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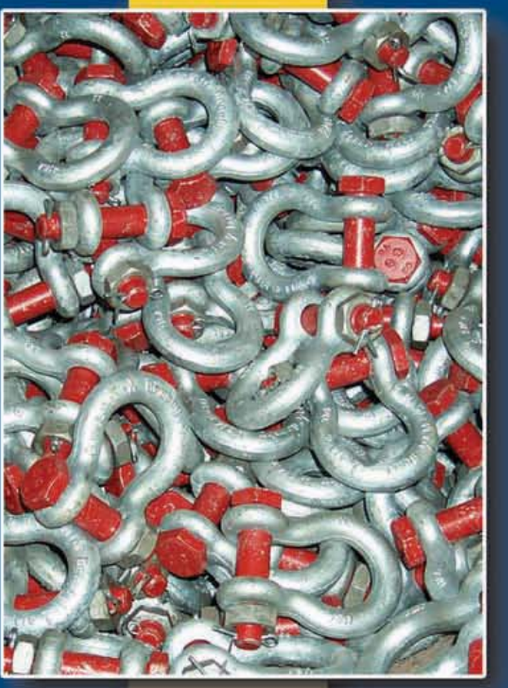

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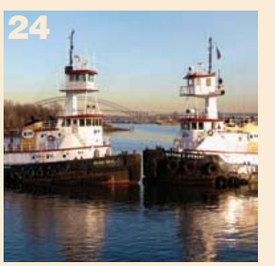
While many seem to think enhanced short sea shipping routes would have benefits for the economy and environment, no one seems to have the pull to make it a reality. **Raina Clark** examines obstacles in this long-running debate.



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On the Cover

(Photo courtesy CG Railway)

Pictured on this month's cover is CG Railway's train ferry, a successful shortsea shipping operations. This month MarineNews explores some of the obstacles holding back further development of increased use of U.S. waterways, starting on page 28.

Coming in Future Editions

February 2010
INLAND WATERWAYS
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Marine Propulsion Buyer's Guide

March 2010
MARINE TRAINING & EDUCATION
Barges
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editorial

This month *MarineNews* takes a close look at short-sea shipping in North America and the obstacles that are keeping this transport concept from gaining a foothold. The U.S. Maritime Administration (MARAD), which established the Marine Highways program to promote short-sea shipping, will release its "Report to Congress on America's Marine Highways" early in 2010. Following this, the hope is that legislators will see fit to assign a reasonable budget in order to move this well-researched initiative off paper and onto an actual waterway near you.

Well-researched may be an understatement. The available studies on short-sea shipping are enough to get any Ph.D. candidate started. MARAD lists nearly 30 links to related studies on its America's Marine Highway Program site and the Marine Transportation System National Advisory Council's on-line library links to 50 or so more. In this month's feature I focused mainly on the obstacles to short-sea shipping because I wanted to look at why an idea that seems to have so much promise isn't being acted on more quickly. Dr. Rockford Weitz, Senior Fellow at the Institute for Global Maritime Studies and co-author of the study "America's Deep Blue Highway: How Coastal Shipping Could Reduce Traffic Congestion, Lower Pollution, and Bolster National Security," was especially helpful and I share in his study's frustration that "accurate and precise freight data along America's coastlines simply do not exist." Potential benefits of short-sea shipping may be well-documented, but this hard and reliable data to move policy makers and business people to action is lacking.

In any case, I can only echo the sentiment in Weitz's study that "Coastal shipping has become more than just a fringe issue. It has become a topic deserving of wide attention. Thus we hope that our study will not gather dust on a forgotten bookshelf, but instead offer a turning point in the coastal shipping debate and become a blueprint for action."

Raina Clark
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Want to hear more from behind the editor's desk? Visit the MarineNews Notes blog at www.MaritimeProfessional.com.

tech file

APR Labs Greener Method of Propulsion

In 2006, Aries Propulsion Research Labs (APR Labs) introduced a new method of propulsion technology labeled Omni-Directional Propulsion (ODP), designed by Chris B. Hewatt. According to APR Labs, this design has been gaining attention in the transportation industry, but could have its greatest impact on the marine industry because it creates movement without propellers. Removing the propellers from the water would result in a virtually noiseless technology eliminating considerable drag from the drivetrain, while at the same time increasing efficiency. The concept is "green" in nature because it eliminates most of the drivetrain components.

The design uses similar technology as the device used to make attitude adjustments in the space shuttle. The space shuttle uses Control Moment Gyros (CMG) torque to position itself, but the CMG has a very limited range of movement and creates no forward thrust. Maintaining forward thrust is impossible because the shuttle's CMGs are fixed throughout the hull. ODP allows the CMG to freely rotate 360 degrees around the body of its host vehicle in a constant motion. As the CMG rotates around the vehicle, a locking mechanism is engaged and disengaged at the same degree of rotation and torque is produced opposite that of the rotating CMG. When this happens, torque is transmitted down to the host vehicle and forward movement occurs.

In 2009, APR Labs began testing ODP for efficiency and thrust using Computer-Aided Design (CAD). During testing, the single-shaft CMG design had problems with eccentric imbalancing that was solved by creating a two-shaft, four-shaft and an eight-shaft design. To assist with design validation, APR Labs hired Prairie West LLC in Boise, Idaho to test the model and to gauge potential efficiency and forces produced by ODP. Prairie West used a combination of Solidworks 3D CAD and Simulation software to test the design and to create detailed reports of potential forces produced.

(http://www.aprlabs.com)

(Images courtesy APR Labs)

insights

Robert Landsfield Skymira Founder & CEO

MarineNews spoke with Robert Landsfield, founder and CEO of Skymira, a provider of turn-key wireless communication systems, about the company's offerings, its niche in the maritime industry and its investment for the future.

About Skymira

Skymira has been in business since 1998. The company's initial offering was an email service targeted at the maritime industry and was successful because the service was priced 90% less than Inmarsat C. It's founder and CEO, Robert Landsfield, has an Unlimited Master License and spent nearly a decade sailing U.S. flagged chemical tankers.

How has the current economic situation affected your business?

Skymira's business is thriving as indicated by our being ranked 265th on the Inc5000's 2009 list of fastest growing private companies in the U.S. Our products and services enable our customers to scale their business when times are good and reduce operating expenses when times demand cost savings to maintain profit margins.

What sets Skymira apart in the maritime niche?

In addition to being a service provider for Inmarsat, Iridium, VSAT, SkyTerra and cellular services, Skymira TailorFit solutions meet the customer's exact business requirements rather than the traditional model of attempting to pigeon hole those requirements into canned applications. For example, our electronic forms service enables companies to transform their existing paper-based forms into electronic replicas which streamlines the flow of information between the vessel and company operations. The forms service can also be used to add forms when regulations change in the industry. The service enables companies to easily meet EPA's Vessel General Permit regulations for logging and maintaining discharge and other required information.

What has been the biggest challenge in getting your product/service on vessels?

As with most companies, our biggest challenge is getting our foot in the door. Once we accomplish that however,

companies very quickly see the value in our TailorFit solutions and use them to continually capture savings … savings which flow directly to the bottom line.

How is Skymira investing today to ensure its future?

Skymira continually enhances our TailorFit solutions to enable our customers to cost-effectively utilize next generation services. For example, Skymira has recently released IP Controls which enable companies to take advantage of Inmarsat's Fleet Broadband Background IP service while providing management with the tools necessary to guard against run-away satellite bills. We have an enhancement to IP Controls in development that will automatically monitor the Background IP connectivity and automatically re-establish the connection if it's lost.

What are the biggest challenges to your profitability in terms of regulation and compliance?

Regulations and compliance generally do not adversely impact our business but rather provide Skymira with opportunities to assist our customers in cost effectively complying with government regulations.

What about in terms of competition?

Skymira's business model goes well beyond simply providing hardware and airtime as a service provider. We derive the majority of our revenue from our value-added TailorFit Solutions. As long as we listen to our customers' business requirements and provide cost effective solutions to meet those requirements, Skymira will continue to be one of the fastest growing private companies in the U.S.

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boat of the month

For Boston Towing a

New RAmparts 3000 Tug

Boston Towing and Transportation Company has taken delivery of the first of a new pair of tugs designed by Robert Allan Ltd., Naval Architects of Vancouver, B.C., for offshore LNG Terminal support for the Neptune LNG LLC, Deep Water Port, offshore Massachusetts Bay. The M.V. Justice is the smaller of the two tugs. It is a modified RAmparts 3000 Class tug which will primarily be engaged in harbor duties, but will serve as back-up for the larger tug (the ASD 39/70 Class Independence) during the latter's service periods. The RAmparts 3000 Class tug is designed for a wide range of duties including harbor towage and ship-handling, fire-fighting and coastal towing. The vessel's key role however, will be standing-by for tankers using the offshore mooring buoy. The M.V. Justice was built by J.M. Martinac Shipbuilders of Tacoma, Wash. The tug will be assigned an international loadline by ABS, and complies with the latest regulations for towing vessels issued by USCG and IMO/Marpol.

The propulsion plant comprises a pair of MTU 16V-4000 diesel engines, each rated 2,681 hp at 1,800 rpm, and each driving a Rolls-Royce model US 255 CP Azimuthing Z-drive steering/propulsion unit. The controllable pitch Z-drives provide enhanced fuel economy, operational flexibility and enable efficient operation of the

main engine-driven fire-fighting system. They also significantly reduce prop wash when the tug is operating at low power in confined waters. This power plant delivers a Bollard Pull of 70 tonnes and a free-running speed of 13 knots. Fire-fighting will be to a Fi-Fi 1 Class, with two FFS pumps each rated 6,000 gpm driven from front PTO's on the main engines. The main hawser winch forward is a single drum, Markey DEPCF-50 model, containing 750 ft of 10-inch circumference synthetic hawser, with a brake capacity of 200 short tons. The aft towing winch is a Jonrie model 512 with a 2,100 ft, 2.25-inch SWR for ocean towing.

Ship-handling fenders comprise an 800 mm cylindrical fender above a row of 450 mm W block fenders. A 300 x 300 hollow D fender provides protection at the main and foc'sle deck sheer lines, in conjunction with aircraft tires. Soft loop style fendering protects the aft quarters, with an open transom for buoy-handling. Accommodation is provided for a crew of six in two single and two double cabins.

Photo courtesy Robert Allan Ltd.

Specifications:

Length, o.a.	**98 ft**
Beam, molded	**36 ft**
Depth, molded	**17. 7 ft**
Load draft (to USK)	**17.5 ft**

Capacities:

Fuel oil	**43,200 gal**
Potable water	**9,400 gal**
Lube oil	**800 gal**



2010 Resolution

Invest in Transportation Infrastructure

Rick Calhoun is President of Cargill Marine and Terminal, Inc. and became Chairman of Waterways Council, Inc. in October 2009.

As 2009 drew to a close and the nation reflected back on the year, there are lessons that can be learned, resolutions, if you will. For the waterways system in the United States, we are at a critical juncture and must be resolute to funding it and maintaining it. The waterways infrastructure is aging, with more than half of the 240 lock chambers operated by the U.S. Army Corps of Engineers beyond their 50-year economic design lives. The U.S. has witnessed bridge collapses and other failure, so it is well known that our infrastructure must be taken care of or we will pay some very high costs for allowing it to degrade.

Maintaining existing locks and dams and building new ones benefits the entire nation. How? America's waterways system is an economic generator that attracts significant private and public investment in plant and equipment. This investment creates economic activity and sustains family-wage jobs.

The river system is a critical energy supply line, facilitator of exports, and an environmentally superior mode of transport.

More than 625 million tons of freight commodities valued at more than $70 billion move on America's inland navigation system each year. This commercial traffic includes building block commodities such as grain for domestic and international markets, steam coal for electric power generation, steel to domestic and international locations, petroleum products to distributors, feedstocks to chemical plants, and aggregate materials for construction use.

Our waterways system transports about 20% of the nation's coal burned to generate electricity in utility plants and around 22% of domestic petroleum products. The inland waterways system is the primary artery for more than half of grain and oilseed exports.

Inland waterways relieve congestion on our already overcrowded highways and at-capacity railways that run through cities. One jumbo barge has the same capacity as 70 trucks or 16 rail cars. For a typical 15-barge tow on our nation's rivers, that is equal to 1,050 trucks in just one barge movement! This mode of transport helps to protect our environment and our air quality.

Inland barge transportation produces far fewer emissions of carbon dioxide for each ton of cargo moved compared to transporting that same cargo by truck or rail. Trucks emit 71.6 tons of CO2 per million ton-miles, rail emits 26.9 tons of CO2 per million ton-miles, while towboats emit only 19.3 tons of CO2 per million ton-miles.

As the country debates the issue of sustainable energy supplies, it is important to look at options right here in the United States that maximize efficiency, keep our environment green and air quality high, and protect jobs. Our waterways system—operating in an efficient way — can accomplish all of these things.

Recently, Warren Buffett, CEO of Berkshire Hathaway, agreed to acquire the remaining shares of Burlington Northern Santa Fe Corporation, citing that the country's further prosperity depends on its having an efficient and well-maintained rail system. That may be true from Mr. Buffett's perspective as a new railroad owner, but our nation's prosperity depends upon its having an efficient and well-maintained transportation infrastructure system, and that includes highways, rails and the waterways.

Resolutions in the new year may come and go, but this is one we, as a nation, must keep. ***MN***

The Advantages of Maritime Arbitration

Jim Shirley is a Master Mariner, a former salvage master and maritime lawyer specializing in maritime casualty and salvage matters, and now serves as legal counsel to the American Salvage Association and as Principal Consultant in JTS Marine LLC. Contact him at jtsmarine@verizon.net or (609) 883-3522.

There is no universal process by which maritime arbitration is conducted. The process will be affected by choices made in the arbitration clause of the applicable contract, and by agreements among the parties made after contracting, after the dispute arises, or even after the arbitration has begun. Each arbitral forum may prescribe its own procedure, and that may be governed by the nature of the dispute, the type of contract from which the dispute arises, the rules pursuant to which the arbitration will be subject, and other variables. The process will also be affected by the number of parties involved. That is especially so when there are related disputes among different parties to otherwise identical contracts. That situation creates the risk of inconsistent results in the absence of consolidation of the proceedings so that all related disputes will be heard and decided together. Of course, the process may also be affected by decisions of the arbitrator or arbitration panel made after the process has begun. Here I will address the most common situation — two parties with an arbitration clause that provides for a panel of three arbitrators.

In the December 2009 edition of MarineNews, this column addressed the advantages of maritime arbitration. One of the advantages of arbitration over litigation described in that article was that parties get to pick the "judge." That is in fact where the process typically begins. As described in that column, the parties look to the arbitration clause in the contract pursuant to which their dispute arises for instructions on how to choose the arbitrator(s). The clause will also specify the number of arbitrators, and it may specify from what roster or group the arbitrator(s) must be chosen.

In a typical case, when the clause provides for a panel of three arbitrators, the party initiating the process; i.e., the Claimant, will appoint an arbitrator and notify the other party; i.e., the Respondent, of the identification of that arbitrator. The Respondent will then make its appointment, and the two appointed arbitrators will select the third arbitrator to serve as chairman of the panel. The parties, or their legal counsel or other representatives, will have considered the backgrounds of the arbitrators when making their appointments in order to ensure they select persons who will come into the process suitably familiar with the nature of the issues in dispute. The party appointed arbitrators may consider the same and other criteria in arriving at their agreement for a panel chairman. The party appointed arbitrators may also be selected in part on the basis of their history as arbitrators. That may include not only their experience in the process, but also any record they have of deciding issues similar to those in the current dispute.

Under the rules of The Society of Maritime Arbitrators, Inc. (SMA), once arbitrators are selected, there are to be no ex parte communications concerning the matters in dispute between any party or its counsel or representative with any of the arbitrators. The rules of some arbitral organizations permit such communications, and may even allow the party appointed arbitrators to serve on the panel as advocates for the parties that appointed them. Whichever rules apply, the credibility of the process will depend on the arbitrators' ability to render a fair and impartial decision on the basis of their understanding of the case as presented to them.

Even before arbitration has begun, the parties will likely have engaged in a number of exchanges of information and documents in an effort to resolve their issue(s) on an amicable basis. Once the arbitration panel has been constituted, the parties will formally discuss scheduling discovery, briefing, hearings, and other matters. They may reach agreement to which they will seek the panel's consent, or they may seek the intervention, assistance, and direction of the panel in that portion of the process.

They may also confer on special preliminary issues that may require the intervention of the panel for decision before moving on to hear evidence on the substantive issues. The preliminary issues may relate to discovery (e.g., whether discovery of information in the hands of related

parties will be allowed), witness convenience (e.g. weight to be given testimony by deposition or by affidavit), or any of many other types of distractions that are best got out of the way before the parties are engaged in the main thrust of the dispute. Such preliminary issues may have a significant influence on how the substantive issues are handled, and even on the outcome of the case. Some arbitration proceedings are conducted on submissions alone. That is, the parties brief their cases and submit to the panel the documentation they believe supports the factual positions and legal arguments set out in their briefs. Those submissions may include affidavits of witnesses identifying documents or stating facts based upon their personal knowledge. There may be simultaneous submissions with simultaneous responses to follow, or the process may require the Claimant to brief his case first, to which the Respondent responds, to which the Claimant in turn replies. However, it is more typical in larger disputes for there to be one or more hearings at which the panel will hear testimony. Thirty years ago, maritime arbitration in New York was conducted largely in evening and/or lunch time hearings, usually in a series separated by days or even weeks. That enabled arbitrators to fulfill their employment commitments while serving as arbitrators "on the side." It has now become more common to hold full day hearings, often for several days in a row. All evidence may be taken in a single series of such hearings, or the hearings may be broken up so that the Claimant puts on its case in chief in the first series, and some time later the Respondent puts on its defenses. If there are counterclaims made by the Respondent, the Claimant may be given another opportunity for hearings in which to respond to those counterclaims. The number of hearings will likely be one of the preliminary issues for the panel to decide unless the parties agree between themselves.

In a typical case, discovery obtained by the parties prior to the commencement of hearings will sufficiently seize each with an understanding of the claims and defenses of the other so that long drawn out hearings may be avoided. However, one of the advantages of arbitration is sufficient flexibility in the schedule that it will not be necessary to take the testimony of each witness twice; i.e., first by deposition and then again before the finder of fact, as is common in court proceedings. Depositions may nonetheless be taken if one party or the other believes that will assist in sharpening its presentation to the panel of arbitrators. Also, the panel has subpoena power comparable to that of a judge, and may use that power at the request of either party to compel witnesses to appear for deposition or at a hearing, or the production of files or documents from third parties. If the arbitrators agree, the issues may be bifurcated as between liability and damages to avoid taking evidence on damages before the decision has been made whether either party is liable to the other. In most cases, a verbatim transcript will be made of each hearing by a court reporter, who will also swear the panel, the testifying witnesses, and any interpreters that are required.

(Continued on page 19)

A Vessel Owner's Warranty of Seaworthiness

Fred Goldsmith, licensed in Pa., W.V., Ohio and Texas, practices admiralty & maritime, personal injury, and commercial litigation with Pittsburgh-based Goldsmith & Ogrodowski, LLC (www.golawllc.com). If you have questions about this column, you can reach him at fbg@golawllc.com or (412) 281-4340.

Vessel owners owe an implied duty under admiralty and maritime law, what lawyers call "the general maritime law," to operate "seaworthy" vessels. This is a duty that is imposed automatically. No statute, regulation, or contract need state this, although they often do. Vessel owners can be held "strictly liable" if they breach their "absolute" duty to operate a seaworthy vessel. This means whether they were negligent or not is irrelevant when courts analyze an unseaworthiness claim. This is why seaworthiness is a form of "liability without fault." Seaworthiness is a warranty, or a promise. Lawyers and judges refer to the "warranty of seaworthiness."

The duty to operate a seaworthy vessel is "nondelegable." This means at the end of the day, the vessel owner is, generally, on the hook if the vessel is unseaworthy and the unseaworthy condition caused the accident. Seaworthiness also has insurance ramifications. The general maritime law implies two warranties of seaworthiness in a hull insurance policy. First: the absolute implied warranty of seaworthiness. This warranty of seaworthiness applies at the beginning of the insurance policy. Under this warranty, a marine insurer can void the hull insurance policy if the vessel is not seaworthy at the inception of the policy. Second: the negative implied warranty. Under this warranty, the insured vessel owner promises not to knowingly send its vessel to sea in an unseaworthy condition. This seaworthiness warranty applies only after the policy has been issued. If the marine insurer wants to avoid a claim under its policy under this warranty, it must prove that the vessel owner knew of the unseaworthy condition of its vessel.

For example, a marine insurer may deny a claim on a hull insurance policy if it is determined the vessel sank, not because of a fortuitous event, but because the vessel was not maintained in a seaworthy condition. In maritime law a vessel that sinks in calm weather and calm seas is presumed unseaworthy. Marine hull insurance policies typically also have express seaworthiness clauses, such as: "The Underwriters shall not be liable for any loss, damage or expense arising out of the failure of the Assured to exercise due diligence to maintain the Vessel in a seaworthy condition after attachment of this Policy; the foregoing, however, not to be deemed a waiver of any warranty of seaworthiness implied at law."

But, what is a "seaworthy" vessel? Courts have long described a seaworthy vessel as one "reasonably fit for its intended purpose." Seaworthiness is a relative term, varying with the type of vessel and the nature of its voyage. A general rule courts use is that a vessel must be "staunch, strong, well equipped for the intended voyage and manned by a competent and skillful master of sound judgment and discretion." The manning aspect of seaworthiness also extends beyond the master or captain to encompass a sufficiently numerous crew and a sufficiently competent crew. One of the most repeated descriptions of seaworthiness is that announced by the U.S. Supreme Court in the 1960 case of Mitchell v. Trawler Racer, Inc. In this decision, Justice Stewart wrote: "What has been said is not to suggest that the owner is obligated to furnish an accident-free ship. The duty is absolute, but it is a duty only to furnish a vessel and appurtenances reasonably fit for their intended use. The standard is not perfection, but reasonable fitness; not a ship that will weather every conceivable storm or withstand every imaginable peril of the sea, but a vessel reasonably suitable for her intended service."

Judges often instruct juries hearing maritime cases that "a shipowner owes to every member of the crew employed on its vessel the absolute duty to keep and maintain the ship, and all decks and passageways, appliances, gear, tools, parts and equipment of the vessel in a seaworthy condition at all times." Courts have found vessels unseaworthy for a broad range of deficiencies: lack of a bilge pump or other tools and equipment; defective gear; broken hand tools and other appurtenances being in a state of disrepair; insufficient manpower assigned to perform a particular task; unfit crewmembers; improper methods of

loading or stowing cargo; unsafe work methods; on a fishing vessel a rail made slippery by fish guts. Importantly, an unseaworthy condition need not be permanent or present for a long time; an unseaworthy condition can be momentary and it can arise after the voyage begins. ***MN***

Shirley, Continued from page 17

In most cases, each party will offer prehearing argument before its evidence is taken. After both parties have completed presenting their cases, the panel may order the matter closed to further evidence. However, the panel may still direct the parties to provide additional evidence for purposes of clarification, and may even order further hearings for the taking of such evidence. After all hearings are completed, the parties will either brief the matter again or provide closing arguments in the final hearing. Either way, each will sum up the evidence for the panel and argue the legal issues in the case it believes to be supported by the evidence that has been taken. Once the proceedings are closed, the panel will meet and deliberate on the evidence and the law. They will weigh the evidence taken in its various forms in accordance with their judgment of its persuasiveness. Typically, they will give greater weight to evidence taken from a witness who has been before them, subjected to cross-examination, and whose credibility they have had the opportunity to assess, than they will to evidence submitted by deposition or by affidavit. Of course, there are many variables in this process, and there are no hard and fast evidentiary rules as there are in court.

Once deliberations are concluded, the panel will issue its decision, usually referred to as its "award." Under the SMA Rules, the panel is required to issue a "reasoned decision." In a panel of three arbitrators, unless the arbitration clause requires unanimity, the decision of a majority will be the award, although the dissenting arbitrator will write a separate reasoned opinion. Once the panel has issued its award, it has no further power to hear argument or take evidence. Its award is binding on the parties so long as it does not run afoul of the limited grounds for a court to vacate, modify, or correct it as discussed in the December column. The award may include a division of the costs and expenses of the arbitration and attorneys' fees if the SMA Rules apply, or if the arbitration clause so provides.

The award may be made into a judgment of a court of competent jurisdiction if that is required for enforcement within the U.S., or it may be enforced in foreign jurisdictions pursuant to the terms of the New York Convention or the Inter-American Convention. If the SMA Rules apply, the award will be published unless both parties agree otherwise. The panel may, however, be persuaded not to include in the published award proprietary information of either party. As noted in December, the finality of the award is one of the greatest advantages of arbitration because finality avoids the string or appeals and remands that so often are an expensive and time consuming part of the litigation process. ***MN***

BLOGS Posted on MaritimeProfessional.com

The global maritime industry has a social networking, news and information portal to call its own: **MaritimeProfessional.com**. Log on and network with thousands of colleagues and potential business partners from around the globe, and keep up to date on critical maritime matters via our exclusive, insightful reports — including samples from last month found on the ensuing pages — from a global network of industry insiders.

Christmas Tree Ship

Delivering a Holiday Tradition

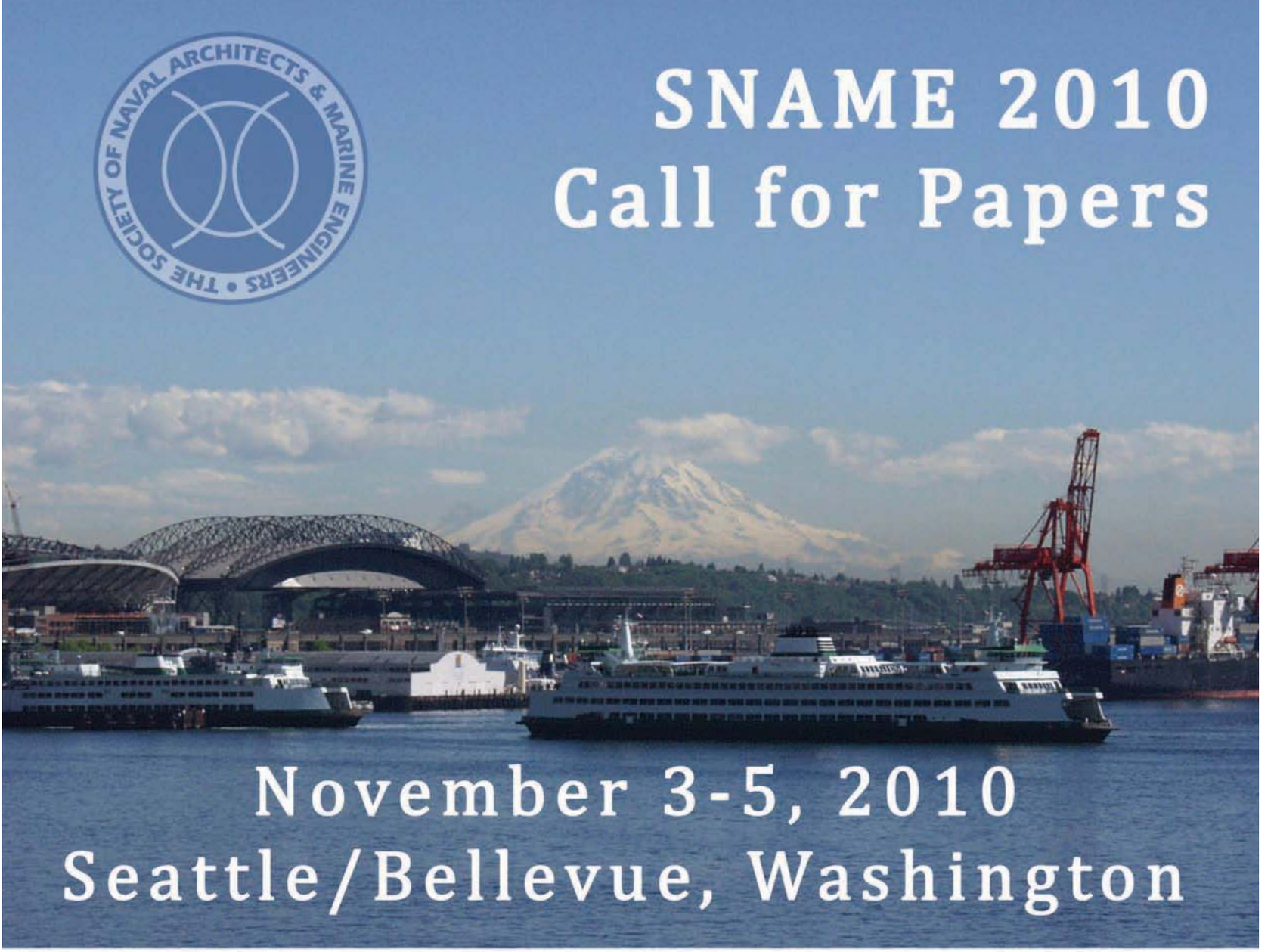
Among the many traditions of the holiday season is that of the Christmas tree. Most such trees purchased in urban areas are grown in rural areas and transported in quantity to the city. While most trees are transported by truck, in the late nineteenth century and early twentieth century, communities located on waterways had some Christmas trees delivered by ship. A well-loved tradition in Chicago developed around the turn of the century. Herman Schuenemann owned a small fleet of lumber ships operating between the forests of Wisconsin and the city of Chicago. One of his ships was the three-masted schooner Rouse Simmons. Each November, he would devote the final voyage of the season to carrying a load of Christmas trees to Chicago. Captain Schuenemann would sell the trees directly to the public from the ship tied up near the Clark Street Bridge in Chicago. A tree was tied to the top of the main mast and lights were strung in the rigging. He called his venture the "Christmas Tree Ship." Trees were generally sold for about a dollar each, but Captain Santa, as he was affectionately called, also donated trees to poor families. In late November 1912, Captain Schuenemann and his crew departed Thompson Harbor, Wisconsin with a cargo of over 5,000 Christmas trees. On November 23, a surfman from the Kewaunee Life-Saving Station spotted the Rouse Simmons offshore flying the distress signal. A rescue tug was dispatched, but the ship was never seen afloat again; it had sunk with all hands lost. The family continued the business for some years afterwards, mostly using a ship as a mere platform for the sale of trees brought to Chicago by truck. In 2000, the U.S. Coast Guard icebreaker Mackinaw, in cooperation with a local charity, revived the tradition by bringing Christmas trees to Chicago for distribution to needy families at the beginning of each holiday season. That tradition lives on with the new Mackinaw, which replaced the original in 2006. Various coastal communities have their own Christmas tree ships, each of which are treasured parts of local traditions, but the most memorable of all was that operated by Captain Santa.

Posted to Maritime Musings on* MaritimeProfessional.com *by Dennis Bryant on 12/25/2009

(Photo Courtesy Tamara Thomsen, Wisconsin Historical Society)

A diver views the submerged Rouse Simmons schooner.

SNAME 2010
Call for Papers



November 3-5, 2010
Seattle/Bellevue, Washington

Papers on all appropriate subjects are welcome, but papers addressing the following subject areas are of particular interest:

- Marine Vessel Environmental Performance Assessment System
- Reducing Air Emissions from Shipping and Port Activities
- Arctic Logistics, Shipping and Environmental Preservation
- Urban Waterborne Commuter Transportation Systems
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briefs

news

Crowley ATB Largest to Transit Alaskan Waters

Photo Courtesy Crowley

Crowley's petroleum transportation group recently made history, as its 155,000-barrel ATB, Sea Reliance/550-1, became the largest of its kind to transit Alaskan waters. Under the command of Capt. Scott Murdock, Sea Reliance/550-1 completed a voyage from Martinez, Calif., to Anchorage, Alaska carrying a full load of jet fuel. The journey, which occurred without incident, was met with several weather concerns because of an early start to the winter storm season. Although other small cargo ATBs have traveled in Alaska, the Sea Reliance/550-1 is the largest at over 600 ft in length. The ATB can make 12 knots and the sophisticated connection between the tug and barge enables it to move fluidly as one unit in the most adverse seas. The Sea Reliance was equipped with two captains with 50 years of combined sailing experience.

Metal Trades Second Fuel Barge for U.S. Navy

Photo Courtesy Metal Trades

Metal Trades, Inc. announced the completion of YON 331, the second vessel of a new class of 14,000 barrel double hull fuel barges for the U.S. Navy. The 200-ft by 52-ft barge was designed by Bristol Harbor Group of Bristol, R.I. to carry either Diesel or JP5 Jet Fuel in five cargo tanks. Metal Trades was contracted by Maybank Industries of Charleston, S.C.

From Shrimp to Scrap

Jimmie Martin of Galliano, La. said his firm is still working on three platforms that were damaged by Katrina in 2005. Martin's firm, B&J Martin Inc., operates crew and supply boats in the Gulf of Mexico, but their signature work is their site clearance operation. The U.S. Mineral Management Services (MMS) mandated in 1990 that all abandoned well sites and platforms must be cleaned in such a way that a commercial shrimp trawler could work the bottom without damaging their nets. This and subsequent regulatory modifications has created a demand for the vessels, gear and services that B&J Martin provides. The regulations require that the contracted owner must possess a valid commercial trawling license from one of the Gulf States. Since the Martin family has a long history of Gulf shrimping this is a natural. To verify that the site has been cleaned of debris, the trawling vessel must be outfitted with trawling nets that are representative of the shrimping industry standard of up to No. 18 twine (ribbon strength) size net strength. The regulations give very specific details that relate to the verification that the site is clean. But to get it clean, to catch all the stuff that has fallen or been blown over board, requires a different set of nets. To this end Martin's company has patented the Gorilla Net. This gear employs a weave of 3/4-inch combination cable at its opening with a body made of twine five-times the strength of a standard trawl net. Martin's boats tow two 80-ft Gorilla nets in the clean-up phase of the operation. "If we are lifting all tires we can bring up five or six tons per net," said Martin, "but if it is square stuff or has sharp edges we are more limited. On one well we brought up

Photo Courtesy B&J Martin

a total of 200 tons of scrap." Martin has grown his fleet to include two 85-ft single-screw boats, one 95-ft single screw and a 100-ft twin-screw boat. Recently they had a powerful 110 by 28-ft shrimper style vessel built at Rodriguez Shipyard in Bayou La Batre. Rodriguez has built a lot of shrimp boats in the past, but this new boat shares a bit of heft with the jack-up boats that Rodriguez has been building of late. The new shrimper/clean-up boat is built much heavier than a conventional Gulf shrimper. Named the Poncho, it is powered by a pair of 850 hp Cummins KTA38 main engines turning into Twin Disc 5321 gears with 6:1 ratios. This adds up to 1,700 hp, significantly more power than a conventional shrimper, but it is power that will be put to good use scraping pieces of oil-rig off the bottom of the Gulf of Mexico. The new boat from Rodriguez is also fitted with two Cummins-powered 65 kW generator sets. There is plenty of work for the new boat. Martin explained that to tow the grid on a 1,320-ft radius around a platform will take about four and a half days when it is all cleaned up. But they have spent up to 90 days cleaning the mess created when hurricane Katrina tipped a rig into the Gulf. The final part of a clean-up requires that conventional gear be towed over the area. Martin uses four 50-ft nets with two-inch mesh, equal to what most shrimpers in the area are using. For the clean-up to be approved these lighter nets must be towed on a north-south and then an east-west grid.

Cat Marine Powers New Canadian Pilot Boats

Because of the increasing ship traffic and safety concerns, the design of pilot boats used to transfer pilots to and from ships has evolved significantly in recent years. Cat marine engines will power the majority of the new breed of pilot boats built for ports across Canada. The Laurentian Pilotage Authority (LPA), based in Montreal, recently commissioned a new pilot boat constructed at Hike Metal Products Ltd. shipyard and designed by Lengkeek Vessel Engineering Inc. Central Canadian Cat dealer Toromont was in charge of supplying the propulsion machinery and generator sets.

Sisters United

by Don Sutherland

Sister ships are created for all kinds of reasons. Somebody has a really good design that bears repeating, or there's a pressing demand for mass delivery, or a shipyard keeps itself busy with spec. Sometimes an entire batch is built for one owner, other times, for as many owners as will bite. Side-by-side or harbors apart, the boats do what boats do — they lead their respective, independent, individual lives directed by specific captains, tides and tows, dispatchers. Sometimes they get separated and soldier-on in mutual indifference, oblivious to one another for the rest of their days. Or sometimes, by plan or by fate, they wind-up in the same fleet.

Sisters seem to lean toward success stories when they're brought together. Equitable never built a tugboat directly for New York Harbor's Roehrig Maritime, for example, yet that firm wound-up with a trio of them, developing rapidly from there. Those Equitable tugs set the stage for massive equipment to follow, and soon enough Roehrig Maritime was equipped for harbor work and ocean work as well. If nothing else, sister tugs reduce the amount of storage you need for supplies and repairs, and the benefits may compound from there. The package was acquired by K-Sea Transportation, and those three Equitable tugs remain at the disposal of the New York Division's Manager Capt. William Sullivan.

Meanwhile, sister tugs play a role in one of the great transformations of recent times, the widespread adoption of the ATB. Plenty of large tugs built for hawser work have proved convertible to excellent pinboats. Capt. Sullivan noted that individual pin couplers and barges offer enough latitude to receive a fair range of bow sizes and shapes, but still, nobody seems to complain when two nearly identical shapes arrive for a new life in a single notch. A lot of fleets around the harbor started with one sister, adding another later. Maybe those sisters worked together before, maybe not. In the case of two more acquisitions of K-Sea, the Nathan E. Stewart and the Ross Sea, only one of the two was intended to be built in the first place. Ludwig E. was the original name first of these two, the builder and owner of record being Modern

K-Sea's recent acquisitions, sisters Ross Sea and Nathan E. Stewart. They share a lot of genetics, but there are differences. Can you spot two?

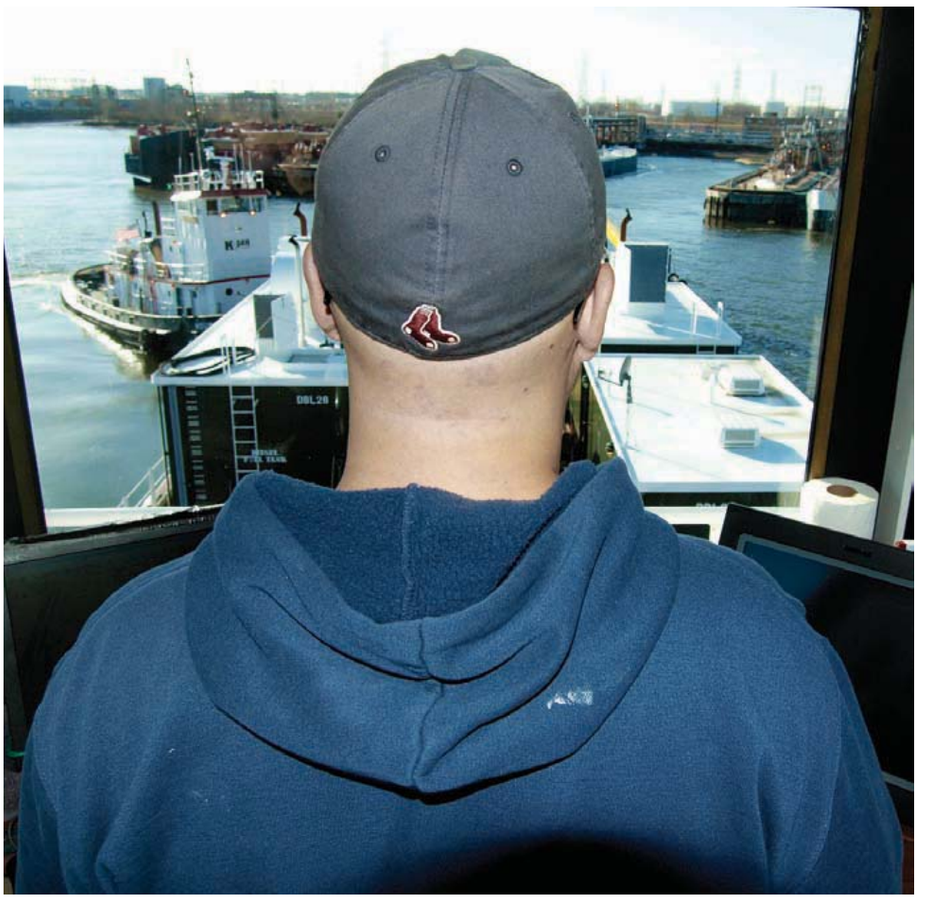
Continental. As that company teetered a couple years ago, the planners at K-Sea identified the tug's adaptability to a JAK coupling system and a new double-skin barge scheduled for the near future. Meanwhile, there was plenty to keep the tug busy locally.

Normandy was the original name of the second sister, built and operated by Metropolitan Transportation of Staten Island, N.Y. She became available when her owner adopted a smaller tug suited to the local region, in lieu of the coastwise work for which the Normandy was designed. The planners at K-Sea identified this tug as every bit the equal of the Ludwig, now the Nathan E. Stewart, and she certainly would fit the same new barges. Although nobody could have imagined it when the Ludwig E. was laid down, this unexpected sister would become K-Sea's Ross Sea.

In the nomenclature of designer Frank Basile, the two vessels are examples of the Emtech 100-ft by 32-ft by 13.9-ft twin screw tug. Basile described this history of the design: "In 1981 I had a phone call from Captain Robert Dann to see if I could develop a 100-ft tug that would be sea kindly, have great towing capabilities, and maximum fuel capacity.

"I took the double chine design of the MV Captain Dann, which I had designed and built for him and his brother in 1973, and developed a single chine hull that proved to meet all his criteria. The tug Gulf Coast was delivered in 1982, it is still doing a good job for Dann Marine Towing.

"During the doldrums of the 1980s and early 90s, I did not have the opportunity to contract the use of this design until Halter Marine incorporated this hull design into the M/V Snohomish, which was built for Chevron. The tug has since been sold



In the upper wheelhouse, skipper Dan Regan steers the Ross Sea and its barge toward an Arthur Kill terminal, while tug Houma moves into position to assist.

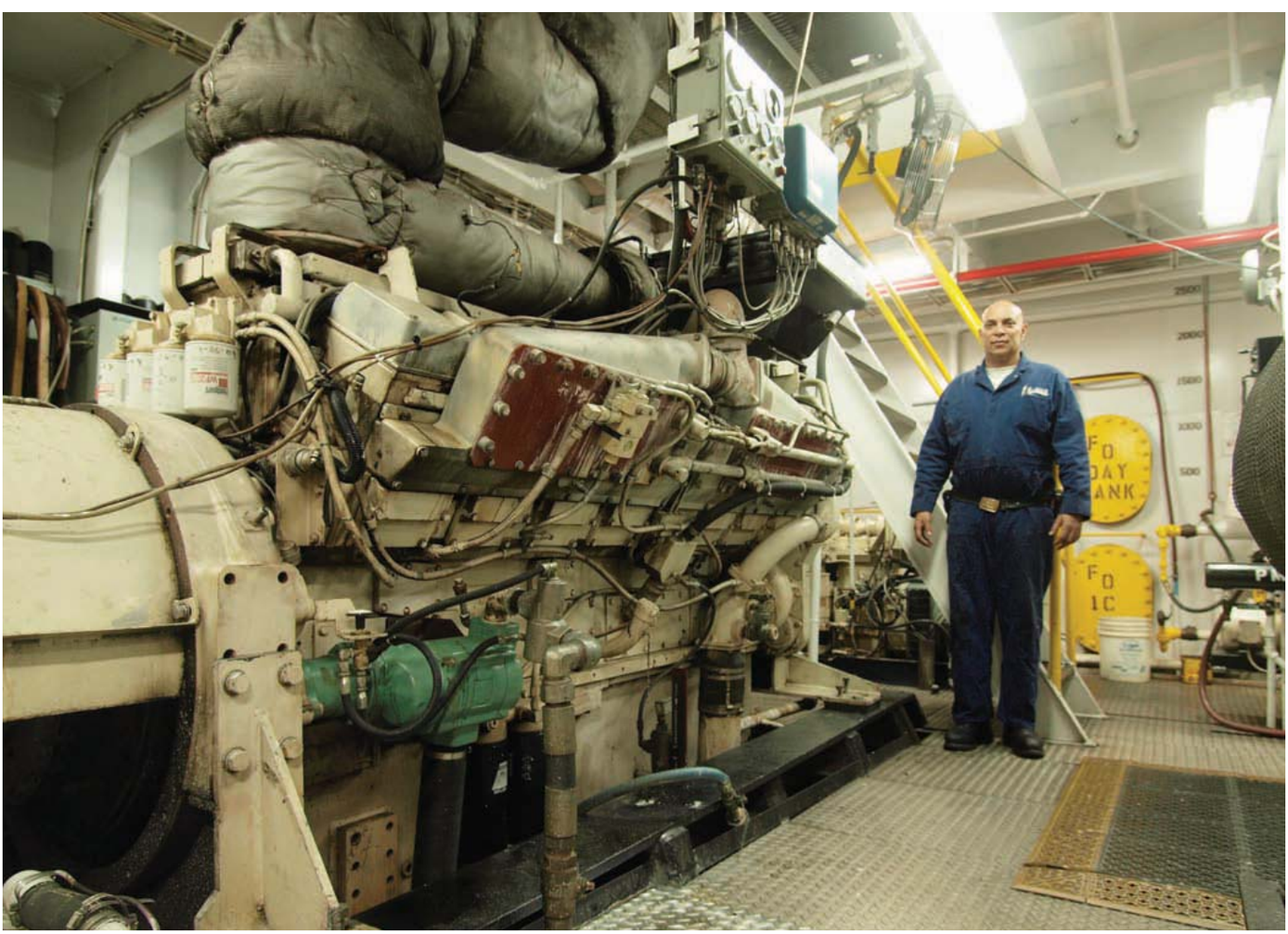
to Robert Dann's brother Rodney, of Dann Ocean Towing. Mr. Robert Thomassie of Thoma-Sea Boat Builders met with me to discuss building a 100-ft tug on speculation for service in the offshore oil industry. My 100-ft hull met his criteria which was basically the same as Mr. Robert Dann's." Altogether, eight tugs were built to this design.

Although Basile announced a completely new 100-ft tug in 2000, of which there are presently seventeen in service, at least two of the original 100-ft class were launched afterward. The Ludwig E. was the next-to-last, late in 2000. The last, launched in 2002, was the Normandy.

The Nathan and the Ross answer to the description of sisters, even if they're not absolutely 100% identical. Although drawn from the same design, they were built by two different shipyards — the Ludwig/Nathan by Hope Services of Dulac, La., and the Normandy/Ross by Thoma-Sea of Houma, La. The Ludwig E. was built with a higher bow, of which Frank Basile reports the following: "The first tug of this design that had the semi-focsle was the C. Angelo. This was done at Gateway Towing's request to give the bow more buoyancy, thereby faster recovery when going into a Northeaster when up the Atlantic coast from New Jersey to Massachusetts."

There are other differences between the Nathan and the Ross that pertain more to finish than operational features. When Metropolitan's Capt. Paul Mahoney ordered his tug, he saw it this way: "The boat is our home for weeks at a time," a home with no exit if you're offshore on the way to Maine, and "it should be a home you like to return to." Where Modern Continental may have felt a corporate satisfaction with the Ludwig as delivered, Capt. Mahoney took the liberty of detailing his home as he liked. "She has poured floors and more insulation in her," he said, "and the wheelhouse was done like a yacht. I mean, Frank makes a good boat, the Ludwig E. is a very good boat, she's just not the Normandy."

One feature the two tugs share, to the exclusion of all the other Emtech 100-footers, is the use of two Cummins KTA-50 engines; the six other sisters use Caterpillar and



Of the eight tugs built to the Emtech 100-ft design, only two — the Nathan E. Stewart and the Ross Sea — feature the compact Cummins KTA-50 16-cylinder engines. Ross Sea's engineer Lawrence Bethke respects the units, but said they're not as amenable to an engineer's teardown if required.

EMD engines. Their wheels are inboard-turning, where the two now in the K-Sea fleet are outboard-turning. It might seem odd that these features link the two tugs, to the exclusion of all their other sisters. But the DNA of these two tugs comes from a lot of sources, one of the most important being Capt. Mahoney himself. Although he is the builder-of-record of the Normandy and Modern Continental is of the Ludwig, it's a little more complex than that. Said Capt. Mahoney, "I built both boats."

Before she was the Nathan E. Stewart, before she was the Ludwig E., the first of these sisters was called Normandy. She was to be the same Normandy that was finally built to Capt. Mahoney's specifications two years later. Between those two events came 9/11/01. The first Normandy was building when the World Trade Center came down, after which the Coast Guard shut-down New York Harbor. Included in the lockdown was a dinner boat, the Mystique, which composed part of Capt. Mahoney's equity. "The Mystique was forbidden to go out for the next seven weeks, which brought us up to Halloween, and the end of the season. We had to give back deposits close to $400,000." said Capt. Mahoney. "I received a letter from the bank, saying they were pulling the financing of the tug. There had been a change in my financial condition, see." Capt. Mahoney pursued sources of re-financing, including Modern Continental, one of the intended customers for the first Normandy. "They said that rather than refinance it, they'd like to buy it. I said okay, I'll sell you the boat."

"They sent a guy down to the shipyard. He went and cut-back a lot of the things that made the Normandy what it was supposed to be. He got rid of all the fancy woodwork and fancy electronics. They put linoleum down instead of having the poured floors, eliminated a lot of the portholes, and stuff like that.

One part they kept was the higher freeboard up front, where the final Normandy, the Normandy/Ross, has the flat foredeck. With new financing, Capt. Mahoney ordered this second and final Normandy in 2003, built to his original specs with the exception of the bow. Was this a cost-saving measure? "Not really," said Capt. Mahoney. "I thought it would change my Karma."

Metropolitan's newest tug is the Pegasus, not to be confused with the antique by the same name, built in 1907 and presently under restoration. Nor should it be confused with Capt. Mahoney's previous tug Pegasus, now said to be operating as the Peggy Winslow in Maine. This newest Pegasus, from a distance at least, resembles a somewhat scaled-down version of the company's previous tug, and has earned the nickname "Normandy Lite." She was built by another owner/operator whose tastes in woodwork echo Capt. Mahoney's. And the Karma? The radio kept interrupting our interview with Capt. Mahoney, with jobs here, jobs there. K-Sea, meantime, enjoys all the economies of a matched brace of tugs. ***MN***

Galley provides welcoming surroundings for crew in this most public section of the Ross Sea.

Navigating Obstacles: The Trials and Tribulations of

Short-Sea Shipping

by Raina Clark

Short-sea shipping, also referred to as the "Marine Highway" and, in some cases, "coastal shipping," is the subject of more studies than we can list. Whatever the label, the concept refers to an initiative to get freight off our roadways, which are at capacity, and onto our waterways, which have yet to be tapped to their potential. More than likely you've heard about the promises of this mode of transport, including reduced highway congestion, reduced consumption of fuel and fewer emissions per unit shipped. So what's the hold up? In the following pages *MarineNews* looks at the obstacles that stand between the concept and the reality.

Two major studies

Dr. Rockford Weitz is a Senior Fellow at the Institute for Global Maritime Studies and co-author of the September 2008 study "America's Deep Blue Highway: How Coastal Shipping Could Reduce Traffic Congestion, Lower Pollution, and Bolster National Security." Weitz prefers the term "coastal shipping" because he excludes brown water operations from his research and believes "short-sea shipping" is not a very useful term to get those "people in Washington, who don't know the difference between a bow and a stern, onboard with this."

According to the study, "The U.S. today moves by sea an almost negligible two percent of domestic freight among the lower forty-eight states; in stark contrast, Europe ships over 40% of its domestic freight along 'motorways of the sea.'" One of the study's recommendations is that the U.S. invest $150m in prospective coastal shipping ports. "This amount, equivalent to the cost of constructing only about twenty miles of expressway, would be sufficient to jumpstart coastal shipping services on the Atlantic, Gulf, Pacific and Great Lakes coasts," it contended.

A previous study, "Four Corridor Case Studies of Short-Sea Shipping Services: Short-Sea Shipping Business Case

(Photo courtesy CG Railway)

CG Railway's train ferry.

Analysis," was completed for MARAD in August 2006. The objective of this study was to assess the feasibility of short-sea shipping in four potential domestic U.S. traffic corridors: the Gulf to and from the Atlantic Coast, the Atlantic Coast, the Pacific Coast and the Great Lakes.

The obstacles

Some of the obstacles to short-sea shipping noted in these studies, and by other sources, are slowly being addressed, while others may simply be a fact of life. In September 2009, the U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and its counter-part, the Canadian St. Lawrence Seaway Management Corporation (SLSMC), went on a fact-finding mission to Europe to determine why short-sea shipping was so successful in that part of the globe, but far less so in North America. U.S. and Canadian regulatory barriers were discovered to be one of the biggest obstacles, including cabotage and tax laws. The U.S. has the Jones Act and Canada has a 25% tax on non-Canadian built / flagged ships. These laws, especially the Jones Act, can be touchy subjects, but Terry Johnson, SLSDC Administrator, said, "I think we can be honest and straight forward and say that they are big barriers to having short-sea shipping take off." Johnson reported that Canada is in the process of repealing its 25% tax, at least for vessels of a certain size. "On our side, of course," he said "the Jones Act isn't going anywhere."

The America's Deep Blue Highway study demonstrated that it's a game of give and take, as Europe already knows. The study noted that "this impressive use of coastal shipping has come with some pain because liberalizing Europe's domestic shipping market has been accompanied by 'flagging out' by some operators and a loss of European shipboard jobs to lower wage foreign competitors." Weitz said the crewing and flagging of a vessel have very little impact on the cost — it's the price of building vessels in the U.S. that puts short-sea shipping at a significant disadvantage to trucking. Trucks on U.S. roadways can be built anywhere in the world.

What may be going somewhere, someday, is the U.S.'s Harbor Maintenance Tax (HMT). The HMT is a federal tax imposed on each individual shipper, not the vessel operator, based on the value of the goods being shipped through a port. The tax is placed in a trust fund to be used for maintenance dredging of federal navigational channels. The revenue from the tax is not very great, opponents argue, because shippers simply opt to use roadways where the tax does not apply. Furthermore, many argue that the tax is an unfair burden to shallow-draft coastal and inland shipping, which does not require the harbor dredging necessary for the deep-draft trans-oceanic ships. Gregg Ward, Vice President of Detroit-Windsor Truck Ferry, a short-sea RoRo service on the Great Lakes since 1990, said "Currently industry is rallying support around H.R. 3486 – Short Sea Shipping Act of 2009. In September we had 12 members of Congress who supported this bill. Today, we have 34." Ward said support is continuing to grow and he hopes Congress will move the bill forward in 2010.

Shipping time continues to be a detractor, even though many advocates of short-sea shipping limit the conversation to non-time sensitive freight.

Photo courtesy Rockford Weitz

Dr. Rockford Weitz, Senior Fellow at the Institute for Global Maritime Studies.

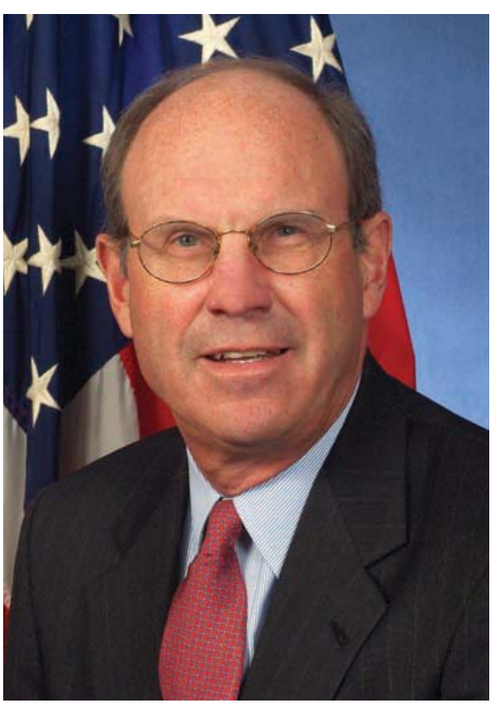


Photo courtesy SLSDC

Collister "Terry" Johnson, Jr., St. Lawrence Seaway Development Corporation (SLSDC) Administrator.

In some areas, time is still a consideration for short-sea shipping to gain the smallest foothold, even if all other factors were favorable. Dr. Matthew P. Tedesco, teamed with Westar Transport, CDI Marine, and Transystems / Manalytics on the study "Operational Development of Marine Highways to Serve the U.S. Pacific Coast," released in September 2009. Tedesco said "The San Francisco region to Los Angeles / Long Beach (LA / LB) has the greatest volume of trailers moving daily in both directions [on the West Coast], however it is only about a 400 mile route. As a result, it is a challenge to make it work commercially. In order to provide a comparable level of service as trucking, vessel speeds of approximately 27 knots are required." The America's Deep Blue Highways study also addressed this concern, saying "Barges and articulated tug-barges have an important role to play in a diversified, thriving marine highway, but they tend to carry low-value goods that require only slow transit times. Many previous market studies of U.S. coastal shipping suggest that barge speeds are simply too slow to compete effectively with a large share of existing road and rail traffic. Thus we recommend that America's policy discussion on a revitalized coastal shipping industry focus more attention on ships with service speeds in the twenty-knot range." This is connected to a proposition in the study that a U.S. fleet of CNG vessels, built specifically for short-sea routes, be explored.

Other obstacles include a lack of infrastructure to support a short-sea shipping market. Although this is far from remedied, in 2009 ports did begin to see funds for capital improvements filter down from President Obama's stimulus package. Finally, labor union issues have been cited as a potential obstacle. MARAD's Four Corridor study documented concern on behalf of shippers that traffic moving through ports could incur costly delays due to the involvement of longshore labor. In the study, port operators also cited likely difficulty in obtaining new labor agreements for short-sea shipping, specifically on the Pacific Coast.

(Photo courtesy Detroit-Windsor Truck Ferry)

The Detroit-Windsor Truck Ferry.

(Photo courtesy Detroit-Windsor Truck Ferry)

The Detroit-Windsor Truck Ferry.

No one-size-fits-all solution

The America's Deep Blue Highways study contended that any disagreement over short-sea shipping is about how to move freight off the roadways and onto the waterways, not whether it should be done. "Some argue in favor of moving the standard size steel container, denominated in twenty-foot equivalent units (TEUs), in a hub and spoke system from international ports to domestic routes. Others think it better to leapfrog busy international terminals with fifty-three foot domestic tractor-trailers, that length accounting for approximately 90% of all U.S. truck traffic. The other main difference among coastal shipping experts concerns the kind of vessel to engage in this work. One camp supports Load-on Load-off (LoLo) vessels, often tug and barge, requiring shoreside cranes to move cargo. A competing group thinks the solution will be found in Roll-on Roll-off (RoRo) ships, where the cargo is driven aboard at the source and driven ashore at the destination." Your perspective probably depends on where you are. Weitz explained that for the east coast, RoRo seems to be the most applicable method, with fairly quick turnaround times. It could also be done with a fairly reasonable infrastructure investment. According to his study, "a typical Atlantic port can be prepared to handle RoRo traffic with a $5m investment. An incremental investment of approximately $50m would be needed to increase daily capacity along the Atlantic Coast to a total of 21,000 trailers." Supporting the viability of short-sea shipping on the East Coast, the Four Corridor study found that the largest

inter-regional traffic flow in the U.S. is from the Gulf Coast to the N.Y. / N.J., Pa. region at 10.1 million trailer loads. On the West Coast, Tedesco explained "There are two potential markets: pure domestic trailer freight and container feeder services. RoRo will be the vessel of choice for pure domestic freight already moving on trailers. Container feeder services could utilize LoLo on barge or RoRo barges / vessels." Obstacles, which can also be regional, include "the land-side costs including terminal costs, stevedoring costs and drayage. Vessel fuel costs are also a driver." Another consideration on the West Coast is scarcity of appropriate terminal space. "It will prove very difficult to secure terminal space in one of the major ports because they are tasked with maximizing their revenue and also because of their concerns over congestion in their terminals. Prior to the economic downturn, there was not any space to be had." Commenting on the short-sea market activity on the West Coast, Tedesco said, "A service between Stockton and Oakland was being contemplated before the economic downturn and I believe it is still likely. This service would reduce truck congestion in and out of Oakland, and take advantage of road and rail connections in Stockton. Eco-Transport has been pursuing this service…The biggest player on the West Coast for the domestic Marine Highways is TOTE (Totem Ocean Trailer Express, Inc.). TOTE is very successful in the Alaska trade and has kept its eye on Marine Highways on the West Coast, but does not believe it can be commercially viable at this time."

Included in the handful of examples of short-sea shipping operations in the U.S. is CG Railway, operating a railcar ferry across the Gulf of Mexico from Mobile, Ala. to Coatzacoalcos in Mexico since 2001. This marine route actually cuts down on transit time for shippers. Railcars load directly onto specialized vessels carrying, among other things, forest products, chemicals and some steel. Kevin Wild, Senior Vice President at CG Railway, Inc., said the service has the ability to cut off two thirds of transit times for suppliers in CG Railway's target region — from the Mississippi River east and Mexico City north. There is a vessel leaving on the route every four days. Each of the two ships used in the service are converted float-on float-off vessels and each carry 115 rail cars. "Prior to the downturn we were operating pretty close to capacity," reported Wild. Another example of short-sea shipping reducing transit time is the Detroit-Windsor Truck Ferry, running between Detroit, Mich. and Windsor, Ontario. "The Truck Ferry was established as a border crossing for truck cargoes of hazardous materials and very large oversized units (such as industrial presses, windmill bases, construction equipment)," said Gregg Ward. Without the ferry, trucks have to cross into Canada at the Blue Water Bridge between Port Huron, Mich., and Sarnia, Ontario, a 156 mile round trip, because hazmat is not allowed through the Ambassador Bridge, a more direct roadway. The ferry service uses a tug / barge combination for tractor-trailers to drive on and off. It runs 10 trips a day to Windsor and takes 20 minutes. However, the return ferry trip is mostly empty because shippers opt to drive back the long route to avoid paying the HMT tax that would be assessed if they came back with cargo via the water. The good news is that the ferry received an $8.8m infrastructure improvement grant from Transport Canada and the Ontario Ministry of Transport for the Windsor terminal construction, which should allow the ferry to increase its frequency. Demonstrating optimism, Terry Johnson of the SLSDC said his organization and the SLSMC will be returning to Europe in 2010 with Great Lakes port directors to continue to investigate how to make short-sea shipping a reality. Johnson said his region's "old model of steel in, grain out needs to be re-evaluated." According to Johnson, port directors will have to convince their boards to subsidize short-sea shipments for a while to make it happen. "I think once the economy recovers we are at a tipping point," he said. ***MN***

HR 3486

Short Sea Shipping Act of 2009

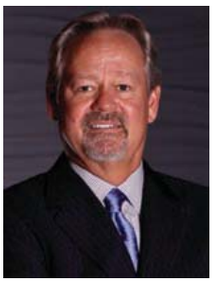
The Short Sea Shipping Act of 2009 was introduced in July 2009 and would amend the Internal Revenue Code to exempt some commercial cargo (other than bulk cargo) from the harbor maintenance tax. This would include cargo loaded at a port in the U.S. mainland and unloaded at another such port after transport solely by coastal route or river, or unloaded at a port in Canada located in the Great Lakes Saint Lawrence Seaway System. It would also include such cargo loaded at a port in Canada and unloaded at a port in the U.S. mainland. Supporting organizations include:

- **American Great Lakes Ports Association**
- **American Maritime Congress**
- **American Maritime Officers**
- **American Maritime Officers Service**
- **American Waterways Operators**
- **International Longshoremen's Association**
- **International Organization of Masters, Mates and Pilots**
- **Marine Engineers' Beneficial Association**
- **Marine Firemen's Union**
- **Maritime Institute for Research and Industrial Development**
- **Sailors' Union of the Pacific**
- **Seafarers International Union**
- **Transportation Institute**

departments


Payne


Thommen


Johnson


Parrott


Roberts


Tessier

Payne Named to AAPA Board

J. Stanley Payne, Chief Executive Officer of the Canaveral Port Authority, will serve on the 2009-10 Executive Committee of the Board of Directors of the American Association of Port Authorities (AAPA).

Thommen Appointed CGF Trustee

John Thommen, CEO of Ocean Marketing and a 33-year veteran of the industry, has been appointed to a three-year term as a Trustee of the Coast Guard Foundation.

Johnson President, CEO JRM

J. Ray McDermott, S.A. announced the appointment of Stephen M. Johnson as President and Chief Executive Officer, effective Jan. 1, 2010.

Parrott to Lead TOTE

Totem Ocean Trailer Express, Inc. (TOTE) announced the promotion of John D. Parrott to president.

Roberts Re-Elected

Patrick Roberts, Director of Operations for ShipConstructor USA, has been re-elected Vice Chairman of the Business Process Technologies Panel for the United States National Shipbuilding Research Program (NSRP).

MMS Names Cooke Supervisor

Minerals Management Service (MMS) Gulf of Mexico Regional Director Lars Herbst has selected David W. Cooke, Ph.D. as the new Regional Supervisor for Resource Evaluation in the Gulf Region Office.

Tessier Promoted at Crowley

Crowley Maritime Corporation named Dorine Tessier VP of sales and chartering for its petroleum transportation group.

Crumpton Global Diving & Salvage ROV Ops Manager

Seattle-based Global Diving & Salvage, Inc. appointed Eric Crumpton as Operations Manager for its fleet of underwater vehicles.

Shwartz Promoted

Alps Wire Rope Corporation announced John Shwartz as Northwest Regional Sales Manager.

Perdido, Energy Construction Project of the Year

Shell's Perdido Development, the world's deepest offshore oil platform, won the ENR Energy Construction Project of the Year award at the Platts Global Energy Awards Ceremony on December 3, 2009. Shell designed the Perdido host spar, a floating production facility, jointly owned by Shell (35%, operator), Chevron (37.5%) and BP (27.5%). The project has already set a world water depth record in drilling and completing a subsea well 9,356 feet (1.77 miles) below the water's surface with plans to drill an even deeper well at 9,627 feet. First production is expected in early 2010.

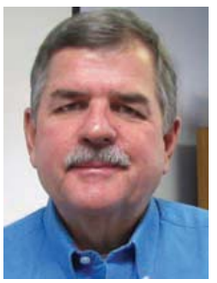
CG Awards Bollinger Contract

Bollinger Shipyards, Inc. was awarded a contract valued at over $142m to build an additional three Sentinel Class 154-ft patrol boats for the U. S. Coast Guard. The initial contract for the design and construction of the lead ship in the class was awarded to Bollinger in September 2008.

DonJon Shipbuilding & Repair on Lake Erie

N.J.-based Donjon Marine, Co., Inc. announced the creation of Donjon Shipbuilding and Repair, LLC (DSR). Through an agreement with the Erie-Western Pennsylvania Port Authority and the acquisition of the assets of the former Erie Shipbuilding, LLC, DSR will engage

Crumpton



Shwartz

Perdido project leaders (L to R): Kurt Shallenberger (topsides leader), Chris Smith (operations manager), Dale Snyder (project manager), Bill Townsley (venture manager). (PRNewsFoto/Shell Oil Company)

in shipbuilding and repair on its 44-acre site on Lake Erie, Pa. T

Donjon Sells Interest

Donjon Marine, Co., Inc. sold its 50% interest in Port Albany Ventures, LLC (PAV), a 28-acre mixed-use bulk material stevedoring operation located on the Hudson River, to its Joint Venture Partner, Sims Metal Management Limited, a metal and electronics recycling company.

Jeffboat Safety Milestone

American Commercial Lines Inc. (ACL) announced that on December 15, its Manufacturing Division, Jeffboat, accomplished the safety milestone of working two million hours without a lost time injury (an injury requiring time off from work) for the first time in its more than 70 years of operation.

Victoria Acquires CME Assets

Washington Marine Group has acquired substantially all of the Victoria-based assets of Canadian Maritime Engineering (CME). CME has operated a ship repair business at the Esquimalt Graving dock since 2004. The CME assets include a large shop and shipyard machinery and equipment, which Victoria Shipyards (VSL) will utilize in the execution of the Frigate Life Extension program (FELEX) for the Canadian Navy.

Crowley Scholarships

On Dec. 7, Crowley presented four U.S. Merchant Marine Academy cadets with the Thomas B. Crowley Sr. Memorial Scholarships. Cadets John Buehler, Patrick Delargy, Andrea Morrison and Kyle O'Connor were awarded the scholarships based on their exemplary academic records and financial need. Midshipmen Marie Ebers was also awarded the Containerization & Intermodal Institute's Richard A. Simpson Annual Scholarship.

WRSystems Navy Contract

W R Systems, Ltd. won a $26.9m contract from the U.S. Navy to provide engineering technical support services for navigation systems in the U.S. and abroad. Seventy-five percent of the contract work will be performed in Hampton Roads, Va. through WRSystems' Engineering Services Division in Norfolk, Va. The value of the contract could reach an estimated $140.6m if all options are exercised.

Chesapeake Shipbuilding Corp.

Chesapeake Shipbuilding has been in Salisbury, Md. for more than 30 years. With over 2,000 ft of deepwater bulkhead, three launch ways and two large outfitting basins, Chesapeake builds workboats, passenger vessels and ferries between 90 and 300 ft. Recently the yard has hired new personnel and made a number of upgrades including new fabrication facilities and equipment. Two new hull fabrication buildings have been erected next to the original trade shops, so that tugs can be built in a controlled indoor environment. On the other side of the shops, a 7,000 sq ft building is now complete and includes modern equipment and overhead cranes. The new building replaces an older building which was on the same footprint. Currently there are five vessels in different stages of completion around the yard. Each of the two new hull fabrication buildings houses a tug. The main engines were recently mounted in one of these tugs and the frames are being erected on the other. A third tug is nearing completion and will be delivered the end of January. Additionally, much of the steel for another tug has recently been delivered. Each of these tugs will be 94 ft with 3,000 hp. They will be fitted with two Caterpillar 3512's powering 6:1 reverse reduction gears to conventional shafts. Each will also have a single drum hydraulic winch from JonRie of N.J. The new 230-ft cruise ship, the Independence, went on its first underway trial in the beginning of December and will be delivered to American Cruise Lines in June 2010. It will carry 104 passengers, will be equipped with Caterpillar C-32's and will have Rolls Royce active wing stabilizers. Construction on a second cruise ship has also begun and is in the preliminary fabrication stages. The yard has contracts that can take it into 2012, but it still has the ability to take on new work. Chesapeake Shipbuilding gets a high rate of repeat business. Eleven of the contracts that Chesapeake has gotten in the last few years have been for just two different buyers.

Charles Burton Launch.

Photo courtesy Chesapeake Shipbuilding

New Cruise Ship Ahead of Schedule

The brand new American Cruise Lines ship Independence, being built at Chesapeake Shipbuilding, was taken on its first underway trials on Dec. 14, three months ahead of schedule. Maneuvering and equipment tests were performed successfully while the ship was underway in the Wicomico River. American Cruise Lines will run the Independence on night cruises beginning on June 12, 2009 with 102 passengers on the East Coast. The ship has a number of important differences from other ships that Chesapeake has built for American Cruise Lines, including a wider beam and active wing stabilizers. The wider beam will allow for larger staterooms, public spaces and private balconies. The Independence is equipped with twin Caterpillar C-32 main engines putting out nearly 1,500 hp each, and bow and stern thrusters from Thrustmaster of Texas. The ship also has three 250 kW Caterpillar C-9 generators, a 100 kW Cummins generator and Rolls Royce Aquarius 50 active wing stabilizers.

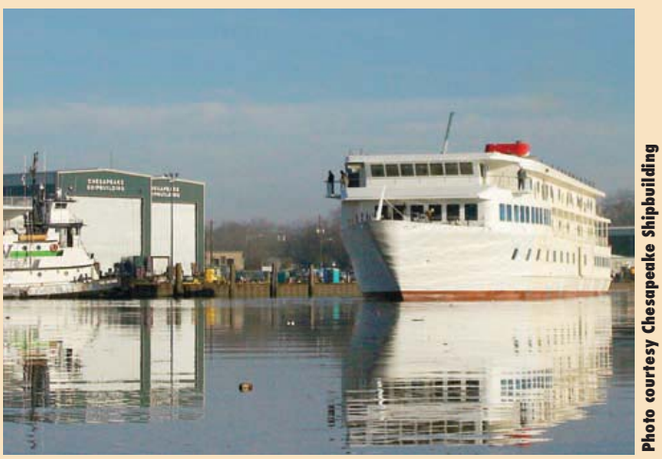
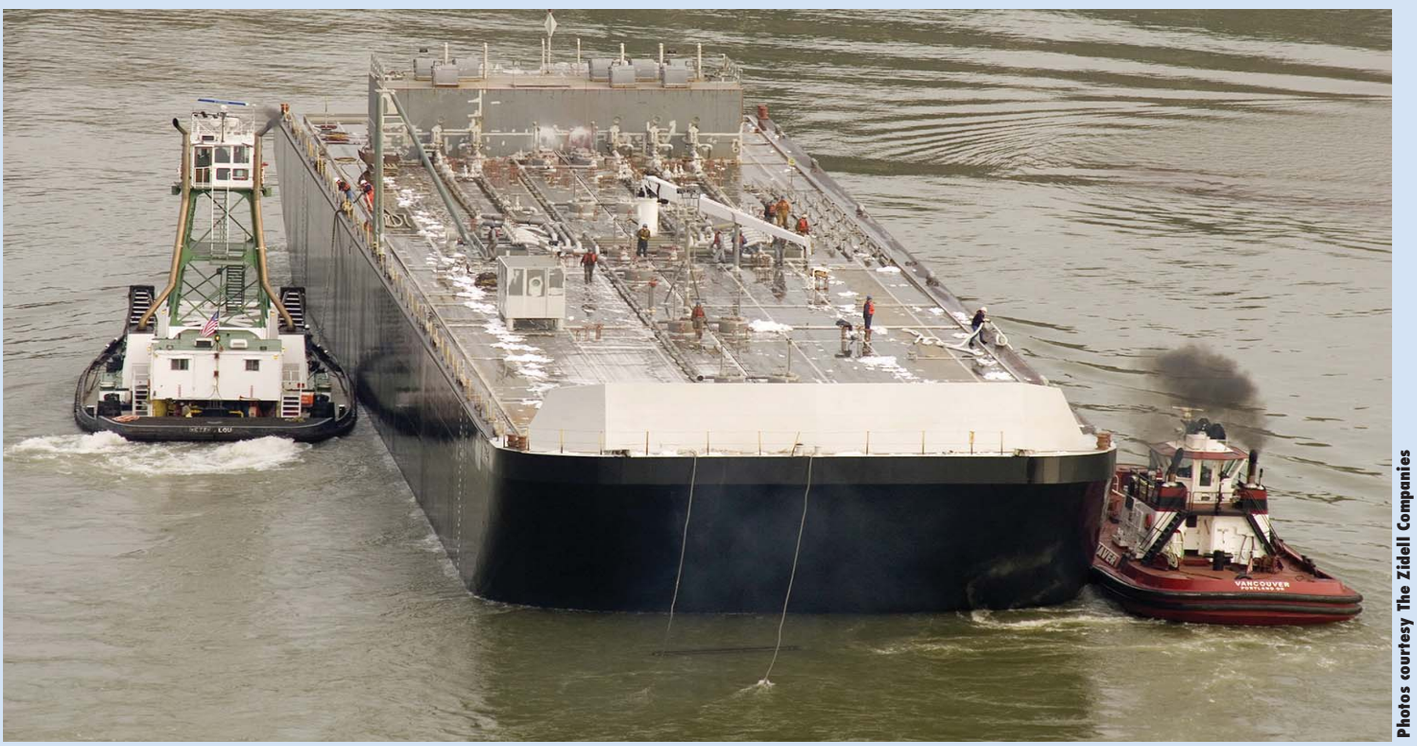


Photo courtesy Chesapeake Shipbuilding

Zidell Marine Corp.

The Zidell Marine Corporation is a privately held, family owned company that builds custom barges for sale or charter. Zidell Marine was established in 1960 and has been building steel barges for over 40 years. As one of the oldest barge builders on the West Coast, Zidell Marine was the first in the region to build a double-hulled petroleum barge to OPA '90 regulations. The barge construction division averages a staffing level of 70 to 75 employees. There have been more than 300 barges built on the Zidell site, most of which are still in service. Since 1992, Zidell has built twelve double-hulled ocean petroleum barges and four double-hulled inland petroleum barges. With a mix of deck, tank and freight barges, the Zidell fleet hauls diverse commodities such as lumber, grain, chemicals, petroleum products, general freight, sand, gravel and wood chips.

Currently, Zidell Marine has two double-hulled ocean petroleum barges under construction. Each vessel is 300 ft in length, 78 ft in width, 24 ft in depth and will hold up to 52,000 barrels. These multi-product, clean oil barges will be deck/cargo certified for mixed use. Bill Gobel, Zidell Marine's Vice President and Chief Operating Officer, said the yard works on a staggered production schedule building two barges at a time and completing an average of one per year. "They're completely outfitted, turn-key barges," said Gobel. The current barges will include a specialized notch in the stern, incorporating the JAK 400 Series Socket Plates and Guide Plates, allowing for a modified tug to couple with each barge. This system increases efficiency, with improvement in both speed and time saved in tug boat operations as the notch eliminates the need to make and break tow gear. Each barge will come equipped with EMS Tank Radar Systems to monitor the tank levels and provide high-level and overfill alarms for the barges. The onboard computer of the EMS Tank Alarm System is capable of tracking data from cargo operations and can generate reports to summarize the collected data. In addition to creating these barges, Zidell Marine has recently obtained a small shipyard grant to make equipment improvements. This grant award, part of the U.S. Maritime Administration's small shipyard stimulus package, will help fund the purchase of a new plasma burning machine, a new vacuum plate lifter, as well as additional equipment to optimize efficiency and productivity. Zidell Marine is headquartered in Portland, Ore. and their barges can be found throughout the West Coast,



Photos courtesy The Zidell Companies

Fremont Boat Co.

Capt. Freeman: 50 Years Later

In September 2009, Captain Mark Freeman celebrated 50 years in business at the Fremont Boat Company in Seattle, Wash. "My dad 'Doc' bought the business which was called Fremont Boat Market on September 20, 1928 from Capt. V. C. Webster, who founded Fremont Towing in 1915 and Fremont Boat Market in 1916." Freeman's wife, Margie, had 30 years of her own to celebrate with the company last September.

Mark Freeman as Office in Charge in the U.S. Coast Guard

Photos courtesy Captain Mark Freeman

Captain Mark Freeman and his wife, Margie Freeman

Freeman was born in 1934, during the depression. "I started running one of dad's tugs the launch Dolphin II, a 36 footer when I was 11. Boy, what a thrill that was. At age 13 I got my first tug, an ex-Navy 21-ft motor dory, the Seal Rock, with a tremendous eight horse power. I used her for log salvage and called the company Tatoosh Towing & Salvage." Freeman did log salvage and general towing until he joined the U.S. Coast Guard in 1955.

"I served the Coast Guard for eight years: four active and four inactive. After boot camp I went to the Grays Harbor Lifeboat Station at Westport and stood watches in the lookout tower before I got to run all the different motor lifeboats and utility boats. We had the 52-ft Invincible and a smaller 36-ft lifeboat, the 36469, a 26-ft Monomoy surfboat and three different 40-ft fast utility boats."

"I always laughed that when I joined the Coast Guard all I did was change uniforms and take a drop in pay and start towing for them." Freeman received a Coast Guard Commendation medal for rescuing the crew off the Liberty ship Sea Gate which went aground on Sonora Reef near Pt. Grenville on the Washington coast and a Letter of Commendation for the rescue of two boys in the surf at Grayland.

After leaving active duty in 1959, he went back to work for his father, whose business was now selling boats and renting moorage, "a typical small business," Freeman said.

After his father passed away in 1963 Freeman took over the business with the help of his mother, May. "I didn't really like selling boats so I resurrected the tugboat side of the business and formed Fremont Tugboat Company. I had a grand time with it." In 1979, Freeman's wife, Margie, also began working in the business.

Freeman's son, Erik, born in 1970, started on his first boat, the 15-ft tug Barf, when he was eight-years-old. Today Captain Erik Freeman has 30 years in the business. "I sold the tugboat company to my son Erik and his best friend Tom Bulson in 1995 and they still own and operate the company. Their main tugs are the Dixie, Standfast, Stinger and Halftrack and a flat scow FT 4519."

"I have my own Tugboat Museum in my office and a collection of over 100,000 tugboat photos. Chuck Fowler and I got together and published the book 'Tugboats on Puget Sound,' so now I am an author, although I couldn't spell it last week. I still run a small tug so that makes it 64 years that I have been running tugs."

SeaArk Marine

SeaArk Marine is a 50-year-old boat building company located in Monticello in Drew County, Ark. The company has provided maritime products for cities, states and foreign countries, as well as the U.S. Navy, Coast Guard, Marines, Army Corps of Engineers and other federal agencies. The 200,000 sq ft facility is located on five acres in the hub of manufacturing, retail and education for southeast Ark. The company is one of the five largest employers in Drew County with 185 full-time employees and a payroll of over $6m annually. The product line of SeaArk Marine includes approximately 200 different hull styles and sizes of boats ranging in length from 17 ft up to 85 ft. Each boat is custombuilt based upon specifications of the customer for applications that range from theme park entertainment to combat and law enforcement purposes to cargo transport to pollution control. SeaArk Marine currently manufactures around 90 custom boats per year. SeaArk said the flexibility to provide a custom product is one of the keys to its competitiveness. SeaArk Marine boats are rarely the cheapest when it comes to price, yet 95% of the company's business each year is from return buyers.

SeaArk Marine conducts business with 168 companies in Monticello alone and seeks to cultivate its suppliers within the state and region. The company chooses to remain in its current land-locked facility despite recent record growth and said that the location is not a deterrent to soliciting customers from around the globe. Employees of SeaArk Marine are recruited locally first and continuously trained in all phases of boat building, both in-house and outsourced through University of Arkansas Monticello College of Technology at McGehee, Crossett, and Monticello Workforce Training Center.

Photo courtesy SeaArk Marine, Inc.

The E-Crane Opposed Barge Haul System

E-Crane International USA has developed a Vector Opposed Barge Haul System utilizing two W.W. Patterson Winches. A stand alone PLC supplied by Richmond Engineering controls two VFD drives providing controlled barge movement. Two opposed winches, each with a rated running capacity of 17,000 lbs and a starting line pull of more than 40,000 lbs are the heart of this system. Each winch is driven by a 15 hp, 0 to 1,800 rpm, 460V – 3 Phase – 60 Hz, inverter duty electric motor.

www.ecrane-usa.com

Puget Sound Rope, HMPE Single Braid

Plasma 12 x 12 is Puget Sound Rope's high performance HMPE single braid rope construction, designed for rigorous applications. With strengths equaling or exceeding steel wire rope of the same size, Plasma 12 x 12 is well suited for applications including tug head lines, mooring lines, deep water lift lines and slings.

www.psrope.com

Samson Introduces New Rope Fiber

Available exclusively at Samson, the Innegra-S fiber has enabled Samson to develop a line of products bridging the gap between traditional synthetic fibers, such as nylon and polyester, and high-performance synthetic fibers, such as high modulus polyethylene (HMPE), liquid crystal polymer (LCP), and aramids.

www.samsonrope.com

New Anchor Handling & Escort Winch Design

Markey Machinery Company, Inc. introduced a new dual purpose hydraulic winch designated the type DYSDS-52WF-250MT, featuring a unique design optimized for anchor handling as well as escort/assist services. Each drum measures 24-inches barrel diameter, 48.5-inches barrel width, and 68-inches flange diameter to carry 750 ft of 10-inch circumference soft line in eight layers. The upper drum's two hydraulic motors allow 12.3MT pull and 60m/min speeds with Markey Render/Recover controls for Escort /Assist services. The lower drum's four hydraulic motors produce 250MT pull and up to 10m/min speeds with dedicated controls including pushbutton freewheel mode. Both drums are outfitted with two stainless steel braking drums rated for a minimum holding force of 227MT at the top layer.

www.markeymachinery.com

Sealion Shipping Orders Rapp Winches

Rapp Hydena's TWS-11000 winch was installed in early 2009 aboard the DP-II class dive-support vessel Toisa Sentinel, followed by another aboard the Toisa Conqueror in May.

Both winches handle 3500m of 29mm diameter wire, line pull is 53 tons first layer at speed step 1 with a corresponding line speed of 33 metres per minute. Both winches feature tension control. Rapp's in-house manufactured WDU-10000 series gearbox, with a trio of motors, powers the winch. Even if one motor fails, continuous use of the winch is assured and gear reduction aids in extending motor service life

www.rappmarine.com

Appleton Marine Air Capstan

Appleton Marine's line of deck equipment includes capstans driven by hydraulic, electric or air motors. These air capstans are ideal for hazardous area applications or

those where no suitable source of hydraulic or electric power is present. Units for multiple line pulls and line sizes are available.
www.appletonmarine.com

TideMinders Mooring Line Control System

Dr. Shrink is offering TideMinders, a system of nine virtually indestructible balls to control mooring lines. Threaded onto the line and secured with figure-eight knots, the durable balls roll up and down with the flow as the water changes levels, removing the need to adjust mooring lines. TideMinders protect line up to one inch thick. The string of balls offers constant tension with built-in shock absorption.
www.dr-shrink.com

Sentry Guard Posts

The ultralight Sentry Guard Post is 48 inches high. Each side of the post has a 2.5-inch by 20-inch inset available to place reflective tape or other signage. Watertight and hollow, the Sentry Guard Post can be filled with sand or water to increase stability. It can also be attached with fasteners into a floor, dock or any other flat base. The unit's removable top is designed to work with plastic chain for traffic control.
www.sentrypro.com

EzyRider Eco-Friendly Mooring System

Heavy chains of conventional mooring systems can damage seabeds and marine habitat. With no moving parts to come in contact with the seabed floor, the EzyRider Mooring System from Global Moorings Pty Ltd is designed to safely secure boats, even in open water conditions. EzyRider is manufactured from heavy-duty, but lightweight and low maintenance corrosion-resistant materials. It can be installed to various anchoring systems, in a wide range of applications and in most marine locations and substrates. Unique self-centering action reduces the total amount of vessel swing room by up to 50%.
www.ezyridermooring.com

Miller Self-Cleaning Fume Extractor

Designed for heavy-duty industrial environments, Miller's new Filtair MWX-S Mobile Fume Extractors self-clean to restore filter life. Designed specifically for welding fume-size particles, Miller's Filtair MWX-S nanofiber filters carry a MERV-15 rating. The self-cleaning feature, designed for environments with high arc-on time and high fume-producing processes, restores filter life in one minute. Heavy-duty construction includes a durable, industrial-grade metal cabinet and extraction arm.
www.millerwelds.com

RAMFAN Blowers Receive Certification

Euramco Safety announced the ATEX Certification for Its RAMFAN Hazardous Location Turbo Blower line which now complies with International Hazardous Location Safety Standards. The RAMFAN Hazardous Location line includes electric, air and water driven blowers and exhausters plus ducting and accessories. Euramco Safety is an ISO 9000 manufacturing company.
www.euramcosafety.com

Offshore Rig Fleet by Region

Region	%	No.
Africa – West	86.2%	(50/58)
Asia – SouthEast	72.5%	(58/80)
Europe - North Sea	83.1%	(59/71)
Mediterranean	81.3%	(13/16)
MidEast - Persian Gulf	76.6%	(72/94)
N. America – Mexico	88.6%	(31/35)
N. America - US GOM	69.5%	(57/82)
S. America – Brazil	88.7%	(47/53)

Source: **Rigzone**

Offshore Rig Utilization by Type

Type	%	No.
Drill Barge	80.0%	(8/10)
Drillship	95.6%	(43/45)
Jackup	76.1%	(274/360)
Semisub	84.6%	(143/169)
Submersible	100.0%	(1/1)
Tender	80.8%	(21/26)

Source: **Rigzone**

Offshore Rig Day Rates

Floating Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Drillship < 4000' WD	9 rigs	10 rigs	$259,800.00
Drillship 4000'+ WD	36 rigs	39 rigs	$412,550.47
Semisub < 1500' WD	13 rigs	19 rigs	$297,795.00
Semisub 1500'+ WD	63 rigs	86 rigs	$320,355.00
Semisub 4000'+ WD	73 rigs	83 rigs	$417,320.27

Jackup Rigs

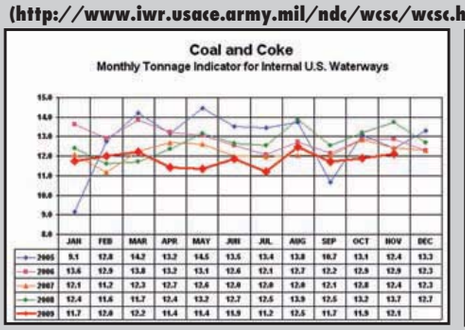
Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Jackup IC < 250' WD	33 rigs	50 rigs	$91,807.69
Jackup IC 250' WD	38 rigs	64 rigs	$111,134.86
Jackup IC 300' WD	90 rigs	126 rigs	$131,007.75
Jackup IC 300'+ WD	101 rigs	134 rigs	$164,133.03
Jackup IS < 250' WD	5 rigs	7 rigs	—
Jackup IS 250' WD	9 rigs	10 rigs	$118,500.00
Jackup IS 300' WD	2 rigs	5 rigs	$60,300.00
Jackup IS 300'+ WD	2 rigs	3 rigs	—
Jackup MC < 200' WD	3 rigs	16 rigs	$28,000.00
Jackup MC 200'+ WD	11 rigs	28 rigs	$43,381.82
Jackup MS < 200' WD	2 rigs	2 rigs	—
Jackup MS 200'+ WD	6 rigs	19 rigs	$65,610.00

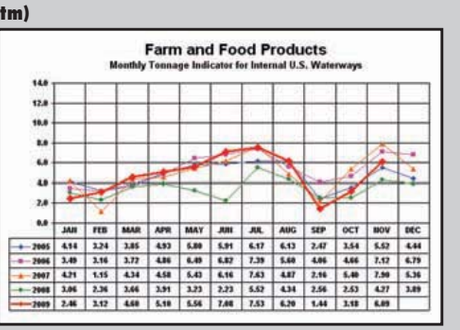
Other Offshore Rigs

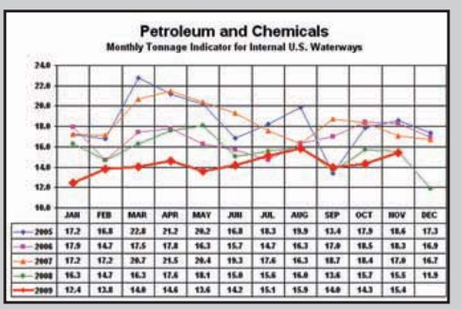
Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Drill Barge < 150' WD	20 rigs	38 rigs	$30,000.00
Drill Barge 150'+ WD	7 rigs	10 rigs	$77,000.00
Inland Barge	24 rigs	80 rigs	$47,500.00
Platform Rig	149 rigs	251 rigs	$40,593.67
Submersible	1 rigs	6 rigs	$33,500.00
Tender	21 rigs	30 rigs	$113,900.00

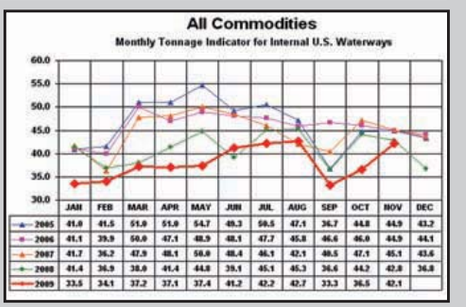
Source: **Rigzone**

Source: Charts courtesy of Waterborne Commerce Statistics Center, New Orleans, La. (http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm)









TSA Surcharge

West Coast

Date	$/MT	ch/$	ch/%
Dec 28	471.50	-7.50	-1.6
Dec 21	479.00	+14.00	+3.0
Dec 14	465.0	-17.50	-3.6
Dec 7	482.50	+10.00	+2.1
Nov 30	472.50	+0.50	+0.1
Nov 23	472.00	0.00	0.0
Nov 16	472.00	+8.00	+1.7
Nov 9	464.00	+2.50	+0.5
Nov 2	461.50	-7.5	-1.6
Oct 26	469.00	+16.00	+3.5
Oct 19	453.00	+17.50	+4.0
Oct 12	435.50	+10.00	+2.4

East Coast

Date	$/MT	ch/$	ch/%
Dec 28	472.00	+6.50	+1.4
Dec 21	465.50	+12.00	+2.6
Dec 14	453.50	-22.00	-4.6
Dec 7	475.50	-2.50	-0.5
Nov 30	478.00	-1.00	-0.2
Nov. 23	479.00	+2.00	+0.4
Nov. 16	477.00	+0.50	+0.1
Nov. 9	476.50	+10.00	+2.1
Nov. 2	466.50	-10.00	-2.1
Oct. 26	476.50	+18.00	+3.9
Oct. 19	458.50	+17.00	+3.9
Oct. 12	441.50	+24.00	+5.7

Source: Bunkerworld.com
http://www.bunkerworld.com/markets/surcharges/tsa#

Indicative World Steel Prices

Indicative prices		Change
SBB HRC world price $/t	564.057	+10
SBB Rebar world price $/t	521.478	+13
SBB World Price Tracker	195.95	0

Source: Steel Business Briefing
http://www.steelbb.com/steelprices/

Bunker Fuel

Port	IFO 380	IFO 180	MDO	Del. Date
Corpus Christi	5000.00/+5.00	530.00/+5.00	695.00/+5.00	D 2009-12-31
Houston	465.00/+8.00	479.00/+9.00	660.00/+24.00	W 2009-12-31
New Orleans	471.00/+6.00	478.00/+8.00	664.00/+34.00	W 2009-12-31

Source: BunkerIndex.com • http://www.bunkerindex.com/prices/namerica.php

Port	IFO380	IFO180	MGO	MDO	Barge	Updated
New York	470.50/+6.50	493.00/+8.50	—	702.50/+3.50	$7.50	Dec 31
Houston	460.00/+6.00	472.50/+8.50	—	632.50/+3.50	$7.00	Dec 31
Los Angeles	487.50/+11.50	517.50/+29.00	707.00	712.50/+14.00	$5.80	Dec 31

Source: Bunkerworld.com • http://www.bunkerworld.com/markets/prices (free registration required)

Appleton Marine
3030 East Pershing St.
P.O. Box 9020
Appleton, WI 54911-9020
www.appletonmarine.com
tel: 920-738-5431
Descr: Appleton Marine has over 30 years of experience as a marine winch manufacturer specializing in shipboard handling and deck machinery including mooring winches, offshore winches, deck winches or custom winch design

Charleston's Rigging & Marine Hardware
1304 Meeting St.
Charleston, S.C. 29405
www.charlestonsrigging.com
tel: 800-742-6703
email: sales@charlestonsrigging.com
Descr: Manufacturer & distributor of industrial winches, utility winches, barge & towboat winches & marine winches including deck barge winches & weld on winches. Equipment rental, load testing, crane designing, crane installation, crane inspection, crane repairing, rigging inspection, sling & rigging fabrication, lifting, rigging workshops & training, assembling, wire rope fabrication & proof testing services are available

Consolidated Cordage Corp.
744 Periwinkle St.
Boca Raton, FL 33486
www.consolidatedcordage.com
tel: 561-347-7247, 800-348-7247
email: sales@consolidatedcordage.com
Descr: Manufacturer of rope, cord, braids, netting, twines, narrow fabrics, custom assemblies 1/64 in.-6 in. diameter 1/8 in.-60 in. wide, including mooring and tow lines; QSL certified, meets military & ISO 9000 standards

Consolidated Rigging & Marine Supply
4700 N. Pearl St.
Jacksonville, FL 32006
www.consolidatedrigging.com
tel: 800-445-8965
email: info@consolidatedrigging.com
Descr: Consolidated Rigging & Marine Supply offers one of the largest selections of rigging products in the Southeast, providing rigging services such as crane, chain falls, com-a-longs, heavy machinery and equipment moving, ship complete dockside and test weights

Cortland Puget Sound Rope
1012 - 2nd St.
Anacortes, WA 98221
www.psrope.com
tel: 360-293-8488
email: sales@psrope.com
Descr: Synthetic rope manufacturer
Products: Winch ropes, hawsers, mooring lines, working lines, ship assist lines

Cross Group, Inc.
1950 South Van Ave.
Houma, LA 70363
www.thecrossgroup.com
tel: 985-868-3906
Descr: Distributor of hydraulic winches for subsea, marine, industrial, barge & towboat applications; Winches are available in single & double drum configurations with 25 ton to 80 ton line pull capacity; Used winches are also available; Brand names include Intercon, Samson, HBL, Lucker, Skagit

David Round, Inc.
32405 Aurora Rd.
Solon, OH 44139
www.davidround.com
tel: 800-535-2725, 440-248-4700
email: info@davidround.com
Descr: Manufacturer of marine & subsea winches constructed from marine grade components such as NEMA 4 or 4X components & optional level winders; Winches are available in single line capacities from 0.5 tons to 100 tons; Features include cable drums sized to meet the rope storage requirements, modular sealed gear sets for speeds from 1 fpm to 150 fpm, free-spooling drum clutches & powered level winders for winches; Marine & subsea winches can be built to meet military specs

Delta Rigging and Tools
2333 Minnis Dr. Ste. A
Haltom City, TX 76117
www.deltarigging.com
tel: 817-589-6001
fax: 817-439-7218
Descr: Delta Rigging and Tools, Inc consists of several companies — Industrial Hoist Services, Delta Wire Rope, American Sling, B&H Air Tools, Port Rentals, Coastal Wire Rope, Kelly Wire Rope and D & M Wire Rope — which have united under a new banner

E-Crane International USA
1332 Freese Works Place
Galion, OH 44833
www.ecrane-usa.com
tel: 419-468-0090
email: steve.osborne@ecrane-usa.com
Descr: E-Crane International USA supplies, installs and provides parts and services

J.K. Fabrication, Inc.
3101 W. Commodore Way
Seattle, WA 98199
www.jkfabrication.com
tel: 206-297-7400
email: sales@nordicmachine.com
Descr: Fabricator of a wide variety of marine winches; Features include galvanized or stainless steel construction, oil bath chain drive, positive stop dog; Supplied valve has power-in, power-out, freewheel & neutral positions; Specifications include full drum line pull ranging from 510 to 15,000 lbs

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982 Whispering Oak Circle
Manahawkin, NJ 08050
www.marinewinch.com
tel: 609-978-3523
fax: 609-978-4959
email: BJDME@marinewinch.com
Descr: Designer, manufacture and start-up of marine winch systems
Products: Marine capstans, consulting engineers or designers, electric control systems, marine deck equipment, winch drive systems, hydraulic equipment or systems, hydraulic power units, hydraulic units, slat spare parts, inspection services, testing, winches, hydraulic drives

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5827 Production Way
Langley, British Columbia V3A 4N5, Canada
www.team-twg.com
tel: 604-530-0737
email: sales@lantecgear.com
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www.marinemainland.com
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email: rmeyer@marinemainland.com
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South Seattle, WA 98108
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email: info@markeymachinery.com
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Fall River, MA 02720-4735
www.neropes.com
tel: 800-333-6679
fax: 800-647-6731
email: neropes@neropes.com
Descr: New England Ropes' marine design and construction are derived from a century of combined engineering and manufacturing experience

Northeast Industrial and Marine Equipment
661 Route 9
Cape May, N.J. 08204
www.northeastindustrialnj.com
tel: 800-884-3152
email: contact@northeastindustrialnj.com
Descr: Custom manufacturer of subsea winches for marine applications including worm gear & planetary winches; Winches are available with 8,000 to 30,000 lbs line pull, 7.5 inch to 11.5 inch drum & 9 W to 14 W power; Winches are also available with motors & brakes

Oil States Skagit SMATCO, LLC
1180 Mulberry Rd.
Houma, LA 70363
www.oilstates.com
tel: 713-510-2200
email: skagitsmatco.houston@oilstates.com
Descr: Provider of offshore equipment and services for the marine and offshore industries in design, manufacture and refurbishment
Products: Skagit winches & mooring systems, Skagit hoists, fairleaders & chain stoppers, SMATCO anchor handling & towing winches, tuggers & stern rollers, Nautilus marine cranes

Orion Ropeworks, Inc.
953 Benton Ave.
Winslow, ME 04901

www.orionropeworks.com
tel: 207-877-2224, 888-537-7673
email: sales@orionropeworks.com
Descr: Manufacturer of rope in co-polymer, nylon, polyester, polypropylene & combination fibers; Twisted rope constructions from 1/8 inch to 4 inches, 8-strand plaited rope from 1 1/2 inch to 3 inch & double braid from 1/4 inch to 2 inches in diameter

Phillystran, Inc.
151 Commerce Dr.
Montgomeryville, PA 18936-9628
www.phillystran.com
tel: 215-368-6611
email: info@phillystran.com
Descr: Custom manufacturer of ropes including synthetic, plastic & nylon ropes; Other types of ropes include aramid fiber, boat, braided, drilling, military specification, guy, hawser laid, high performance, hoisting, Kevlar, polyester, polyethylene, Spectra, stranded, twisted, Vectran & Zylon

Port City Industrial & Marine Supply, Inc.
W. Bay St., P.O. Box 1407
Savannah, GA 31402
http://portcityindustrial.rtrk.com
tel: 866-319-1618
Descr: Distributor of ropes including galvanized wire & nylon ropes; Rope types include bright wire, hute, Kevlar, manila, non-rotating, plastic coated wire, polyester, polyethylene, polypropylene & stainless steel wire ropes for boat, hoisting & rescue applications

Puget Sound Rope
1012 Second St.
Anacortes, WA 98221
USA
tel: 360-293-8488
email: dick.kilburn@psrope.com
Descr: Puget Sound Rope is a manufacturer of high performance braided ropes in sizes up to 24-in. circ. and strengths in excess of 4,000,000 lbs
Products: Manufacturing of single and double braided ropes, splicing and fabrication of specialized rope assemblies and slings

Pullift
P.O. Box 39296
Solon, OH 44139
www.pulliftwinches.com
tel: 440-439-1818
email: Pullift@aol.com
Descr: Manufacturer of industrial winches & marine winches; Winches have enclosed motors that are reversible rotary vane design for smooth shockless starts & positive load control; Motors can be stalled or overloaded without damage & torque control is accomplished by adjusting air flow of main air power supply to motors

Pullmaster Winch Corp.
8247 130th St.
Surrey, British Columbia V3W 7X4 Canada
www.team-twg.com
tel: 604-594-4444
Descr: ISO 9001:2000 certified custom manufacturer of rapid reserve winches available in various models for marine applications; Features of rapid reserve winches include optional hydraulic motors, stainless steel drum seal surfaces & hydraulically released brakes with unidirectional sprag clutches

Rapp Hydema U.S., Inc.
4433 27th Ave W.
Seattle, WA 98199
www.rappmarine.com
tel: 206-286-8162
fax: 206-286-3084
email: office@rappus.com
Descr: For a 100 years the Rapp Marine Group successively has developed new generations of advanced machinery and equipment for the marine and offshore oil industries world-wide

Ronstan International, Inc.
45 High Point Ave, Suite 2
Portsmouth, RI 02871
www.ronstanmarine.com
tel: 401-293-0539
email: pkatcha@ronstan.us
Descr: Distributor of FSE Robline Teufelberger rope including braided rope, single braid & double braid for marine & industrial applications; Nylon, polyester, Spectra, Dyneema, Vectran, 16 strand 12 Plait, 8 Plait & 3 strand twisted nylon & polyester rope; High density polyester & aramid covers provides ultra violet (UV) & abrasion resistance; Floating rope, polyester & Dyneema whipping twine & Zylon also available

Samco Sales, Inc.
7444 Calhoun Rd.
Houston, TX 77033
www.samcosales.com
tel: 800-237-2051
email: samco@samcosales.com
Descr: Manufacturer of standard & custom winches for the marine industry; Available in brake & no brake types with 800 to 1600 lb capacities

Timberland Equipment Ltd.
P.O. Box 490, 459 Industrial Ave.
Woodstock, Ontario N4S 7Z2 Canada
www.timberland.on.ca
tel: 519-537-6262
email: sales@tewinch.com
Descr: ISO 9001:2000 certified custom manufacturer of winches including wall winches, subsea winches, marine winches & industrial winches for material handling applications; Escort & ship assist winches, towing winches, Almon Johnson automatic towing machines, anchor mooring winches, Riser Messenger winches, hose reels & hawser systems, chain stoppers/jacks, anchor windlasses, cable laying equipment, fairleads, A-frames & derricks, dredging winches & equipment

Director,Office of Marine Operations at LDEO

Job Location: USA, Palisades, NY
Research Scientist/Senior Research Scientist – Open Rank: DIRECTOR, OFFICE OF MARINE OPERATIONS
The Lamont-Doherty Earth Observatory of Columbia University, as the operator of the National Science Foundation's R/V M. G. Langseth, is seeking to fill the position of Director, Office of Marine Operations (OMO) at the Research Scientist or Senior Research Scientist level.
The successful candidate will lead and oversee the technical, operational and educational programs associated with the OMO and communications to the international scientific community. The position will involve coordination with governmental agencies, UNOLS, and with research activities undertaken at the Lamont-Doherty Earth Observatory.
To apply for the Research Scientist position: Ph. D and 6 or more years of experience in marine geology and geophysics or related field;
To apply for the Senior Research Scientist position: Ph. D and 10 or more years of experience in marine geology and geophysics or related field.
For both positions: superior oral and written communication skills, experience with a broad array of research topics in the geosciences, familiarity with marine exploration technologies, and seagoing experience are desirable. Successful applicant may participate on R/V Langseth and other research cruises. International travel may be required. Appointment level and salary will be commensurate with experience.
Search will remain open for at least 30 days after the ad appears and until position is filled.
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Please use quicklink stated above since we only accept online applications.
Kathleen Carlsen
Lamont-Doherty Earth Observatory of Columbia Unive
61 Route 9-W
Palisades NY 10964 USA
Email: kathleen@admin.ldeo.columbia.edu
Web: https://academicjobs.columbia.edu/applicants/Central?quickFind=52362

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Job Location: USA, Fort Lauderdale, FL
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2 West Dixie Highway
Dania Beach FL 33004 USA
Fax: 954-920-7268
Email: email@star-center.com
Web: http://www.star-center.com

FIRST ASSISTANT ENGINEER

Job Location: USA, GREENWICH CT
FIRST ASSISTANT ENGINEER FOR A SMALL PRODUCT TANKER THAT OPERATES IN THE FAREAST AND IS CHARTERED TO THE MILITARY SEALIFT COMMAND. CANDIDATE MUST HAVE UNLIMITED USCG LICENSE /WITH TANKERMAN ENGINEER OR TPIC ENDORSEMENT ON STCW OR MMD /MMC. MUST BE A US CITIZEN
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TRANSATLANTIC LINES
6 LINCOLN AVE
GREENWICH CT 06830 USA
Phone: 1-419-654-2758
Email: cliff@transatlanticlines.com

Tankerman/PIC

Job Location: USA, Charleston, South Carolina
Charleston based bunker supplier is looking for experienced Liscenced tankerman to work in Charleston only.
Kirk Darby
Huguenot Energy
12 North Adgers Wharf
Charleston SC 29401 USA
Phone: 843-937-0005
Fax: 843-937-0098
Email: kdarby@huguenotenergy.com

Ship Repair Dock Master

Job Location: USA, Honolulu

Pacific Shipyards, located in Honolulu, Hawaii, is looking for a trained dockmaster with 5-10 years shipboard/shipyard experience to operate and manage jobs that are within the facility's 2 drydocks. You will be responsible for the technical work in docking, rigging, hauling, and undocking vessels at our facility or elsewhere as well as maintaining the integrity of the drydocks themselves.

Must have considerable knowledge of structure of vessels, stress points, load factors, cradle positioning, and blocking of vessels Must have knowledge in stability calculations and docking plan development. Ability to plan, orgainze, manage, and communicate well with others. Must be able to obtain federal and state security clearances.

Giliw Abenes
Pacific Shipyards International, LLC.
PO Box 31328
Pier 41
Honolulu HI 96820 USA
Phone: 808848-6211
Fax: 808848-6279
Email: hrpr@lava.net

Enginerr/Asst Engineer

Job Location: USA, Dutch Harbor, AK

MAINTENANCE ENGINEER- wanted to work on the ocean in Alaska on a 230' fishing vessel that catches, processes, and freezes fish. You must be willing to leave home to work 2 months on and 2 months off to train and work in maritime maintenance.

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- Needs mechanical background and knowledge of maintenance of pumps and motors
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- Ability to read schematics,
- Understand and know how to troubleshoot VFDs and PLCs,
- Comprehend engines and hydraulic and pneumatic systems.

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2010 Update Highlights GHS Version 12.00
Improvements and additions in Floodable Lengths, Longitudinal Strength, Multi-Body, Load Editor, Model Converter and Condition Graphics. Rewritten Tank-Soundings module with improved formatting and easy-to-use wizard. Oil Tank Outflow extensions for compliance with MARPOL Annex 1 reg 23. Volume vs. temperature extended to asphalt. Many additional new features and enhancements. Faster performance. 75 bug fixes.
GHS Load Monitor (GLM), the onboard configuration of GHS, gives naval architects the ability to provide their clients the best combination of features including damage stability.
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Ship Stability and Strength Software
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