serious resemblance to their southern counterpart of today. Probably the most obvious difference is that the onboard mast and boom of the stick lighter is absent from the typical lugger tug. So maybe we should say the lugger tug is comparable to the old self-propelled harbor lighters, subtracting "stick" from the term "lighter."

On closer inspection, the lugger has towing bits that might not have been so prominent on harbor lighters, adding to "lugger" to the term "tug."

Less obvious but more significant from the standpoint of hull design is the depth of lighters and luggers, respectively. Northern lighters might have had keels acting like skegs a bit, against the forces

The triple-screw *George C.*, with its aft towing bitt practically touching the deckhouse. *Brown Water V*, in from Texas, passes by, representing a southern-developed style now seen far outside the south. (Photo: Don Sutherland.)



of deep harbor waters. Some southern waters are famously shallow, however, and any boat planning to navigate them must be proportioned accordingly. Their bottoms tend toward flatness, not many feet below the waterline. That's for starters. "A great many of the luggers have three engines and three screws," said Ed Rodriguez of Rodriguez Boat Builders in Bayou La Batre, Alabama. "It's how you get bollard pull with the small propellers required in a shallow-draft situation." Mr. Rodriguez reports that many lugger tugs draw only four to five ft., although "we've built some that draw six ft., for coastwise work" in the Gulf.

That would be quite shallow for most tugs — most northern tugs, anyway — with something close to double that draft being common on tugboats of New York. But the luggers share one further characteristic of tugs in the Big Apple and everywhere — they're tough. "They have stainless wheels and big gears," Rodriguez said, "and they're real multi-purpose boats. Sometimes they have to dig their own channel to open up a pathway through the shallows."

Not that that's the recommended practice — but it's got to happen sometimes in

bayou country.

Déjà vu All Over Again

The description of self-dredging boats rings a bell, having been mentioned in these pages by Capt. Bob Henry a couple years ago. In a past edition, MN described the Shelby Rose and the Rachel Marie of Capt. Henry's Island Towing and Salvage of Staten Island.

The tugs formerly had been owned by Brown & Root for towing oil rigs in the Gulf. Hadn't those boats — closer to standard tugs than luggers — also canalized their way from time to time, during their previous life?

Coincidentally, Capt. Henry happened to be in Morgan City when we phoned to confirm our recollection. "Dredging wasn't very prevalent down there," he said about those 1980s oilfields, "you'd make your path as you go. The theory was simple — it was cheaper to overbuild a boat than to dredge. When it banged on a piece of wood, it wasn't the end of the world."

After founding then leaving Henry Marine in New York, which continues expanding under the original name, Capt. Henry's "boutique" idea was using the southern shallow-draft tugs in southern-



If the Louisiana lugger looks familiar to old-timers, its passing resemblance to the old self-propelled harbor lighter might be an explanation. Here, Kosnac's K.M. Koehler is underway in the mid-1960s, delivering a propeller weighing something around 25 tons. (Photo courtesy K Tugs NY, scan by Don Sutherland.)

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With an eye-catching shear that's not so common among southern designs, the *George C.*, built by Rodriguez Boat Builders in 1999 for Cvrtianvic Boat Service, is shown at Venice, Louisiana where she was part of the effort during the Katrina cleanup. (Photo: Don Sutherland.)

like waters up north — that is, shallow. And soft.

"I've been up creeks where they haven't seen a tugboat in 50 years," said Capt. Henry. "Absolutely the silting will continue, with all the construction going on upland. Every time it rains, the water gets a little shallower. Fresh Kills is filling in, the Shrewsbury-Navasink area of New Jersey is notorious, the passenger ship piers on the west side are always filling-in because of all the Hudson drags down ..."

The list could continue. "Gravity brings it down," said Capt. Henry of the silt, and gravity is everywhere. We were aboard the shallow-draft *Rachel* a couple years ago when she bottomed-out in the channel somewhere around Rockaway Bay. "Soon it'll be a real problem moving anything around with real draft," said Capt. Henry.

Ah, but there are agencies to take care of such things. The Army Corps has some great equipment, and some great people operating it. But of course, it's a big country. "When the folks down in Jersey can't operate their million-dollar yachts," said Capt. Henry, "they call Trenton, Trenton calls the Feds, and dredging gets done."

Besides, there's different kinds of dredging, some of it more expensive. In New York Harbor proper, we're reminded, a lot of the spoils are contaminated. They talk of things like barrels of Agent Orange getting kicked off piers into Newark Bay, after the Viet Nam war. When you muck around in such stuff, you need to be careful.

So building strong and shallow seems to have a future for northern ports. If anything proves the suitability of a southern-

style design in northern waters, it's the plentitude of pushboats seen around New York — two at Henry Marine, at Galately, at K-Sea, Miller's recent Stephen Miller, and Reinauer's imposing Kristy Ann Reinauer come immediately to mind. If a southern-like towboat design finds so much utility up here, why not a lugger tug?

Origin of Species

If there's an official "first lugger" of all time, its identity has not been presented to us. "The originals were probably built in somebody's back yard in Louisiana," said Ed Rodrigeuz. The basic premise design-wise going back to the 19th-century industrial harbor, probably no one could claim the patent. But with its southern accents, the lugger commenced its major population growth about twenty years ago, Mr. Rodriguez tells us.

"The first improvement was to design the boat to have more bollard pull," the three screws for power in shallow water, "and wider boats for more load." And many luggers indeed are beamy, as conventional tugs go. And placing the house so far aft takes some thought, when the tug part of a lugger tug comes into play. "You've got to have enough distance from the rudders to the stern post -- five or six foot, minimum." With the towing point practically on top of the rudder post, the design by some is considered clumsy.

Inside the *George C.* With the house placed so far aft, visibility of the stern is good -- a handy trait when backing around wrecks or other obstacles in shallow waters. Venice, October 2005. (Photo: Don Sutherland.)

Still, the luggers are noted for their mastery of confined spaces, and we watched them nosing big barges around tight bends with an aplomb that would make any tugman proud.

The luggers we saw at work had model bows, but plenty of flat-bow pusher versions have gone to work where required as well. As with any workboat, it's about what you need to do.

And though it's easy to think of southern rivers as lazy old men, the stereotype won't always apply to the Gulf oil patch. Where a tug and barge might get pounded,

a lugger might not. "The Louisiana oil industry people developed it, mostly," said Rodriguez, "and it just came along through the years. It's a real multipurpose boat, can tow, push, take cargo on deck like equipment and potable water out to the rig, and you can get a decent capacity on that deck." That could be important in the Gulf, with its oil-drilling islands unto themselves.

The luggers we saw had considerably more freeboard than most of the towboats we know, yet even the latter get through the day in choppy northern harbors. The trick seems to be simple — keep the lower cabin doors closed. The practice assumes there won't be much work underway on deck, but that's probably a safe assumption for a pushboat against its barge. The assumption might change for towing and such, so most luggers are built higher. We even saw some that had shear, which is not thought to be typical of most southern boats, not even southern tugs.

So with its multipurpose nature, and its suitability for water both shallow and choppy, what stops the lugger from coming north? Well, there are fewer islands unto themselves in the north at this moment.

Global Evolution

"There's not enough physical need for a boat of that nature," said Capt. Henry, whose own mini-tugs have headed outside more than once. But although they look top-heavy, with their tall wheelhouses and



short freeboard, the Shelby Rose and the Rachel Marie have a lower center of gravity than first glance might imply. "Going to sea on a typical lugger, with houses two and three decks high, with shallow draft," said Capt. Henry, "makes them go back and forth, back and forth."

Said Capt. Fred Kosnac, whose family-run business in New York included the stick lighter K.M. Koehler in the mid-twentieth century, "There were a lot more ships sitting around longer back then. Now their turnaround is quicker. Shore-side facilities now get their stuff by truck." So the call for delivery by water -- indeed, the sheer possibility of it, as northern waterfronts yield increasingly to residences -- has been on the decline. And where waterborne delivery remains efficacious, tugs can move container barges from terminal to terminal, Capt. Kosnac said. Hence, a harbor once crowded with stick lighters today has just one that fulfills the old role of chandlery ships. Tankers at their terminals may be harder to reach by trucks, so they're among the clientele of Twin Tube, the stick lighter look-alike run by Reynolds out of Staten Island. Twin tube has some significance -- one of the very first builds of Luther Blount more than half a century ago. She was a tanker originally (as was the Koehler, according to Capt. Kosnac) outfitted anew for deck cargoes. As things stand, Twin Tube gives the last glimpse of a once common sight on the waters of New York.

The market for luggers up north lacks the incentives so prevalent in the oil patch, but also, the world's a dynamic place. As the coasts of the boroughs and of metropolitan New Jersey turn increasingly residential, the industrial complex keeps getting pushed further west, toward Newark Bay. That's where the two major container ports are, and the large tanks. And nobody seems to be saying there should be more 18-wheelers emanating from those facilities to drive through New York City. For there are just three routes -- one bridge, two tunnels -- no more than that, by which all of those trucks can reach all of New York, everything east of it, and most locales coastal to the north. Three routes, at their best overcongested on good days. What happens on bad days?

Even landside outfits like the Municipal Art Society -- a century-old, highly prestigious organization of architects and the like, dedicated to making the city livable for its citizens -- has come out in favor of the industrial harbor and all its resources, as a way to cut-back the asthma or cancer or whatever is caused by too many vehicular fumes.

There seems to be plenty of evidence that the gentrification of the waterfront

can be overdone.

Despite noble talk about "waterfront access" for "low-income people," the real issue facing this harbor -- maybe all harbors -- is the issue of transportation of goods used by rich and poor alike.

Any claim of social responsibility by developers sounds disingenuous, if the

distribution of goods is left out of their plans.

Will city planners, once awakened, take the steps needed to keep people supplied and in good health, too?

But, of course, predicting that is no job for the maritime industry. The maritime industry simply does the bidding of its

immediate clients and customers.

Still, as all that construction silts the transportation routes in, the maritime industry might welcome, in the back of its mind, the awareness that south of New Orleans, a craft has evolved because it was handy in shallow waters. All sorts of handy.

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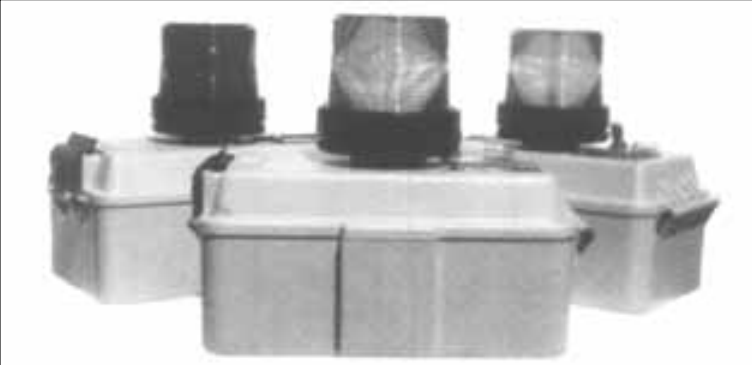
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SUNY Maritime College on the important role of the vessel security officer, so I decided to write one," said Ahlstrom. "With Dave and Joe's help and contributions by other experts in the industry we cover all aspects of training, drills, exercises, recordkeeping, threat assessment and analysis. We also instruct how to create a vessel security plan and address specific maritime terrorism and other related issues."

The book complements any security course and can serve as a training handbook for a Vessel/Ship Security Officer or Company Security Officer. Ahlstrom uses the text for his port security and transportation management maritime security classes at Maritime. Students are trained and certified in Vessel/Company and Facility Security, Chemical, Biological and Radiological Defense (CBR-D), and Security and Anti-Terrorism.

Captain Joseph Ahlstrom is 1982 alumnus of SUNY Maritime College with a bachelor's degree in marine transportation. He completed his master's degree in transportation management with honors also from SUNY Maritime. Captain Ahlstrom has commanded six merchant ships including a tanker, containership, break bulk carrier, and research and training ship. He sailed for 15 years in the U.S. and Foreign Merchant Marine. In January 1996, Captain Ahlstrom started his teaching career at SUNY Maritime College. He served as captain of the training ship *Empire State VI* from 1998-2000, and was also chairman of the marine transportation department from 2003 until May 2005. He is currently an associate professor focusing on Maritime Security and Maritime Communications. In addition to being an unlimited Master Mariner, Captain Ahlstrom is a Captain (0-6) in the United States Navy Reserve. He lives on Staten Island and is married to Carolyn and has two children, Emma and Brendan. *Vessel Security Officer* can be ordered online through Cornell Maritime Press at www.cornellmaritimepress.com or at Amazon.com.



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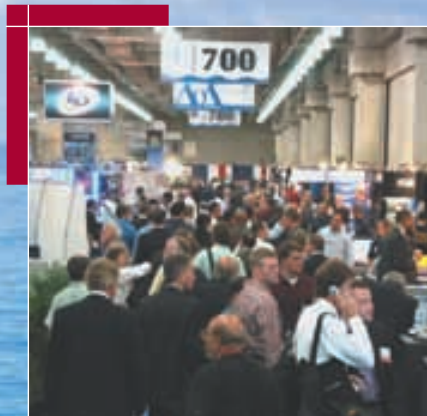
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USCG Activates Rescue 21 System in Gulf States

The U.S. Coast Guard announced that on June 30 it began using the new Rescue 21 command, control and communications system along the Alabama, Mississippi and Florida coastlines. General Dynamics C4 Systems, is the prime contractor for development and deployment of the Rescue 21 system.

Advanced direction-finding capability, a critical component of Rescue 21, allows Coast Guard watchstanders to more accurately locate the source of a distress call, said a Coast Guard release. That capability also allows the Coast Guard to locate

the source of hoax calls. Rescue 21 also includes a network of towers to help reduce coverage gaps in coastal areas and ensure more calls get through to the Coast Guard.

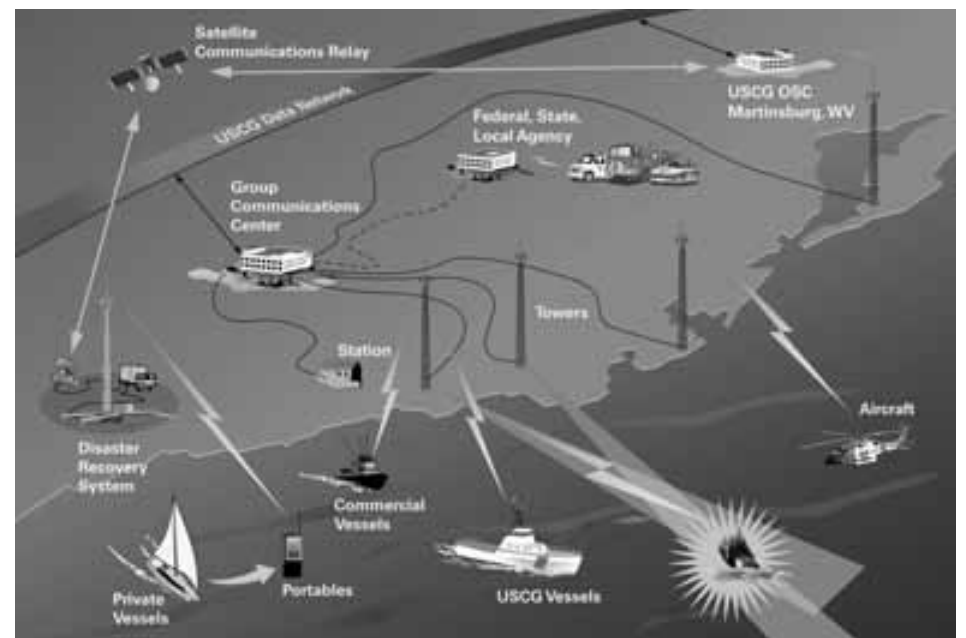
"The system provides a revolutionary leap in enhanced command, control and communications capabilities," said Capt. Dan Abel, Rescue 21 project manager. "Given our long and proud history of standing the watch, such leading-edge technology will radically improve the efficiency of search and rescue operations and offers interoperability with other fed-

eral, state and local law enforcement agencies, and with first responders across all rescue or homeland security missions in the coastal area," he said.

Proving its mettle following Hurricanes Katrina and Rita, is the Disaster Recovery System (DRS), a critical component of Rescue 21. A fully autonomous, rapidly deployable emergency communications package, it provides voice and data connectivity if a man-made or natural disaster destroys the existing communications infrastructure. The DRS connects to the Coast Guard Data Network (CGDN+) via

satellite communications. For six months, it reliably provided one-way communications with mariners, in the southeastern portion of the Mississippi River and Gulf Coast region. Currently, four of the deployable systems are staged in Huntsville, Ala. for quick deployment.

The National Oceanic and Atmospheric Administration has predicted eight to 10 hurricanes in the Atlantic for 2006; at least half of which are expected to be the strength of Category Three storms. "Rescue 21 has been accepted at an especially critical time of year in the Gulf States,"





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Rescue 21 system

said Abel. "It provides vital technology to increase the capabilities of our Coast Guard crews at a vital time when summer search and rescue pace increases and tropical storms or hurricanes put mariners and coastal residents at risk," he said.

A \$730m acquisition project and the second largest within the Coast Guard, Rescue 21 will replace the Coast Guard's aging National Distress and Response System, built during the 1970s. Once fully implemented, Rescue 21 will cover 95,000 miles of U.S. coastline and inland waterways.

By the Numbers

- First life is saved using Rescue 21

system: November 2005

- First Rescue 21 system commissioned Atlantic City, N.J., December 2005
- Two Initial Operating Capacity regions ; Atlantic City, N.J., and Eastern Shore, (Maryland, Delaware and Virginia) accepted Rescue 21 in 2005
- First Low Rate Initial Production (LRIP) region accepted Rescue 21 in Alabama, Louisiana and Mississippi, May 19, 2006
- Sector St. Petersburg, Fla., the second of four LRIP regions, accepted the system June 29, 2006
- Nationwide rollout to about 40 additional regions is slated for completion by 2011.

Dual Teleport Services

CapRock announced its expanded service redundancy and business continuity solution. The Dual Teleport Configuration Services (DTC), now available on the North America Network, ensures continuity of communications by rerouting customer traffic to an alternate teleport in the event that the Houston facility or teleport is adversely affected.

Services offered by the DTC program are designed to provide customers with significant backup communications until their primary services can be restored.

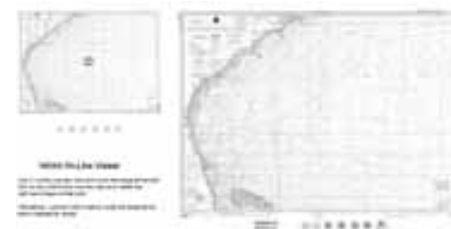
The DTC service is an addition to CapRock's existing service redundancy capabilities and disaster recovery planning. Network Operations Centers located in Houston and Aberdeen are each capable of remotely operating the other and the teleports are also hardened to withstand severe weather, including strong winds. In addition to having dual terrestrial entry, the Houston facility also hosts an onsite generator and enough fuel to operate independently for up to one week.

CapRock sets up dual satellite earth stations at an alternate location, pre-stages equipment that is in hot-standby mode and initiates duplicate connections to the public telephone network and public Internet access. The comprehensive planning, staging, and testing of equipment ensures communications will be maintained during predictable events, such as

hurricanes, for customers who enroll in DTC. Customers will also have priority restoration for those which cannot be predicted.

The DTC program is an extension to CapRock's disaster recovery program, which was expanded this year to include Broadband DR-VSAT and Private Line DR-VSAT. The DR series packages are designed for emergency response teams or organizations with critical operations needing mobile communications in disaster affected areas when traditional means are unavailable. Emergency voice, internet, and corporate data access is provided through a completely self-contained unit that includes ruggedized satellite equipment, telephones, fax machines and an optional on-board generator.

New On-line Chart Viewer



NOAA surveys and charts U.S. waters, producing 1,000 traditional nautical charts, cover 3.4 million sq. nautical miles. Carriage of NOAA charts is mandatory on commercial ships. They are used on every Navy and Coast Guard ship, fishing and passenger vessels.

On July 4, NOAA introduced a new public service called the On-Line Chart Viewer. The viewer lets mariners display any nautical chart in the national suite using only an internet browser. Each chart is updated weekly for Notice to Mariner corrections by software permits rapid chart display, panning and zooming.

The On-Line Viewer can be used for voyage planning and research. Professional mariners can examine intended routes for recent changes. The On-Line Chart Viewer is available for free from NOAA at www.NauticalCharts.gov/viewer.

Beier Radio Earns Certification

Beier Radio announced that the company has received accreditation from the prestigious The Nautical Institute for its Dynamic Positioning Training Course.

The dynamic positioning classes are held at the state-of-the-art Beier IVCS 2000 training facility at Beier Radio corporate headquarters in Belle Chasse, La. The program uses fully computerized

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The Nautical Institute is a London based independent organization and certification body for DP training for the worldwide maritime industry.

PetroCom Debuts VSAT System

Two years in the making, PetroCom's new Very Small Aperture Terminal (VSAT) satellite communication system is structured around private communication networks that guarantee around-the-clock connection speeds. Built with the newest technologies and equipment, this best-of-breed system offers customers the ability to turn bandwidth on and off, re-allocate bandwidth or schedule increased bandwidth as business needs change.

Recently, PetroCom signed agreements to provide VSAT voice and data services for Onyx Special Services, Superior Offshore International and Tetra Applied Technologies. Last month, Helix Energy Solutions tapped PetroCom to provide VSAT services for its offshore fleet.

Multiplex VSAT communication networks with speeds from 64 to 512K are available for fixed and stabilized applications. Built around VIPERSAT Network's capacity management platform and RAD Data Communication's IP-based multiplexers, PetroCom's system guarantees a committed information rate, prioritizes voice over data to eliminate jitter and delivers superior voice quality. PetroCom also offers fixed pricing; most maintenance and technical support expenses are included. PetroCom is also the first to offer add-on satellite services or ASAT services within established private networks. A primary subscriber, at their discretion, can grant third-party clients, vendors and service providers access to their company's private network. The subscriber can then choose to bill these authorized users for their bandwidth allocation or have PetroCom bill them directly. Software control of the PetroCom ASAT system still assures a guaranteed CIR.

Stratos to Upgrade Apache in GOM

Stratos Global Corp. one of the leading providers of remote communications solutions to the offshore oil and gas industry, announced that Apache Corporation has accepted a proposal for Stratos to provide remote communications for more than 100 offshore oil and gas platforms in

the Gulf of Mexico via its recently restored microwave network. The total contract value of the five-year contract is approximately \$19m.

Stratos also is supplementing the microwave-based service with satellite-based backup systems at key connection points to maximize business continuity and recovery of communications in the event of disasters, such as last year's hurricanes. These satellite backup services are in addition to improved circuit protection, additional beach crossings, increased bandwidth, true ATM transport and additional redundancy that have already been added to the redesigned microwave network to improve reliability.

Telenor Acquires MCP

Telenor acquired the remaining 61.3 percent of shares in Maritime Communication Partner (MCP), obtaining a 100 percent stake in the mobile operator. MCP is a supplier of mobile communication to ferries and cruise ships. The service allows passengers and crew on ferries and ships around the world to make and receive calls and SMS using their mobile telephones. MCP offers GSM coverage in international waters. Through MCP, Telenor plans to develop services in the interface between GSM and satellite. Telenor will help develop MCP through expanding the company's existing product range and assist the company in penetrat-

ing new markets.

NavSci Signs Patent Agreement with ORNL

Navigational Sciences Inc. has signed a new and expanded patent license agreement with the U.S. Department of Energy's Oak Ridge National Laboratory (ORNL) for advanced wireless communications technology. The license agreement includes nine patents related to several advanced communications methods, including recently developed hybrid spread spectrum (HSS) wireless technology that transmits information and data more effectively and securely than previous generations of wireless technology, particularly in highly congested and obstructed areas where reception is difficult. The technology will be marketed under NavSci's Wave Additive Radio Processing (WARP Wireless) brand name for next generation radio frequency identification to track shipping containers and mobile assets. The WARP products track and monitor inventory, assets and valuable cargo for industries including shipping, private security and governmental agencies. Developed at ORNL in cooperation with NavSci, the new technology has the ability to transmit data around and through barriers that previously hampered reception when tracking assets.

WARP 1.0 is the first in the WARP suite of data tracking products and is currently

available; the second-generation WARP 2.0 products will be available in the fourth quarter of 2006. WARP 3.0, the first product to utilize the new HSS technology developed at ORNL, is expected to be released in 2007.

NavSci also is the sponsor of a Cooperative Research and Development Agreement (CRADA) with ORNL to continue groundbreaking work in wireless technology and sensor telemetry

Boeing Expands Maritime Satellite Broadband Service

Connexion by Boeing, the satellite broadband Internet service for aircraft, is expanding its service for ships. Boeing has signed two-year leases with international satellite operator Intelsat for space on two of its satellites, one above the Atlantic Ocean and one above the Indian Ocean. The satellite capacity will be used to provide broadband Internet connections to customers in those regions, it said.

Connexion by Boeing's satellite capacity has been largely focused to date on major air routes of its customer airlines.

Boeing started talking about a maritime service in 2004 and in the middle of 2005 it announced a deal with Teekay Shipping Corp. to install Connexion by Boeing on 50 of the company's ships. Teekay, in Vancouver, Canada, operates a fleet of 140 tankers and transports more than 10 percent of the world's seaborne oil.



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FarSounder, Mackay Strike Deal

FarSounder appointed Mackay Communications as their most recent dealership. They offer a variety of technically advanced equipment for commercial, military and personal marine applications. FarSounder advanced 3D navigation

sonars will be an added dimension to Mackay's product offerings.

Used for obstacle avoidance and shallow water navigation, FarSounder FS-3 sonars are capable of generating a complete 3D image of the sea floor and in-water objects at navigationally significant ranges with a single ping. The small,

lightweight sonar can be installed on new-builds or retrofitted into existing vessels. This new sonar technology is touted as revolutionizing marine navigation, especially in shallow areas. They offer visualization of a clear, easy to understand 3D sonar image. The standard user interface software includes automated alarms, BSB

chart plotting capabilities, and GPS, compass, and depth sounder display capabilities. The technology is also appropriate for security and defense applications. FarSounder is currently working on a Phase II SBIR for the Department of Homeland Security.

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ASA, ISU Exchange Memberships

The American Salvage Association (ASA) has been accepted as an Affiliate Member of the International Salvage Union (ISU). In turn, the ISU has been accepted by the ASA as an Affiliate Member as well. Based in London, the International Salvage Union represents salvors from all over the world who provide essential services for the world's maritime and insurance communities. ISU members are engaged in marine casualty response, pollution defense, wreck removal, cargo recovery, towage and related activities. Based in Arlington, Va., the American Salvage Association is a trade association promoting professionalism and improving marine casualty response in American coastal and inland waters. A key objective of ASA is to encourage the promulgation of long-awaited U.S. Coast Guard regulations for marine salvage and fire-fighting. The two organizations also share a number of members, including Bisso Marine, Crowley Marine, Donjon Marine, SMIT Salvage, and Titan, A Crowley Company.

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SUNY Maritime Training Vessel Returns Home

SUNY Maritime College's 565-ft., 17,000-ton training vessel, the Empire State VI made its return from Summer Sea Term 2006 on July 20. Approximately 600 passengers including over 500 cadets, faculty and crew will return home under the guidance of Master of the Empire State VI and Commandant of Cadets, Captain Richard S. "Rick" Smith '81 and his crew. During 65 days at sea, captain, cadets and crew visited four international ports-of-call including Piraeus, Greece, Constanta, Romania, Dubrovnik, Croatia and Dublin, Ireland. Cadets will have many stories to tell and pictures to share with their families and friends. Cadets continued their academic education while at sea and participated in training activities that included the launching and exercising of lifeboats, fire-fighting, search and rescue operations, bridge and engine room basics, standing watch and a host of other key hands-on operations, maintenance and emergency skills.

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GlobalSantaFe Worldwide June SCORE Up

GlobalSantaFe Corporation reported that the company's worldwide SCORE, or Summary of Current Offshore Rig Economics, for June 2006 was up 1.8 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. In addition to a worldwide SCORE covering key types of competitive offshore drilling rigs in key drilling markets, a separate SCORE is calculated for certain types of rigs and certain regions to indicate the relative condition of rig markets. The release, which is made available for publication on the third Monday of each month, includes separate SCORE calculations for the U.S. Gulf of Mexico, the North Sea, West Africa and Southeast Asia.

Baker Hughes Announces June 2006 Rig Counts

Baker Hughes Incorporated announced that the international rig count for June 2006 was 906, down 14 from the 920 counted in May 2006, and down 26 from the 932 counted in June 2005. The international offshore rig count for June 2006 was 265, down 10 from the 275 counted in May 2006 and down 26 from the 291 counted in June 2005.

(1) Excluding Iran and Sudan, the international rig count for June 2006 was 906, down 14 from the 920 counted in May 2006, and up 30 from the 876 counted in June 2005. The international offshore rig

Offshore Statistics by Water Depth

Water Depth in Meters	Active Leases	Approved Applications to Drill	Active Platforms
0 to 200	3,524	42,069	3,867
201 to 400	224	1,270	21
401 to 800	436	857	10
801 to 1000	359	429	7
1000 and Above	3,443	1,218	16

Source: MMS

Offshore Statistics by Water Depth

Most Recent GOM Exploration & Construction Plans

Date	Operator	Plan Type	Block	Depth
7/11/2006	Magnum Hunter Production, Inc.	DOCD	MP 200	168 ft
7/11/2006	Magnum Hunter Production, Inc.	DOCD	MP 185	161 ft
7/11/2006	Chevron U.S.A. Inc.	EP	GC 771	5,094 ft
7/11/2006	Arena Offshore, LLC	DOCD	EC 328	256 ft
7/7/2006	BP Exploration & Production Inc.	EP	GC 821	4,779 ft
7/7/2006	Noble Energy, Inc.	EP	MC 292	4,786 ft
7/7/2006	Hydro Gulf of Mexico, L.L.C.	DOCD	WC 295	46 ft
7/6/2006	BP Exploration & Production Inc.	EP	MC 562	6,547 ft
7/6/2006	Dominion Exploration & Production, Inc.	EP	VK 959	4,589 ft
7/3/2006	Apache Corporation	DOCD	MC 148	755 ft

These are the most recent Gulf of Mexico exploration and construction plans filed with the MMS

(Source: www.rigzone.com)

Worldwide Offshore Rig Utilization

Worldwide Offshore Rig Utilization

	Drillships			Jackups			Semisubs		
	Count	OS	%	Count	OS	%	Count	OS	%
June 2006	26	34	76.50%	304	321	94.70%	128	140	91.40%
May 2006	26	34	76.50%	302	320	94.40%	131	140	93.60%
April 2006	28	34	82.40%	297	317	93.70%	132	140	94.30%
March 2006	28	34	82.40%	295	317	93.10%	130	140	92.90%
February 2006	28	34	82.40%	296	317	93.40%	131	140	93.60%
January 2006	27	34	79.40%	290	317	91.50%	131	140	93.60%

(Source: www.rigzone.com)

count for June 2006 was 265, down 10 from the 275 counted in May 2006 and down 18 from the 283 counted in June 2005.

The U.S. rig count for June 2006 was 1,665 up 30 from the 1,635 counted in May 2006 and up 310 from the 1,355 counted in June 2005. The Canadian rig count for June 2006 was 408, up 168 from the 240 counted in May 2006 and up 115 from the 293 counted in June 2005.

The worldwide rig count for June 2006 was 2,979, up 184 from the 2,795 counted

in May 2006 and up 399 from the 2,580 counted in June 2005. (1) Excluding Iran and Sudan, the worldwide rig count for June 2006 was 2,979, up 184 from the 2,795 counted in May 2006 and up 455 from the 2,524 counted in June 2005.

[(1) Beginning with the January 2006 report, the company has discontinued its rig count for Iran and Sudan. In the third quarter of 2005, independent foreign subsidiaries initiated a process to prohibit any business activity that directly or indirectly

involves or facilitates transactions in Iran, Sudan or with their governments, including government-controlled companies operating outside of these countries.]

Tidewater Promotes Platt

Tidewater Inc. promoted Jeffrey M. Platt, from senior vice president of the company to the position of executive vice president. Platt will be responsible for overseeing the day-to-day marine operations of the company, both domestically and internationally. Platt is a 1979 graduate of the University of Pittsburgh with a degree in Electrical Engineering. He joined Tidewater in 1996 as general manager of its business activities in Brazil.

Crofts Promoted

Russell Crofts has been named Managing Director for Premier Oilfield Rentals, a Superior Energy Services company. Crofts has been with Premier Oilfield Rentals, headquartered in Aberdeen, Scotland, for the past 25 years, most recently as Director of Corporate Services. Premier Oilfield Rentals provides drilling tools, Oil Country Tubular Goods (OCTG) products and tubular handling equipment to customers around the world.

Most Recent GOM Drilling Permits

These are the most recent Gulf of Mexico drilling plans filed with the MMS.

Date	Operator	Block	Water Depth
7/13	W & T Offshore, Inc.	EI 217	117 ft
7/12	Apache Corporation	SS 354	463 ft
7/12	Apache Corporation	ST 206	165 ft
7/12	Exxon Mobil Corporation	WD 20	50 ft
7/12	ConocoPhillips Company	GB 783	4,674 ft
7/11	Union Oil of California	WC 44	34 ft
7/11	Petsec Energy Inc.	VR 257	140 ft
7/11	Kerr-McGee Oil & Gas	AT 140	3,739 ft
7/10	ATP Oil & Gas Corporation	WC 237	70 ft
7/10	Tana Exploration Company	EI 85	27 ft

Baker Hughes May 2006 Rig Counts

Baker Hughes Incorporated announced that the international rig count for June 2006 was 906, down 14 from the 920 counted in May 2006, and down 26 from the 932 counted in June 2005. The international offshore rig count for June 2006 was 265, down 10 from the 275 counted in May 2006 and down 26 from the 291 counted in June 2005.

June 2006 Rotary Rig Counts

	June 2006				May 2006				June 2005	
	Land	OS	Total	Var.	Land	OS	Total	Land	OS	Total
United States	1570	95	1665	30	1512	100	1635	1259	96	1355
Canada	404	4	408	168	237	3	240	289	4	293
North America	1974	99	2073	221	1749	103	1875	1548	100	1648
Worldwide	2615	364	2979	184	2394	378	2795	2189	391	2580

Workover Rig Counts June 2006

	June 2006	Var.	May 2006	June 2005
United States	1647	10	1657	1309
Canada	760	234	526	508
North America	2407	224	2183	1817

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Location: MSC Vessels Worldwide

Who May Apply: Open to all qualified United States Citizens.

Duties: The Deck Engineer Machinist is responsible for maintaining, repairing, and operating deck machinery, Underway Replenishment (UNREP) machinery, and material handling equipment. This includes but is not limited to the hydraulic systems, cargo fluid systems (piping and pneumatic systems), internal combustion engines, material handling equipment (fork trucks, pallet jacks, etc.), cargo handling equipment (cranes, booms, winches, etc.), ship's boats including engines, associated machinery, davits and winches, hull structure (bulkheads, decks, bulwarks, railings), mooring machinery and UNREP machinery. The Deck Engineer Machinist must also be proficient in the use of machine shop equipment (lathes, milling machines, drill presses, arbor presses, etc.), hand tools, hand held power tools, burning, brazing, and welding procedures (Oxy-Acetylene cutting and brazing systems, carbon arc, stick welding) and welding systems. The incumbent will assist, observe and perform "Quality Assurance" on work done by shipyard or other shore side repair personnel, as directed. The incumbent must be proficient in the performance of fire, boat, and damage control drills, taking initiative to perform emergency drills as required. The Deck Engineer Machinist is directly responsible to the First Assistant Engineer and works under the supervision of the Second Assistant Engineer (Cargo). Minimum Eligibility Requirements: Must be a United States Citizen, minimum age of 18; possess a current U. S. Passport within seven months of expiration, and a current United States Coast Guard Merchant Mariner's Document (USCG MMD) within ten months of expiration. The following endorsement(s) are required: Deck Engineer, or Machinist, or Qualified Member of the Engine Department (QMED) any rating. Note: If you are requesting 10-point preference, you must provide DD-214 Certificate of Discharge and the SF-15 Application for 10-Point preference and supporting documentation.

Note: If you are requesting 10-point preference, you must provide DD-214 Certificate of Discharge (Member Copy 4), the SF-15 Application for 10-Point preference and a copy of your VA letter.

Evaluation Criteria: Applicants who meet the Minimum Qualification Requirements described above will be further evaluated. Documented experience, education, training, and awards contained in the application package will be reviewed to determine the degree to which you possess the required knowledge, skills, and abilities (KSAs) that are essential for successful job performance. A ranking determination will be con-

ducted against the knowledge, skills and abilities to determine your qualifications as reflected by your responses to the following job related factors:

1. Ability to Plan, Organize, Interpret, and/or Analyze Information and Supervise the work of others.
2. Knowledge of Cargo Loading and Discharge Operations.
3. Knowledge of Current Navigation Methods and Equipment.
4. Knowledge of Shipboard Safety, Lifesaving, CBR-D, and Firefighting Equipment, and Programs.

To earn the highest rating possible, it is your responsibility to submit detailed information in response to the KSAs listed above. Evaluations, ship assignments, awards, training, education, commercial experience, etc., will also be part of the rating and ranking process.

Employment Requirements: MSC Civilian Mariner positions are subject to drug urinalysis testing, participation in vaccine immunization programs, require the candidate to pass a physical exam and obtain a security clearance. In addition to successfully completing the medical examination (arranged by MSC), a tuberculosis (TB) screening test is also required. TB screening is not provided at the MSC-arranged medical examination, but can usually be obtained from your personal medical provider or free at any local Public Health Clinic. If you have previously had a positive TB skin test (i.e. a CONVERTER or REACTOR), another skin test is not required, but you must instead provide the Medical Department written proof that you have completed treatment with medicine (i.e. INH), or that you have started treatment with medicine, or that such treatment is not warranted as determined by competent medical authority. Entry-level positions require candidates to pass an English Language Competency Test. A tentative offer of employment will be rescinded if the selectee fails to report to any of the scheduled appointments, fails the physical examination, language competency test, drug test, lacks the certification requirements, or is unable to obtain a security clearance. MSC employees are required to participate in direct deposit/electronic funds transfer as the standard method of payroll payments. MSC employees are required to attend and successfully complete all mandatory training courses, including Personal Survival, which requires the ability to float in the water for a minimum of 60 seconds.

How to Apply: ALL documents MUST be POSTMARKED by the cut-off or closing date of this announcement.

Candidates for this announcement must submit the following forms completed, signed and dated:

1. Optional Application for Federal Employment (OF 612) including social security number, US Citizenship, veteran's preference and previous federal employment. For forms visit www.sealiftcommand.com.
2. Responses to the job-related factors (KSA's) identified in Evaluation Criteria above
3. Declaration of Federal Employment (OF-306), including Applicant's Statement of Selective Service Registration Status. For Selective Service information, visit www.sss.gov.

4. A copy of the front and back of your current Merchant Mariners Document (MMD) with a minimum of ten months of validity, US Passport with at least seven months of validity, and licenses, certificates, etc.

5. If you are a current or prior federal government employee, you must include a Standard Form

SF-50, Notice of Personnel Action that documents your government service.

6. If claiming Veteran's Preference, you must provide supporting documentation (SF-15 Application for Preference, (http://www.opg.gov/forms/pdf_fill/sf15.pdf) DD-214's Member Copy-4, or VA Certificate verifying disability). Additional information on Veteran's Preference is available at www.opm.gov/veteran.

Late and/or incomplete applications will not be processed. We will not return or copy applications and supporting documents once submitted. Applicants should make copies before submitting documents.

How To Contact Us:

Please send completed packages to: Military Sealift Command, CIVMAR Support Center, 6353 Center Drive, Building #8, Suite 202 Norfolk, VA 23502

If you have any questions, please email us at civmar@marinersupport.com or call our toll free Recruitment hotline at 877-JOBS-MSC (1-877-562-7672). Please also visit our website at www.sealiftcommand.com.

NOTE: FAILURE TO PROVIDE REQUIRED INFORMATION REQUESTED FOR THIS POSITION WILL ADVERSELY AFFECT YOUR ELIGIBILITY. Federal job applicants who make a false statement in any part of the application could be turned down for the job; fired after beginning work; or subject to fine, imprisonment (U.S. Code, title 18, section 1001), or other disciplinary action.

MILITARY SEALIFT FLEET SUPPORT COMMAND IS AN EQUAL OPPORTUNITY EMPLOYER. Selection for this position will be made solely based on merit, fitness, and qualifications without regard to race, sex, color, creed, age, marital status, national origin, non-disqualifying handicap conditions, or any other non-merit factors. The agency provides reasonable accommodation to applicants with disabilities, where appropriate. Determinations of whether an accommodation is appropriate shall be made by the agency as soon as practicable, after the initial applica-

tion process and shall be made with regard to all applicable statutes and regulations. If assistance is required to complete the application process, interested applicants should call our CivMar Support Center at the above number and refer to the "How to Apply" section of this announcement.

Civmar Support Center

Military Sealift Command

6353 Center Drive, Building #8, Suite 202

Norfolk VA 23502

Email: civmar@marinersupport.com

Web: <http://www.sealiftcommand.com>

Marine Engineering Manager

Job Location: USA, Riviera Beach, Florida

We are currently looking for a Marine Engineering Manager at the company's headquarters in Riviera Beach, Florida. This person will manage and direct the repair and maintenance programs covering Tropical's fleet of vessels, including major repairs and dry dockings. Monitors the operating budgets and vessel expenses.

Tropical Shipping, owned by Nicor, Inc. (NYSE:GAS), is one of the leading containerized cargo carriers in the Caribbean region. From its headquarters at the Port of Palm Beach, Tropical currently serves 35 ports throughout the Bahamas, Caribbean and South America. Requirements for this position are: Bachelor's Degree in Marine Engineering or related field. One year as Chief Engineer of Motor Vessels, sailing at sea. Experience must include shore side, operation and maintenance of heavy fuel medium speed engines. Technical knowledge in electrical, mechanical, hydraulic and diesel engines required. Knowledge of safety and regulatory compliance.

Chief Engineers License and valid Passport. Requires the ability to travel extensively for voyage repairs. We offer a competitive benefits package including 401(k) and relocation. For additional company information, and to fill out an on-line application, visit www.tropical.com, e-mail a resume and cover letter to careers@tropical.com, or fax to 561-840-2956.

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This shore based position is responsible for the repair, maintenance and modifications of vessels and equipment assigned to the Port of New York or Norfolk, VA which include both ocean and coastal towing tugs and company vessels calling on the port.

Applicants must possess current USCG Merchant Mariner's Document, have two years experience on tugs; EMD engine experience, familiarity with operations of shipboard systems and a 4000 hp DDE license is preferred.



Send resume to:
Martin Costa, Engineering Manager
McAllister Towing of New York
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Staten Island, NY 10303
operations@mcallistertowing.com
(Please specify port of preference)

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Our client, an established offshore consultancy, requires a Marine Adviser with Master Mariner/Captain Unlimited license. 5 years experience in the offshore oil and gas field of operation required. Salary to \$90k. Excellent benefits including a bonus scheme.

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Candidates will have a strong maritime background, with proven educational experience. A successful candidate will have a background of successful teaching experiences, team work, compassionate people skills, high ethical standards, current USCG License as Master of Towing Vessels w/ Inland & Western Rivers endorsements, sailing experience in the last 5 years on those endorsements, and a Bachelor's degree. Desirable qualities of a candidate would have; simulator instructor experience on TRANSAS marine simulators, an advanced maritime degree, maritime training in the tug and barge industry and teaching experience at a USCG approved training facility.

This position is a full time salaried position with benefits. A personal interview is required. NMI will accept applications and interview until the position is filled. Interested persons should send a cover letter and resume with copies of all applicable certifications and licenses by mail, email or fax to: Capt. Robert C. Glover III, Director of Education, Northeast Maritime Institute, 32 Washington Street, Fairhaven MA 02719; FAX 508-992-9184; rglover@northeastmaritime.com No Phone calls please. EOE. www.northeastmaritime.com

Mechanical Engineer

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CONTRACT NO. 14-06



The Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (at times hereafter referred to as the "Authority" or the "Owner") will accept sealed bids until **2:00 p.m. prevailing time, on Wednesday, September 13, 2006**, from responsible and eligible bidders to purchase from the Steamship Authority the **M/V Flying Cloud, a 41 Meter High-Speed Catamaran**, at the Authority's Procurement Office, which is located in the Authority's General Offices on the second floor of the Woods Hole Terminal, P.O. Box 284, Foot of Railroad Avenue, Woods Hole, Massachusetts 02543, at which time and place the bids will be publicly opened.

Copies of the bid documents may be obtained from the Steamship Authority's Procurement Office, telephone (508) 548-5011, extension 515, during regular business hours, Monday thru Friday, 8:30 a.m. till 4:30 p.m. The vessel, currently running out of our Hyannis Terminal, located in Hyannis, Massachusetts, may be inspected by appointment, by calling Tim Twomey, 508-548-5011 ext. 222.

All bids submitted must be accompanied by a Deposit in the form of a certified check on, or a treasurer's or cashier's check issued by a responsible bank payable to the "Woods Hole, Martha's Vineyard and Nantucket Steamship Authority" in the name of which the contract is to be executed. The amount of such **Deposit shall be \$50,000.00**. The Deposit may be applied toward the purchase price. Deposits of the unsuccessful bidders will be returned.

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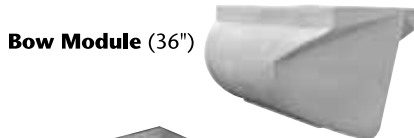
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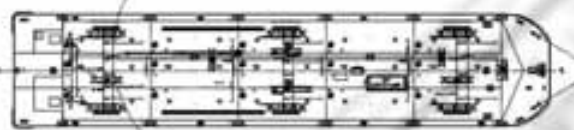
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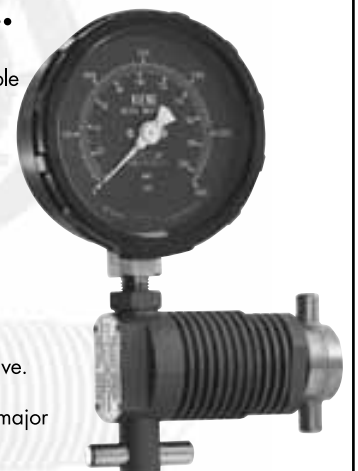
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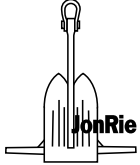
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