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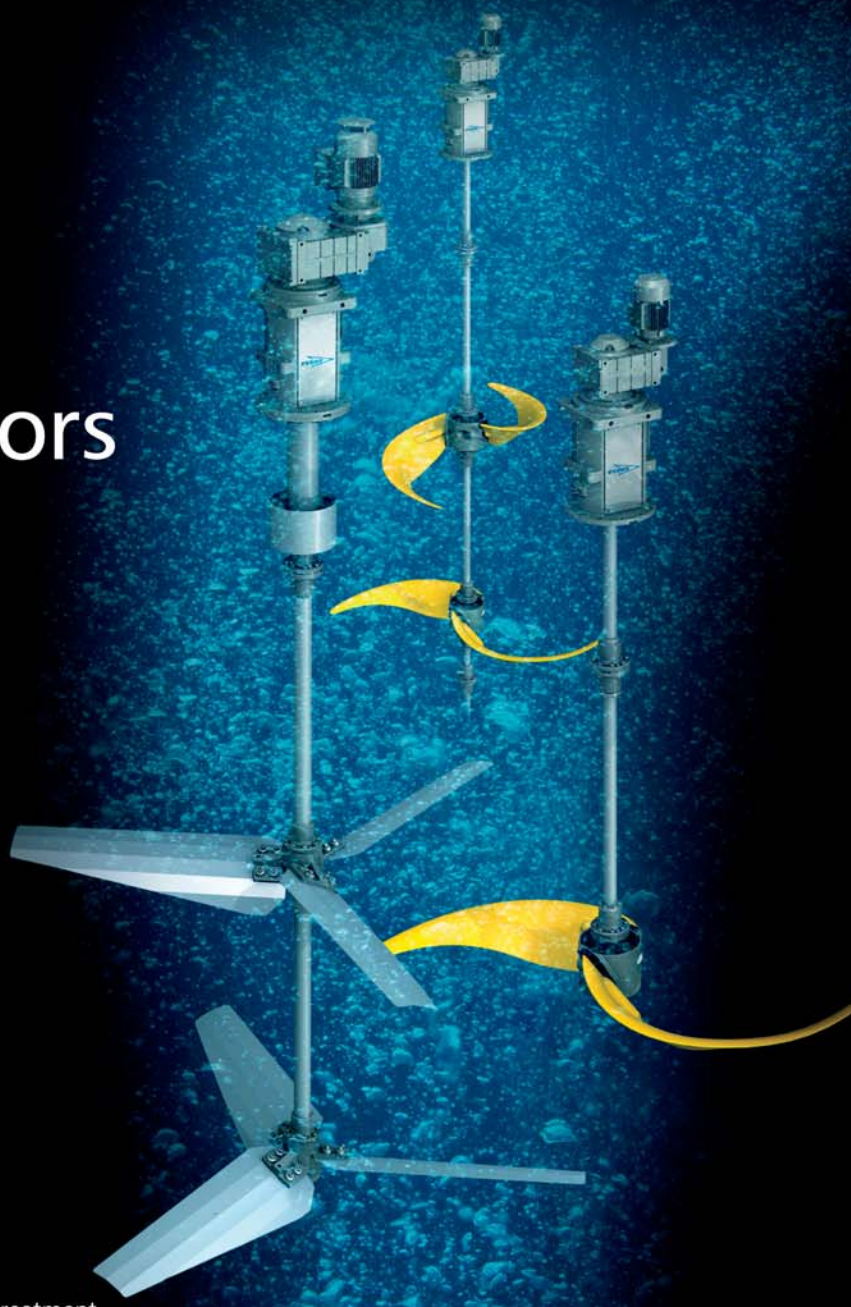

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BPA WORLDWIDE BUSINESS

On the Cover

Harvey Gulf

Harvey Gulf CEO Shane Guidry describes how he began in the offshore supply vessel industry and how he has grown his company from an EBITA of $7m when he took over in the 90s, to $100m today. **See full story starting on page 32.**

Photos courtesy Harvey Gulf International Marine

EDITOR'S NOTE

rainaclark@marinelink.com

Our Offshore Annual focuses largely on new oil spill response technologies developed before, during and in the wake of the Deepwater Horizon disaster in the Gulf of Mexico. As we approach the one year anniversary of the explosion, the loss of 11 lives and the spill from the Macondo well, MarineNews takes a look at technology designed to stop an accident of this magnitude from ever happening again; or, more likely when an accident of this magnitude inevitably happens again, to clean it up as quickly and efficiently as possible. In our Market section (starting on page 40) we review a number of technologies such as new skimmer vessels, oil slick tracking radars and a submarine for clean-up of material settled on the ocean floor. Our GOM-area correspondent, Susan Buchanan, covers the adoption of containment systems designed to control blowouts on oil rigs. She describes two separate consortia of private companies that have pooled their resources to develop systems that can satisfy the Bureau of Ocean Energy Management, Regulation and Enforcement 's (BOEMRE) requirement to demonstrate the capacity to contain a subsea blowout. These containment systems are operational now, but the technology continues to be improved. BOEMRE began issuing permits in late February and early March, mostly projects that had been previously approved before the Macondo well spill. However, in late March the agency approved a permit for a new deepwater well operated by Shell Offshore Inc. in Garden Banks Block 427, about 137 miles off the coast of Louisiana. It also issued approval for oil and natural gas production at Petrobras America's Chinook-Cascade project using a floating production storage offloading (FPSO) facility, the first time this technology will be used in the Gulf of Mexico. Although the Gulf of Mexico's economic engine is undoubtedly compromised, some offshore support vessel operators are still experiencing a healthy workload. In our pages this month, Shane Guidry, CEO of Harvey Gulf International Marine, says his fleet is fully employed, although he has had to deploy some of his assets internationally to keep it that way.

Raina Clark, Managing Editor, rainaclark@marinelink.com

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

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Rutter's Oil Spill Response Radar

Sigma S6 System

The Oil Spill Response Radar (OSSR) Sigma S6 radar provides operators with real-time information about an oil slick in order to maximize recovery efforts. It is one of only two systems to receive certification from the Norwegian Clean Seas Association (NOFO). The Sigma S6 System automatically detects oil and sets off a warning alarm. The operator can then draw a polygon around the spill to track its direction and movement. The system calculates the centroid of the spill and displays it as a point. From this point an arrow will appear indicating its direction.

Rutter Inc. recently announced an order for the (OSSR) Sigma S6 system with a total value of just under $1m. Most recently Rutter's OSSR was used to detect oil slicks during the clean-up of the oil spill from an Icelandic container ship along Norway's southeast coast. Rutter's technology was used by the Norwegian Coastal Administration following the oil spill into ice encompassed waters of the North Sea on February 17, 2011.

Key system features of the Sigma S6 include automated alarming; spill outline, dimension and area calculation; integrated screen capture and e-mail capabilities; automatic archiving of ESRI shapefile data; ability to save up to 10 days of key data; and accurate geographic positioning. As optional features, the system includes surface current direction and intensity and wave direction.

www.rutter.ca

LEFT:
Image from the Norwegian Coastal Administration's KV Harstad after the Godafoss spill in February 2011.

BELOW:
Sigma S6 OSSR screenshot of the Godafoss spill near Hvaler in February 2011.

Images courtesy CNW Group/Rutter Inc.

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Marine Group Boat Works

Todd Roberts, VP

MarineNews *spoke with Todd Roberts, Vice President of Marine Group Boat Works, located in Chula Vista, Calif., about his background in the industry, the boat building market his company serves and how Marine Group Boat Works is investing for the future.*

How did you come to be involved in the industry?

I knew at a very young age that I wanted to work in the maritime industry. I started sailing at four, varnishing boats in local marinas at 13 and interned at Flagship Cruises (formerly San Diego Harbor Excursion) before college. I went to the California Maritime Academy where they equipped me with a basic set of skills needed to do virtually any line of maritime work upon graduation. After a couple years at sea as a deck officer, I went ashore to return to work for Flagship Cruises as its director of operations. I managed a fleet of boats and designed and managed the construction of two vessels ranging 100 to 200 feet. Eventually, I was hired to close down a sister company — a boatyard that had fallen by the wayside. However, upon evaluation of the site and the current business operations, I saw enormous potential. With the owners' full support, we invested $6.5 million to expand Marine Group Boat Works to what it is today — a boat repair and construction facility for private, commercial and government vessels up to 660 tons (220 feet).

What kind of projects has Marine Group Boat Works been involved in?

Having been on the other side of the counter, I manage Marine Group Boat Works from the point of view of the customer and that has been a major factor in our growth. I made it a primary focus for us to provide impeccable, high-quality repair work. As a result, we experienced an 87% growth in the first year and have seen about a 30% growth each year thereafter. With my team's combined experience in project management and boat construction, it was natural for us to start building boats. In 2009 we were awarded a three-vessel contract with the Navy to build 114-ft Range Training Support Crafts (RTSC-110). Currently, we're delivering boat two while boat three is under construction at our facility — all early and within

Photos courtesy Marine Group Boat Works

The 114-ft Range Training Support Craft (RTSC-110) built by Marine Group Boat Works for the U.S. Navy.

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budget. We're also beginning construction on a 180-ft barge and wrapping up a two barrier tugboat contract.

What does the market look like right now?

Rough economic times haven't eliminated the need for boats to undergo maintenance. However, we've seen a dip in aesthetic refits and owners and companies are pushing back the repair schedule as far out as they possibly can. Fortunately for us, our pie is split into three pieces — private work, commercial/government work and new construction. By servicing all three, we've been able to maintain a consistent work force during a challenging time. We also insulate ourselves from market forces by offering a great consistent product, being in constant communication with our customers and always looking at it from the perspective of the customer.

How is Marine Group Boat Works investing?

We opened a new location in San Jose del Cabo so we can offer a network of marine services over a broader geographic range. Marine Group Boat Works de Los Cabos is the largest haul-out facility in Baja California capable of lifting and servicing boats up to 150 tons (115 ft). We offer drystack storage for boats up to 33 ft, Prop Scan technology for digital balance and alignments of props and an on-site marine store with products in-stock that used to take several weeks to import.

Also, we're canvassing the different technologies and programs out there to improve the efficiency of our services and reduce our carbon footprint. In partnering with the Port of San Diego to implement green initiatives, we're researching various lighting controls, automation systems, recycling options and taking a more proactive approach to do our part to create a bluer waterfront.

What do you see as the most important legislative issues right now?

There are a couple legislative issues that affect our business operations: workers comp/USLH insurance and tort reform; and state requirements for clearance on private, foreign-flagged yachts. Fraudulent workers comp claims and tort reform are costly issues that affect a broad audience — not just employers. We'd like to see California pass similar legislative actions that other states have enacted to ensure parties that are truly injured receive benefits. We also need to instill more limitations to reduce frivolous claims. Another issue that affects our cost of doing business is the requirements for private yachts to be cleared for entry. Currently, large private luxury vessels must abide by the same requirements that were drafted for commercial vessels. We're talking about yachts that hold 4,000 gallons of diesel fuel versus an oil tanker holding 40,000 tons of fuel.

An aerial view of Marine Group Boat Works in Chula Vista, Calif.

Photos courtesy Marine Group Boat Works

Returning to Commercial Boatbuilding

Burger Boat

Burger Boat Company announced the upcoming delivery of a 60-ft fisheries research vessel, the RV Coregonus, to the Wisconsin Department of Resources in April 2011 for operation in the Great Lakes. This commercial vessel marks the reinstatement of commercial boat building for Burger Boat Company. Special features include a bow thruster, moon pool, folding transom dive platform, crane and lab area. Fishing equipment includes a gill net lifter, trawl net reel and two trawl winches.

Name	RV Coregonus
Builder	Burger Boat Company
Type	Fisheries Research Vessel
Owner/Operator	Wis. Dept. of Resources
Length, o.a.	60 ft
Beam	16 ft
Draft	4.6 ft max
Hull type	Semi-displacement
Hull/Superstructure	Aluminum
Speed	20 knots @ full load
Propulsion	Twin Caterpillar C18s, 454 bhp
Designer	SeaCraft Design LLC, Sturgeon Bay, Wis.

Photos courtesy Burger Boat

Propulsion

Cavitation Basics

By Leonardo Montoya

The phenomenon of cavitation becomes present when a propeller rotates its blades and expels the water backwards, leaving emptiness that is immediately filled by new liquid molecules. The blades create such depression (reduction of pressure or vacuum) in its front side, that water boils at room temperature. The bubbles that come out of the propeller aren't air bubbles, but strictly water steam. These bubbles are displaced very quickly to the backside until they find a higher-pressure zone in which they will become imploding (opposite to explode) water against the propeller blades, pulling out a microscopic particle of metal in each clash (Fig 1).

Cavitation by excess of RPMs

If the speed of the propeller blade tips (tangential speed) surpasses certain limits — 150 feet per second (fps) in five bladed propellers, 175 fps in two to four bladed propellers and 100 fps for propellers in nozzles — the expelled water will carry such strength that it will prevent any other water molecules from occuping the formed vacuum (Fig.2), therefore, cavitation is produced by tangential velocity in excess of RPMs. This erosion can always be seen in the tips of the blades.

Cavitation by lack of blade area

If the pressure on the blade is higher than seven psi in open propellers, and 8.5 psi in ducted propellers, the cavitation is produced by lack of area. The origin of the bubbles is in the propeller blades leading edge, but the damage is shown on the backside with the aspect of corrosion that goes backwards in its destructive process to the center of the blade.

The erosion produced by any type of cavitation is shown with more intensity when the cathodic protection is not adequate. And in some extreme cases the propeller is completely consumed within days or weeks.

When a propeller is being designed, it is very important to observe the relation of the diameter versus RPMs in order to avoid reaching the above mentioned tangential velocities where cavitation from excess RPMs is produced at the same time cavitation by lack of blade area (Relation Diameter-DAR) is produced. Any type of cavitation will reduce the efficiency of the ship by increasing fuel and reparation costs, or by creating the need to replace the eroded propeller.

Figure 1

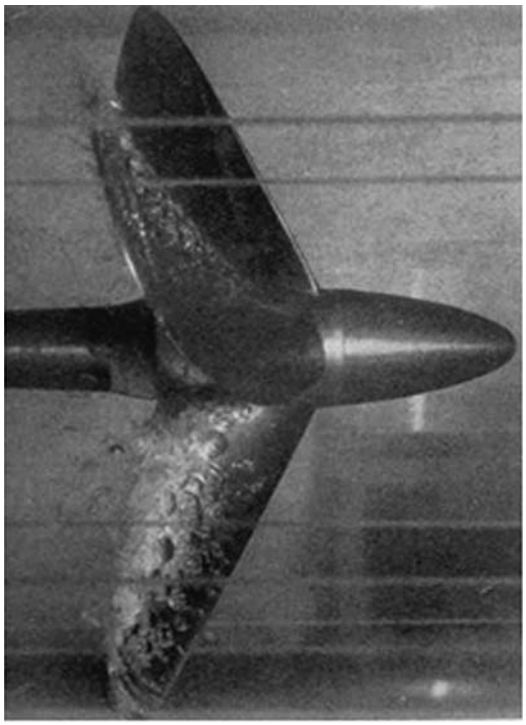
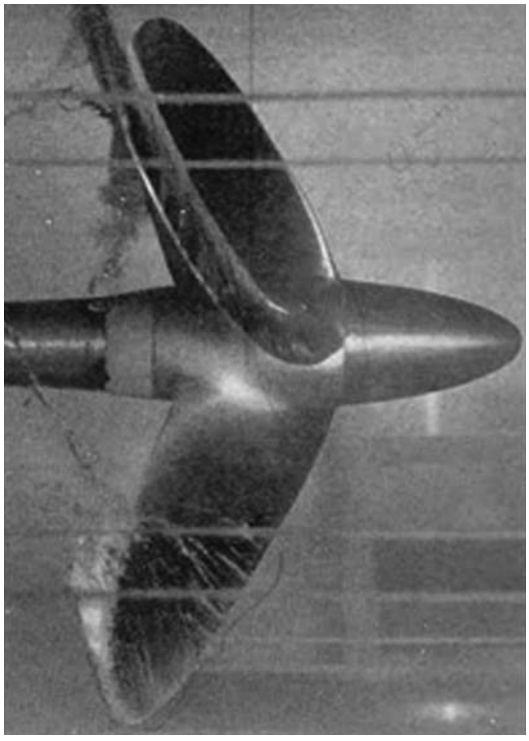


Figure 2



Leonardo Montoya is a mechanical engineer with Rice Propulsion. He has 14 years experience in marine propulsion, propeller and nozzle design, production, repairs and sales. Contact him at leonardom@ ricepropulsion.com or 877-239-6304

U.S. Supreme Court to Scrutinize Statute on

Seaman's Personal Injury & Death

By Frederick B. Goldsmith

Regular crewmembers of commercial vessels who are injured on the job are not covered by a state or federal workers' compensation act. Their remedy if they are hurt includes the right to file a lawsuit against their employer under the Merchant Marine Act of 1920, commonly known as the Jones Act, which is now codified at 46 United States Code Section 30104, and which reads as follows:

"§ 30104. Personal injury to or death of seamen:

A seaman injured in the course of employment or, if the seaman dies from the injury, the personal representative of the seaman may elect to bring a civil action at law, with the right of trial by jury, against the employer. Laws of the United States regulating recovery for personal injury to, or death of, a railway employee apply to an action under this section."

As you can see, the Jones Act borrows its wording from the personal injury and death statute governing rail workers, the Federal Employers' Liability Act, codified at 45 United States Code Section 51, and referred to for short as the FELA. The FELA states in pertinent part:

"§ 51. Liability of common carriers by railroad, in interstate or foreign commerce, for injuries to employees from negligence; definition of employees:

Every common carrier by railroad … shall be liable in damages to any person suffering injury while he is employed by such carrier …or, in case of the death of such employee, to his or her personal representative … for such injury or death resulting in whole or in part from the negligence of any of the officers, agents, or employees of such carrier, or by reason of any defect or insufficiency, due to its negligence, in its cars, engines, appliances, machinery, track, roadbed, works, boats, wharves, or other equipment."

The U.S. Supreme Court and state and federal courts throughout the country have long interpreted the "in whole or in part" language of the FELA (and thus also of the Jones Act) to mean that, to win their cases, rail workers and seamen only had to prove their employer's negligence "played a part, no matter how small" in bringing about or causing their injury. For instance, in 1957, in Rogers v. Missouri Pacific Railroad Co., the U.S. Supreme Court described the FELA and its lenient causation standard:

"Under this statute the test of a jury case is simply whether the proofs justify with reason the conclusion that employer negligence played any part, even the slightest, in producing the injury or death for which damages are sought. It does not matter that, from the evidence, the jury may also with reason, on grounds of probability, attribute the result to other causes, including the employee's contributory negligence. Judicial appraisal of the proofs to determine whether a jury question is presented is narrowly limited to the single inquiry whether, with reason, the conclusion may be drawn that negligence of the employer played any part at all in the injury or death."

The relaxed, favorable-to-the-plaintiff causation standard for the federal statutory negligence claims embodied in the FELA and the Jones Act came to be called the "featherweight" causation standard. The featherweight

On November 29, 2010, in the case of CSX Transportation, Inc. v. McBride, the U.S. Supreme Court agreed to decide whether the FELA requires proof of proximate causation. It is a distinct possibility that, given the current conservative composition of the court, the Supreme Court will hold in McBride that a rail worker must prove the railroad's negligence was a "proximate cause" of his injuries, jettisoning the more lenient "featherweight" causation standard.

causation standard is easier for the plaintiff to meet than the "proximate cause" standard, which applies to state common law negligence claims, such as for car accidents. Under the more difficult proximate cause standard, the plaintiff must prove the negligence of the defendant was a "substantial factor" in causing their injury or the defendant's negligence was the "sole," "direct," "complete," "responsible," "efficient," or "producing" cause of the injury.

On November 29, 2010, in the case of CSX Transportation, Inc. v. McBride, the U.S. Supreme Court agreed to decide whether the FELA requires proof of proximate causation. It is a distinct possibility that, given the current conservative composition of the court, the Supreme Court will hold in McBride that a rail worker must prove the railroad's negligence was a "proximate cause" of his injuries, jettisoning the more lenient "featherweight" causation standard. Since the Jones Act expressly incorporates the FELA, if the Supreme Court rules in this manner, then seamen will have to prove when pursuing a Jones Act negligence claim that their employer's negligence was the "proximate cause" of their injury.

If the law applicable to rail worker and seaman federal negligence claims changes as noted, this does not mean these cases will be unwinnable. Certainly not. It just means these cases will become a tad harder to prove. Rail workers and seamen will likely continue to win favorable settlements and verdicts, if they have strong cases. But if the liability facts of their cases are more marginal, these workers may have a more difficult time prevailing.

Fred Goldsmith, formerly general counsel of one of the country's largest tug operators, is licensed in PA, WV, OH, and TX, and practices admiralty & maritime, railroad, oilfield, personal injury, motorcycle, and insurance coverage litigation with Pittsburgh-based Goldsmith & Ogrodowski, LLC (www.golawllc.com). You can reach him at fbg@golawllc.com or (877) 404-6529.

ECONOMICS "101"

By Cornel Martin, President and CEO, Waterways Council, Inc.

The release of the President's FY 2012 budget on Valentine's Day was hardly a love letter to the inland waterways industry, but the contents were not unexpected either. When the President repeatedly talks about the importance of transportation infrastructure and expanding exports, but leaves out any mention of the critical role of the waterways, nothing comes as a surprise. We are simply left scratching our heads in puzzlement and disbelief.

The President's FY 2012 budget request calls for $4.6 billion for the U.S. Army Corps of Engineers' Civil Works Budget. The President's request for FY 2011 was $4.9 billion, but that number was down from $5.445 billion enacted in 2010.

Operations & Maintenance levels called for in the FY 2012 budget are $2.314 billion versus $2.361 billion in FY 2011 and the $2.4 billion enacted in 2010. Proposed funding levels for Construction, which does not include a $100 million rescission, is $1.480 billion in FY 2012 versus $1.690 billion in FY 2011 and $2.031 billion in 2010.

Proposed funding levels for priority navigation projects already under construction — Chickamauga Lock & Dam $0, Inner Harbor Navigation $0, Kentucky Lock Addition $0, Lower Monongahela Lock & Dams $1 million, Olmsted Lock & Dam $150 million, Emsworth Dam (major rehab) $3 million — total $154 million in FY 2012 and were $158.2 million in FY 2011.

Photo courtesy USACE.

Dewatering and repairs of the IHNC on the Mississippi River in New Orleans.

The inefficiencies in funding and project delivery management that plague waterways navigation projects are most apparent when you look at the cost to complete modernization projects, the current cost estimate ($6.327.7 billion) versus the remaining balance to complete the projects ($3.685.4 billion).

Cutting the Corps' budget is problematic for the agency and its civil works mission, but is also problematic for the nation overall because modern and efficient lock and dam infrastructure on our waterways is the key to U.S. com-

petitiveness in the world market, to environmental protection, to energy efficiency, to the maintaining well-paying American jobs and to congestion relief.

Our farmers and other shippers simply cannot get their goods to market in the most competitive way without the use of the waterways. America's customers — the other countries buying our grain and soybeans, coal and steel — don't care which country they buy them from, they just want the best price. Economics 101.

More than 200 stakeholders including members of the environmental conservation community, the U.S. Chamber of Commerce, the National Association of Manufacturers, industry shippers and users, energy companies, and more have endorsed a plan that would allow the completion of navigation projects on time, on budget and in a more efficient way than ever before so that the export challenges now and in the future can be met. Known as the Inland Waterways Capital Development Plan, this comprehensive, consensus-based package of recommendations addresses the needs to improve the continued vitality of the U.S. inland navigation system as a way forward to assure more reliable waterways infrastructure. It was developed over an 18-month period by the Inland Marine Transportation System Investment Strategy Team, composed of key U.S. Army Corps of Engineers personnel and members of the Users Board. For a copy of the full report and recommendations, and to endorse the plan, visit Waterways Council's web (www.waterwayscouncil.org).

While our government seemingly fails to appreciate the importance of the nation's waterways infrastructure, American consumers will grow to understand this when they pay higher costs for electricity, or fuel, building materials for their homes, or even breakfast cereal. And other nations will eventually look to other countries for their imports.

We cannot let this happen. Urge your policy-makers in Washington to invest in waterways infrastructure to keep America moving!

Transportation Priorities Out of Whack

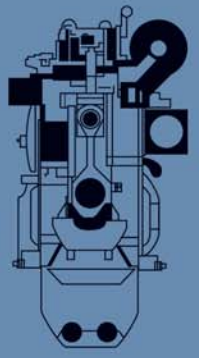
The first quarter of 2011 has, without question, been a tough one for the domestic waterfront. Budget woes and federal spending policies are quickly siphoning away what little money there might be for U.S. ports, maritime infrastructure, maintenance and security concerns. The President's proposed budget and his Department of Transportation that will carry out those mandates – if funded by Congress – barely mention the maritime transportation modes. A massive reduction in port security spending is also planned. The federal policy is clear: high speed rail and highway spending will trump anything contemplated on the docks. Based on the numbers being bandied about by GAO and DOT, you have to once again wonder why.

In its most recent Report the Subcommittee on Select Revenue Measures, Committee on Ways and Means, House of Representatives on Surface Freight transportation, the U.S. Government Accountability Office (GAO) compared the "Costs of Road, Rail, and Waterways Freight Shipments That Are Not Passed on to Consumers." What they found wasn't particularly new, but to hear it directly from the GAO was refreshing. Simply put, GAO reported that "Public spending, tax, and regulatory policies can promote economic efficiency in the freight transportation sector when they result in prices that reflect all marginal costs (the cost to society of one additional unit of service). These include private costs; public costs, such as infrastructure maintenance; and external costs, such as congestion, pollution, and accidents."

The GAO report went on to assert – and I am not making this up – "When prices do not reflect all these costs, one mode may have a cost advantage over the others that distorts competition. As a consequence, the nation could devote more resources than needed to higher cost freight modes, an inefficient outcome that lowers economic well-being. Inefficient public investment decisions can result when all construction and other fixed costs are not passed on to the beneficiaries of that investment." In fact, GAO analysis showed that on average, additional freight service provided by trucks generated significantly more costs that are not passed on to consumers of that service than the same amount of freight service provided by either rail or water. GAO estimates that freight trucking costs that were not passed on to consumers were at least six times greater than rail costs and at least nine times greater than waterways costs per million ton miles of freight transport. GAO claims that they present "conservative" estimates. They also made no recommendations. Perhaps they should have. I can think of about five recommendations right off the top of my head. The record traffic numbers on U.S. roads are probably about to get a lot worse, especially if the preliminary deal to allow Mexican truckers onto U.S. roads goes forward in the near term. I also can't wait to see those glowing safety numbers six months after they let those Mexican trucks onto U.S. Interstate highways. Combine all of this with the Highway Trust Fund crisis, and the folly of plowing billions more into the roadways at the expense of the waterfront becomes even more transparent.

Close your eyes for just a moment and imagine a domestic transportation world where (a) federal funding is equally distributed across the breadth of the entire supply chain, (b) the Harbor Maintenance Tax is eliminated for the shortsea leg, and (c) the newly proposed work "rest" rules are enacted and enforced upon the entire trucking industry. Our imaginary world comes complete with a marked reduction of wear and tear on the roads, much less in the way of traffic congestion (the freight left on the highways is moving much faster), a lesser environmental footprint and finally, a revived and vibrant waterfront for this island nation of ours. I'm just sayin' …

Posted by Joseph Keefe on MaritimeProfessional.com



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The Port of San Francisco Tries Again

Economic reality showed up at the Port of San Francisco in early March, with what is officially termed a Request of Interest to develop a bulk cargo terminal on 15 acres at Pier 96. Like California, the city is struggling with budget problems and knows that a new terminal would go a long way to help. But, some sympathy should be reserved for the officials who will be handling the arduous bureaucracy involved, because this is actually a second attempt in the last three years – and is more timid than the last one in 2008.

That was a Request for Proposals that sort of petered out, for reasons that have not been made clear. A few inquiries were sent in, but no one came up with a project. It's likely that the biggest headache was the usual in San Francisco – the likelihood of facing environmental hostility, lawsuits and the city's merry-go-round of permits and applications. Which is probably why only expressions of interest are being sought this time. All the paperwork will be avoided.

Obviously there have been informal discussions and meetings since 2008. The port says there has been "significant interest" from mining companies to export iron ore and magnetite (which I know as lodestone, although it apparently has different properties) to Asia. All one can say is, good luck to them. The Green lobby will be itching to tear this one apart on two fronts – the extra city noise and pollution.

The only hope of getting a project to fruition will be to tap into the barge service between Sacramento, Oakland and Stockton. (This is still in the development stage but will get a huge boost if San Francisco is included.) The official notice talks about moving as much as three million metric tons by rail. There is no hope of anyone agreeing to that, but they might relent if a barge service is involved. Dock labor unions – which began in San Francisco – could also use their influence to emphasize the number of jobs that will be created.

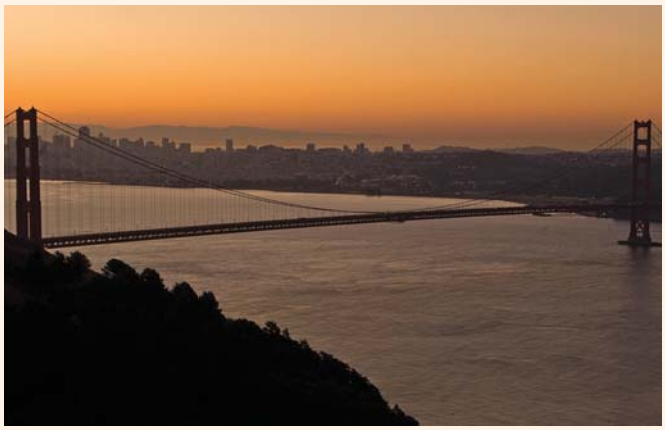


Photo courtesy USCG

The port is only a bit player today in the city's economic life. Total cargo volumes in 2010 were 760,000 tons compared with 2.3 million tons in 2004. Total ship calls (and this will be crucial in the efforts of the eco-activists to stop the project) were 39 last year as against 224 in 2004. If the terminal goes ahead, the number will at least triple, and that will get the eco-activist drumbeat rolling.

Posted by Martin Rushmere at MaritimeProfessional.com

Houston Ship Channel:
Sleepy Bayou to Industrial Complex

The city of Houston was founded in 1836 at the head of navigation on Buffalo Bayou, approximately 50 miles upstream from Galveston and the Gulf of Mexico. As the Republic of Texas (and later the State of Texas) prospered, Houston became the terminus for outside goods headed to the interior and for farm goods destined for locations outside the area. Goods were loaded on riverboats, taken to Galveston, and there transferred to seagoing vessels. In 1876, the Buffalo Bayou Ship Channel Company dredged a channel 100 feet wide and six feet deep from Galveston Bay to the vicinity of Houston. The U.S. Army Corps of Engineers later took over responsibility for the project, extending the channel to Long Reach, now called the Turning Basin. The citizens of Houston were dissatisfied though, because the channel was only dredged to a depth of 18 feet, six inches. In 1909, the Mayor of Houston

approached the U.S. Congress with an offer to pay half the cost if Congress would authorize and fund dredging of the channel to 25 feet. The offer was accepted and the Texas Legislature authorized Harris County to establish a navigation district and issue bonds. The deeper dredging was completed in 1914, but development of the shoreside infrastructure did not really commence until 1919, after the end of World War I. Initially, the primary export cargo was cotton, but this was soon overtaken by oil. Now, oil is the primary import cargo (the world turned upside down). The authorized dimensions of the Houston Ship Channel are now 530 feet in width and 45 feet in depth. It extends 50 miles from the Gulf of Mexico to the Turning Basin. The upper half consists of the Port of Houston, the busiest port in the U.S. in terms of foreign tonnage and the second busiest in terms of overall tonnage. Both shores of the Houston Ship Channel now include many petrochemical and other industrial facilities.

Posted by Dennis Bryant at MaritimeProfessional.com

In 1876, the Buffalo Bayou Ship Channel Company dredged a channel 100 feet wide and six feet deep from Galveston Bay to the vicinity of Houston. The U.S. Army Corps of Engineers later took over responsibility for the project, extending the channel to Long Reach, now called the Turning Basin.

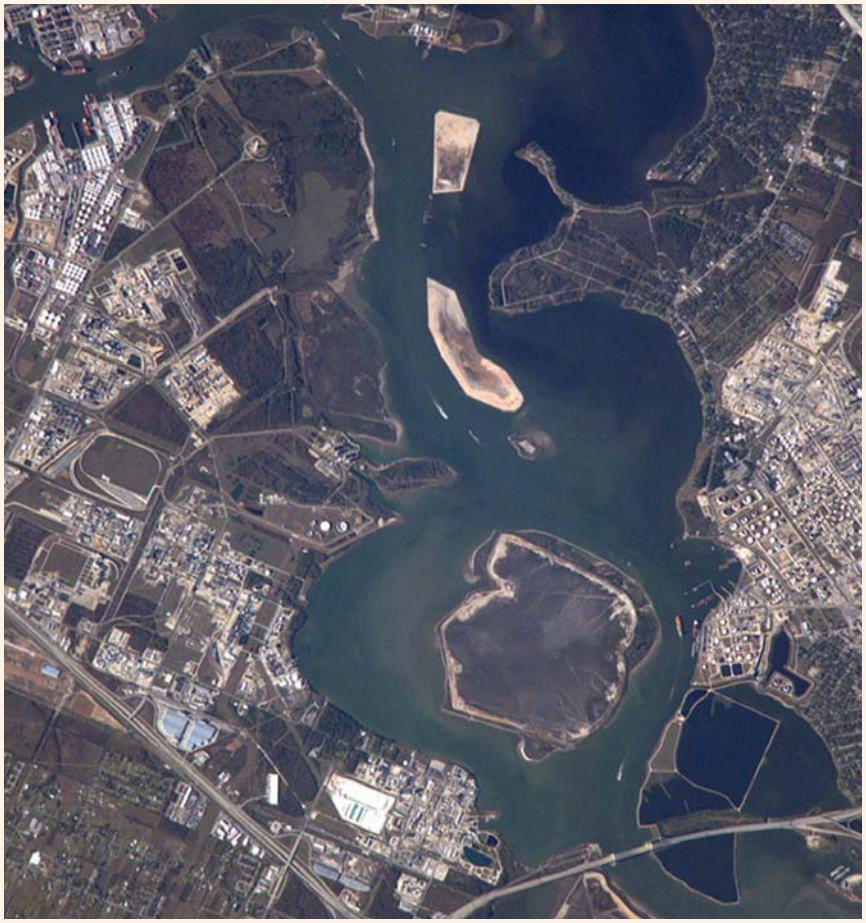


Photo courtesy NASA Earth Observatory

As Containment System is Adopted

Gulf Rig Permits Pick-Up

By Susan Buchanan

Federal regulators approved more deepwater Gulf drilling permits in March as companies pledged to use new spill-control technologies developed by two separate consortia, Helix Well Containment Group and the Marine Well Containment Company.

Rachael Moore, spokeswoman for Exxon Mobil Corp. in Houston, said the Marine Well Containment Company or MWCC is a not-for-profit, stand-alone entity with membership open to all oil-and-gas operators in the U.S. Gulf. "The MWCC is part of multiple, industry efforts to improve prevention, well intervention and spill response," she said. ExxonMobil, Chevron, ConocoPhillips and Shell are MWCC's sponsor companies, and BP, Apache and Anadarko have joined as members.

Moore said an interim containment system owned and operated by the MWCC is available for use in the Gulf now and that it greatly exceeds previous containment capabilities in the region. Deployment speeds are faster too, she noted. On March 22, ExxonMobil Exploration Co. said it received a deepwater drilling permit for Keathley Canyon 919 or Hadrian North located south of Lafayette, La. about 240 miles off the coast in over 6,900 feet of water. The Bureau of Ocean Energy Management, Regulation and Enforcement (**BOEMRE**) granted the permit after the company met containment requirements. ExxonMobil contracted with the MWCC to use its capping stack to staunch oil if an accident occurs there. When Washington regulators suspended deepwater activity last May, ExxonMobil had a drilling permit at the Keathley Canyon site and was moving a rig to that location. In late March Moore said "the MWCC is also currently developing an expanded system compatible with a wide range of well designs and equipment, oil-and-natural-gas flow rates, and weather conditions. ExxonMobil is leading the construction of this billion-dollar expanded system which will be available in 2012."

In late March BOEMRE issued its first permit for completely new exploration in the Gulf since the moratorium ended in October to Chevron Corp. to drill south of Lafayette, La. using a MWCC capping stack. From late February into March BOEMRE approved four permits for deepwater wells using technology developed by Helix Well Containment Group.

Photo courtesy Marine Well Containment Company.

The MWCC interim system includes a sub-sea capping stack with the ability to shut-in oil flow or flow the oil to surface vessels

www.marinelink.com

Photo courtesy Louisiana State University

Professor of Mechanical Engineering

Dr. Su-Seng Pang, LSU

"They've pulled together various, existing technologies and that's how they were able to come up with this system so quickly. They've devoted 100 employees to the new system and plan to spend $1 billion to fund the initial project. It's a good start."

HWCG is a consortium of deepwater Gulf operators, with 22 members as of March 22. Members Noble Energy Corp., BHB Billiton Petroleum and ATP Oil & Gas Corp. received recent well permits from BOEMRE.

HWCG's members are Anadarko Petroleum Corp.; Apache Deepwater LLC; ATP Oil & Gas Corp.; BHP

Trade Group

Jim Adams, OMSA

Until permitting accelerates "many of our best boats and Gulf rigs will leave under contract to other parts of the globe and won't return for years, if at all"

Photo: Offshore Marine Service Association (OMSA)

Billiton (Americas), Inc.; Cobalt International Energy, LP; Deep Gulf Energy, LP; ENI U.S. Operating Co.; Energy Resource Technology GOM Inc.; Hess Corp.; LLOG Exploration Co, LLC; Marathon Oil Co.; Marubeni Oil & Gas USA Inc.; Murphy Oil Corp.; Newfield Exploration Co.; Nexen Petroleum USA Inc.; Noble Energy, Inc.; Repsol E&P USA Inc.; Statoil Gulf of Mexico LLC and Statoil USA E&P, Inc.; Stone Energy Corp.; Walter Oil & Gas Corp.; Woodside Energy (USA), Inc.; and W&T Offshore, Inc.

Houston-based Helix Energy Solutions Group, Inc. will provide the main components of HWCG's containment system, HWCG said in a statement. "Building upon Helix-owned equipment, effectively used in the Deepwater Horizon response, the system is currently capable of facilitating control and containment of spills in water depths up to 5,600 feet," HWCG said in late March. And in the weeks ahead, "the system will substantially increase its containment capacity, expanding its capabilities to water depths up to 8,000 feet." The Helix system should soon have capture-and-processing capabilities of 55,000 barrels of oil daily and 95 million cubic feet of gas daily, HWCG said.

In late March, BOEMRE issued Statoil Gulf of Mexico a revised permit to drill a new well off the Texas coast using the HWCG capping stack.

New Systems Raise Questions

At Louisiana State University, Dr. Su-Seng Pang, Jack Holmes Distinguished Professor of Mechanical Engineering, directed his comments to MWCC's capabilities and said he's pleased that the group formed to develop a containment system. "They've pulled together various, existing technologies and that's how they were able to come up with this system so quickly. They've devoted 100 employees to the new system and plan to spend $1

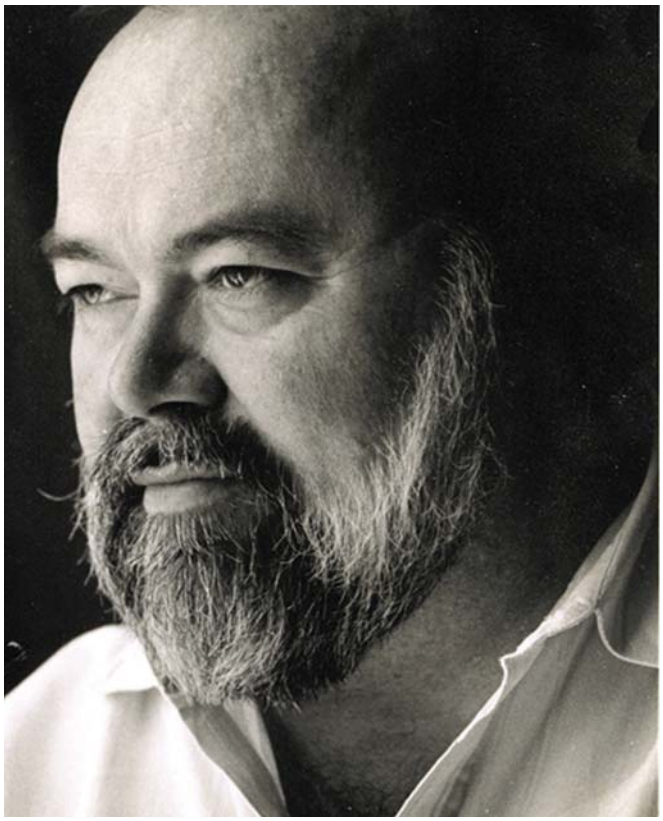


Photo courtesy WTRG Economics

billion to fund the initial project. It's a good start."

He has some concerns about the MWCC system, however. "The consortium says the system could start deploying within 24 hours, but might take two to three weeks to assemble in full after a blowout. I'd like to know whether they can speed that assembly time up." Significant spillage could occur in a two-week span, he said.

Pang said the containment system needs to be tested in a hostile environment. "For instance, will it be tested at an equivalent water depth of 8,000 feet? And can the system's components be connected, operated and disconnected quickly and safely during a hurricane?"

He also wonders if the system can be deployed to handle more than one accident at a time or one soon after another. Pang notes that over 30 deepwater drilling projects existed in the Gulf before last year's accident and he said simultaneous spills are always a possibility.

"While it's not economically feasible to manufacture many, full-capacity spill-containment units, it is possible to have several smaller, lower-cost units available. If concurrent accidents occur, their spill levels may be different," he said. Pang recommends that MWCC put its containment-system designs and testing programs online so that scientists, engineers and researchers can evaluate them and debate technologies and feasibilities. "A project of this size and public importance needs all the input from experts that's available."

Pang also said that drilling systems should be fully monitored so that they provide much-earlier signals that an oil spill is likely to occur than in the past. If a drilling system is designed to be more reliable, failures and spill accidents will be reduced. And he said, "in addition to thoroughly studying why we had last year's oil spill, we should develop innovative technologies to enhance elements and components that have failed in the past by using better design methodologies, along with stronger, safer materials."

Energy Economist

James L. Williams

"Oil, nuclear, coal mining and all energy production, including wind and solar, are dangerous. Lives are lost drilling wells onshore, but since it's usually one or two people, the news appears in local papers only."

Deepwater Drilling Risky At Best Of Times

James L. Williams, energy economist and president of WTRG Economics in London, Arkansas, said "the new containment systems, as described, look like something that can handle a large spill and be deployed fairly rapidly. The Gulf has had only two events in the category of the BP blowout in the last four decades. One was the Mexican spill in the late 1970s."

But, he cautioned, well drilling is not without risks, and a blowout is possible under the best circumstances. "Looking back, last year's Macondo accident was a series of mistakes and human errors," he said.

Williams continued, saying "oil, nuclear, coal mining and all energy production, including wind and solar, are dangerous. Lives are lost drilling wells onshore, but since it's usually one or two people, the news appears in local papers only."

An analogy to the BP disaster is a trip to Grandma's for Thanksgiving, he said. A driver finding himself an hour behind schedule, rushes at 10 to 15 miles per hour over the speed limit. He planned to buy new tires before the trip, but didn't have time. On the road, his car hits debris that could have been avoided at a lower speed. A tire

blows out, he loses control and is suddenly upside down in a ditch. Several decisions, not a single one, turned a manageable situation into disaster.

Williams continued, saying "since they can't foresee every event, oil companies need to do more to create a climate of safety and to imbed the importance of safety and of not cutting corners in the workforce. Corners tend to be cut when employees are under pressure from their boss or management to get something done."

Williams also said that, outside of Saudi Aramco and other big nationals, oil companies aren't as profitable as everyone thinks. "Big oil firms invest heavily in exploration to stay in business, and in the last 20 years haven't been more profitable than other sectors. They tend to make more money when they're involved in retail stations with groceries because selling a large cola or a bottle of water is more profitable than selling a gallon of gasoline."

Permitting Pace Too Slow For Marine Industry

Jim Adams, president of the Offshore Marine Service Association (OMA), an industry group in Harahan, La., said "the introduction of the new, well-containment system makes industry more confident about the safety of deepwater drilling and it eliminates one of the Administration's primary justifications for imposing its punitive moratorium. President Obama's war on domestic energy exploration has eliminated good jobs, increased gas prices and made us more vulnerable to unstable regimes in unfriendly parts of the world."

BOEMRE slowed its shallow-water permitting after the Gulf spill with no attempt to justify that move, Adams said. The few deepwater Gulf permits awarded recently are "recycled" ones, allowing work to resume on previously authorized projects, he said. For instance, "Exxon was authorized to resume operations on a previously-permitted, deep well."

Days after Adams made that comment, however, BOEMRE issued a brand new exploration permit to Chevron Corp. to drill off western Louisiana.

Drilling restrictions have hurt South Louisiana, including Port Fourchon, Adams said. In the offshore Gulf shelf vessels are being utilized at only 50% of capacity now, he said. Companies operating offshore vessels are finding it difficult to manage cash.

"They've tried to hold onto the majority of their skilled work force and dedicated employees, but are getting to a point where layoffs will quickly mount unless the Obama Administration allows industry to go back to work by issuing more drilling permits," he said. Until permitting accelerates "many of our best boats and Gulf rigs will leave under contract to other parts of the globe and won't return for years, if at all," Adams predicted. Skilled Americans will lose jobs in the process. "The loss of strategic assets like Mobile Offshore Drilling Units and technically advanced offshore service vessels will have a lasting impact on this nation's ability to develop our offshore energy resources."

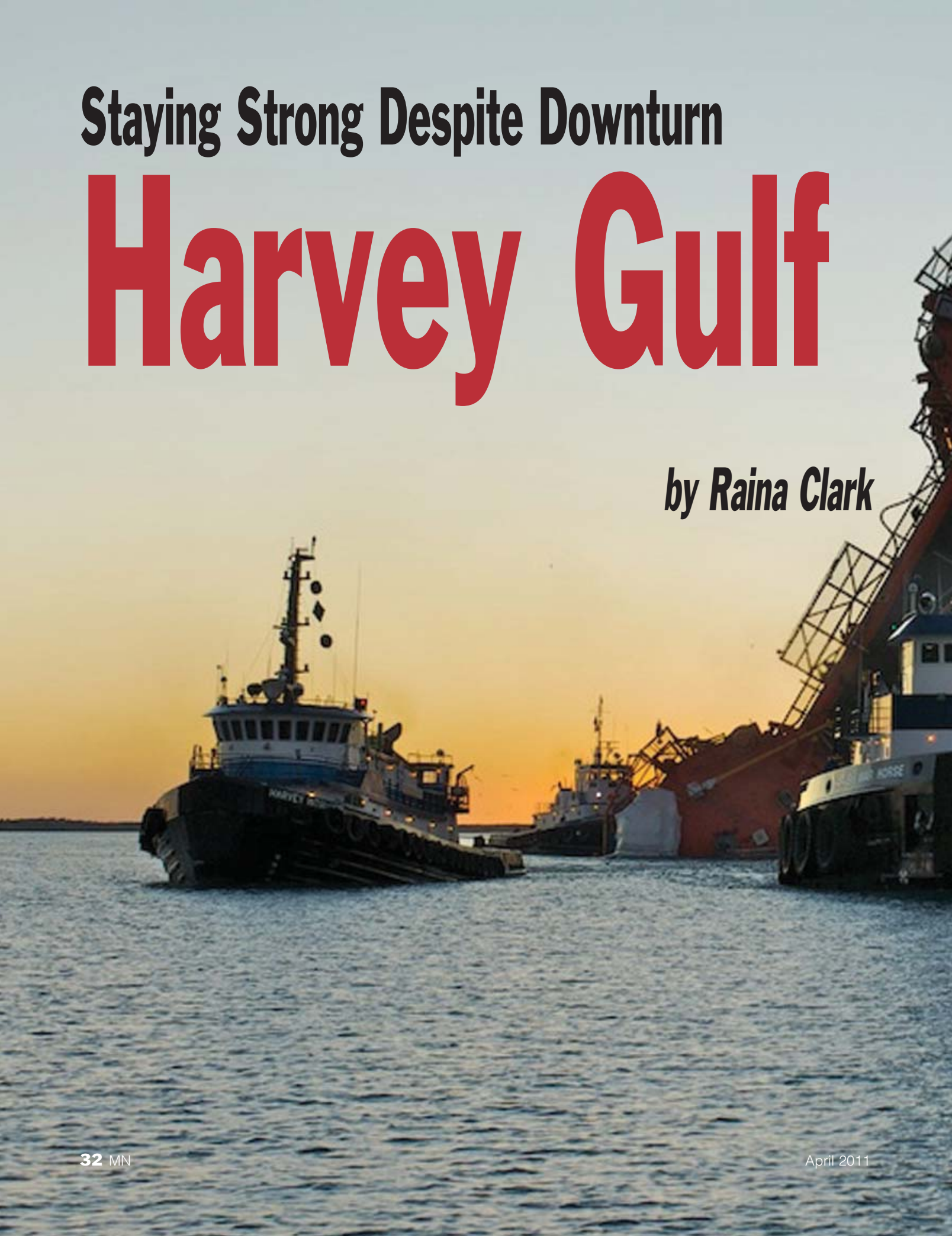
Economist Williams said "U.S. crude oil production would probably be 5% to 10% higher this year if the Macondo accident hadn't occurred and if drilling had continued at the pace seen before the BP well blowout. If we want to reduce dependence on foreign oil, the new oil containment systems needs to provide a level of safety sufficient to get Gulf drilling back on track."

Williams also said "the big oil finds in recent years have been offshore in Brazil, West Africa, the U.S. Gulf and other areas that are expensive to explore. As more deep drilling occurs, safety nets are needed. In addition to containment systems in the U.S., one is under development in the North Sea."

Staying Strong Despite Downturn

Harvey Gulf

by Raina Clark



Harvey Gulf towing vessels at work moving offshore infrastructure.

Photos courtesy Harvey Gulf International Marine

Harvey Gulf International Marine, Inc. began in 1955 as Harvey Canal Towing Company by Captain Numa Guidry. Fifty-six years ago the company started as a fleet of inland towing vessels, but by the time Numa Guidry's grandson, Shane Guidry, took over the business, the company had been renamed Harvey Gulf and served exclusively the offshore towing and supply market.

"I went straight into the business and worked my way up," Shane Guidry said. Guidry, now Harvey Gulf's CEO and Chairman, described himself as self-taught and street smart. "I started with the company in 1988, doing safety inspections, running parts. That lasted about two years." Then Guidry went into logistics for another two years, and sales for a year and a half after that. Eventually he became Executive Vice President and then took over as President and CEO in 1997. Guidry said his father stepped out of the business to build the riverboat casino Treasure Chest in New Orleans after his son had taken the reins.

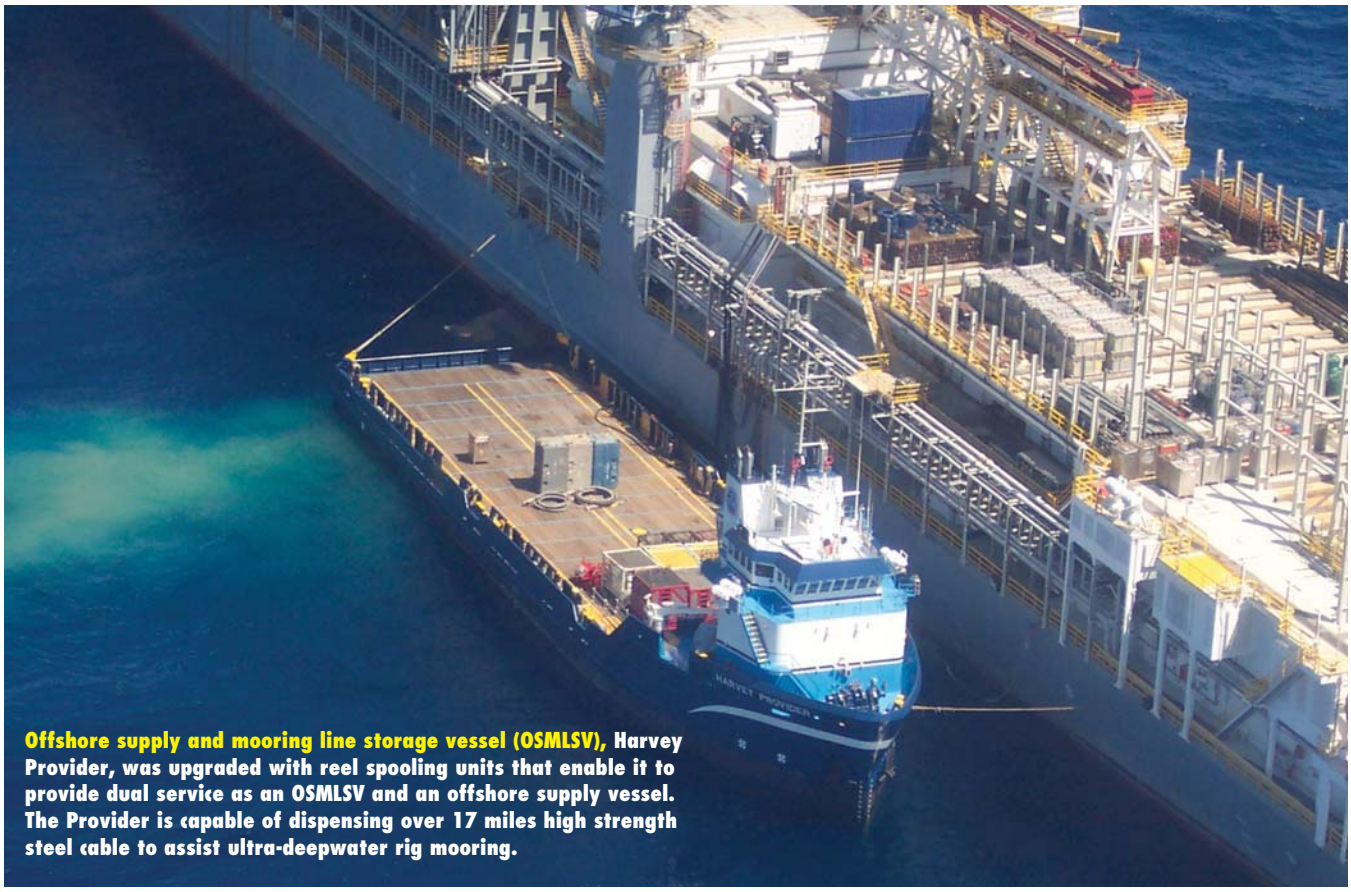
"It was good timing for me. I was 24. Ironically my dad was 24 when he took over the company," Guidry said. "The company back then had $7 million EBITA. Now it's worth $100 million."

"I'm happy to say today we have no equipment available. Everything is working," Guidry reported, despite the shape of the economy and the Deepwater Horizon spill and ensuing moratorium in the Gulf. However, back when he became CEO "it was no where near as challenging as it is today," he admitted. "Of course starting young prepared me for it."

"The industry changes because as we explore deeper water it takes better technology and more infrastructure. It just continues to evolve." Just as a city grows and gets larger he said, "it goes from two lanes to four. We live in a world where people are always going to want more and more. We're never going to be satisfied. As those needs grow, service providers like myself either follow them or get pushed out and wither and die."

Since he took over the business, Guidry said, "so much has evolved in terms of safety, clients wanting no down time, efficiency." Clients continue to want larger vessels and equipment, and Guidry's response has been to make the capital investment and grow. "As time went on I sold off the smaller assets. I used cash flow through the company and from the smaller assets to build bigger assets, all state-of-the-art equipment."

"Who would have ever thought that a supply boat



Offshore supply and mooring line storage vessel (OSMLSV), Harvey Provider, was upgraded with reel spooling units that enable it to provide dual service as an OSMLSV and an offshore supply vessel. The Provider is capable of dispensing over 17 miles high strength steel cable to assist ultra-deepwater rig mooring.

Photos courtesy Harvey Gulf International Marine

Harvey Gulf's Chairman & CEO

Shane Guidry

"Do you want to build it today to meet the rules, or do you want to build for the future? I invest additional capital to make sure that the long-term return is always going to be there. It doesn't pay to build less."

Harvey Gulf International Marine's Tiger Class vessels will be classed by the ABS as having met all of the requirements under their ENVIRO Plus Notation. The DPS-2, diesel electric vessels are the first to be built to the ENVIRO Plus standard.

Photos courtesy Harvey Gulf International Marine

The Harvey Discovery, equipped with a 65 metric ton knuckle boom crane, approaches a rig.

would cost $47 million?" Guidry asked. But he countered his own rhetorical question. "Do you want to build it today to meet the rules, or do you want to build for the future? I invest additional capital to make sure that the long-term return is always going to be there. It doesn't pay to build less. We realize that we're making that commitment for 10 years from now."

According to Guidry, state-of-the-art for offshore vessels means better station keeping and the ENVIRO Plus notation from ABS. The latest hulls are required to be longer, wider and deeper to accommodate more cargo and personnel. In addition, the latest vessel technology includes "extensive computerized tracking of loading and discharge of cargo, all the additional safety features. It comes at a huge cost compared to 16 years ago."

Fuel efficiency and reduced emissions are also sought after and Guidry said "all my vessels are built as green as the class society offers." The ENVIRO Plus notation will apply to the five Tiger Series offshore supply vessels Harvey Gulf is building, the first of which will be the Harvey Supporter built by Eastern Shipbuilding.

"We're going to have the first supply boats with 53 beds. The only ones being built." According to Guidry, typical offshore vessels have 20 to 24 beds, but Harvey Gulf is spending $4 million extra for the additional rooms. "I'm doing it knowing that one day all of these sleeping quarters are going to be needed."

"Space is at a premium in the Gulf of Mexico," Guidry said, "a serious premium." The space will not only be used for additional personnel needed to operate and maintain vessels, such as dedicated safety officers, but also for the additional personnel needed on rigs to satisfy increasing requirements for inspections and repairs on offshore platforms.

Guidry is now signing contracts for the construction of a vessel with 71 beds and a 165 MT crane. "**It will be the only U.S. flagged boat that can lower 100 tons to 10,000 feet,**" he said. And yet another newbuild will have 125 beds and a 250 MT crane that will be able to lower 160 tons to 10,000 feet. What's more, Guidry said "I'm going to spend more money to put the Tier III engines in. I don't have to spend the additional half a million per boat," he said, but he sees it as a savings in the long term.

Safety is also a large part of the evolution of offshore support vessels and Guidry said that after the Deepwater Horizon disaster there was discussion that the sinking of the rig had been caused by water sprayed from boats. Since then, Guidry decided that all his new vessels will spray a foam water mixture that is lighter than just water. "So we'll be spraying half the weight on a fire," he said. "That's huge and it's very expensive. We'll have to have special typing, special tanks, special systems to mix the foam." However, he continued, "We're going to commit the capital and be the safest and best. While nobody is requiring this, I'm going ahead and doing it now because one day I think it will be required and I'll be ahead of the game."

"Plan for today and build for tomorrow, that's what the boat business is all about."

When asked about the state of the offshore support market, Guidry confirmed that "it's been a little challenging, but we've been fortunate. We've kept our fleet very busy."

"Right now we have four vessels towing rigs back and forth between Mexico and Brownsville, Texas." Harvey towing vessels brought 12 jackup rigs to the U.S. for repairs and then towed them back to Mexico. Other Harvey Gulf towing vessels are working for a floating production storage and offloading (FPSO) unit while some have been on a recent job taking a rig to Trinidad, Africa. A Harvey dive support vessel has been working in Tridinad as well, doing dive inspections and maintenance.

"Obviously we couldn't dive in the oil here," Guidry said, "so we had to go somewhere else."

The rest of Harvey's offshore support vessels are working here in Gulf, for production rigs, and now some have been reassigned to drilling support.

Offshore Technology Conference 2011

May 2-5, Houston, Texas

Initiated by the OTC Board of Directors in 2004, **Spotlight on New Technology** recognizes products that are new and innovative, proven through full-scale application or successful prototype testing, and have broad interest and a significant impact. Following are just some of the technologies that will be honored this year in Houston. (All images courtesy OTC)

Halliburton CleanWave Water Treatment

Booth 2777

The CleanWave water treatment service enables treating flowback and produced water making it suitable for reuse in fracturing fluids or other drilling and production processes. The CleanWave unit is based on electrocoagulation and is designed to remove suspended solids, oil, other insoluble organics and bacteria from the water.

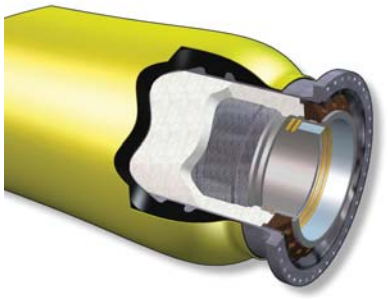
PG-MAPS from PG Pump Solutions and Techni

Booths 5055 & 5141

The PG-MAPS is designed as a compact, light weight and cost effective pumping system for all liquids. It utilizes a revolutionary software controlled, linear actuating system with permanent magnet motor. The subsea/topside PD liquid pump is hermetically sealed for zero emissions, has high pressure and capacity, no subsea/topside VSD and is suited for ultra deep water.

SBM Offshore COOL Hose

Booth 4131



SBM Offshore has developed the world's first flexible cryogenic floating hose for the offshore transfer of LNG. It's called the Cryogenic Offshore Offloading and Loading (COOL) Hose and it allows offshore LNG producers to reliably and safely offload LNG in tandem from an FLNG vessel to an LNG carrier.

Schilling Robotics, FMC Technologies Heavy-Duty ROV

Booth 1941

The HD ROV provides increased reliability and availability through an integrated design philosophy for all major subsystems. This drives a significant reduction in components, enables modular maintenance and reduces repair time frames to 60 minutes or less. The HD ROV also provides industry leading accuracy for performing remote intervention.

High Voltage Electric AC Swivel

Booth 4131

SBM Offshore has developed the first High Voltage Electrical AC Swivel for turret moored FPSO's and Floating Power Generation Units. The HV AC Swivel allows offshore producers to transfer high voltage electric power from shore to FPSOs (thereby reducing CO2 emissions) or from FPSOs to subsea equipment.

OTC 2011 Awards

Each year the Offshore Technology Conference (OTC) recognizes individuals, organizations and new technologies that have made outstanding contributions to the offshore industry. The Distinguished Achievement Awards will be presented at the Annual OTC Dinner, a new event to be held on Sunday, May 1, at the George R. Brown Convention Center in Houston, Texas. The dinner kicks off the conference which takes place May 2-5 at Reliant Park in Houston. The Spot Light on New Technology awards ceremony will take place at 4:00 p.m. on May 2 in the Reliant Center Lobby B Rotunda.

OTC 2011 Distinguished Achievement Awards

The 2011 Distinguished Achievement Award for individuals will be presented to Cort Cooper. Cooper, a metocean (meteorology and oceanographic) specialist in Chevron's Energy Technology Company and a Chevron Fellow, is being honored for his contributions in metocean research and his leadership of joint industry efforts to address oceanographic challenges. Cooper's work includes research that identified a link between hurricane severity and the Loop Current, investigated the causes for the recent severe hurricanes and the possible impacts of global warming on hurricane severity, and provided a post-assessment of metocean conditions during hurricane Ivan.

The 2011 Distinguished Achievement Award for organizations will be presented to BP Norway for the Life of Field seismic reservoir surveillance project, which demonstrated the practicality of implementing an entirely new way of seismic surveillance of producing hydrocarbon reservoirs. The project's permanent installation of seismic cables covering 45 square kilometers of the Valhall field allows for very cost effective repeat seismic surveys and the system provides 4D data with unique repeatability compared to standard streamer data.

In addition, ExxonMobil Development Company will receive a special citation for the development and implementation of the "Design One, Build Multiple" philosophy to deliver major deepwater projects in Angola's Block 15.

Marine Spill Response & Recovery

Industry Pioneer David Usher

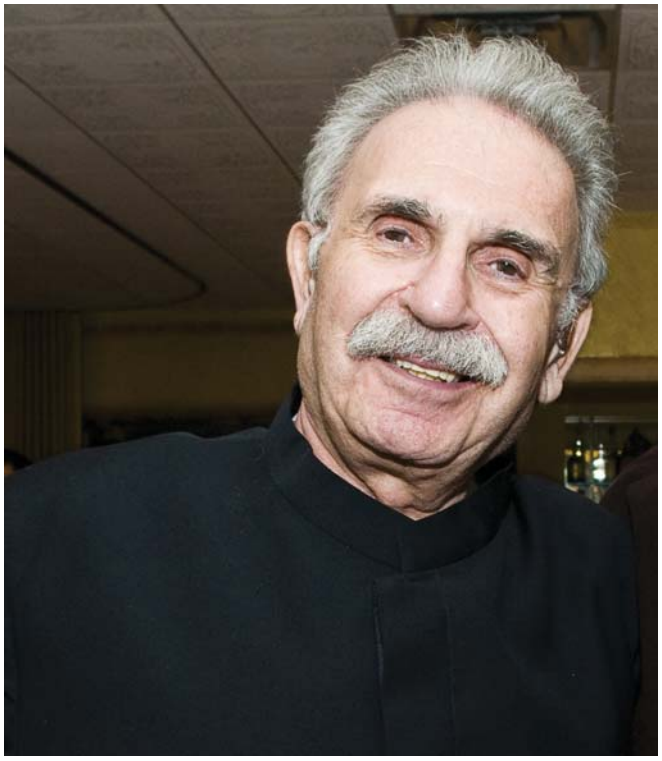
In his 81 years, David Usher has contributed a great deal to the evolving field of marine spill response and recovery. He founded the Spill Control Association of America (SCAA) in 1973 and remains active in the group as President Emeritus. He is also the founder and Chairman of Marine Pollution Control Corporation (MPC), one of the founders of the American Salvage Association (ASA) and founder and president of the International Spill Control Organization (ISCO) out of the UK.

Usher's first experience in the business began with his father who started working in environmental response in 1929. But it was not an established profession at that time, Usher said. "I'd been a kid in the Coast Guard when there was only one law for pollution on navigable waters." That law had been established in the 1800s and had to do with dumping refuge. "The Coast Guard wasn't even involved."

Usher traced the marine spill response and recovery industry's real beginnings to the 1960s. He cited the spill following the grounding of the Torrey Canyon off Lands End in England in 1967 and the publication of the book Silent Spring, by Rachel Carson in 1962, as "essential motivators of the pollution era which got everyone thinking."

The marine spill response industry developed out of necessity, Usher said. The world industrialized, but we hadn't come to terms with how to handle the fall out from all that industry. As we began to realize the environmental consequences of moving chemical and petroleum products around, the spill response industry had to take shape and that included developing industry standards, rules and regulations.

"People would use absorbents to try to pick up oil and in the early days this was straw. Now there are more sophisticated absorption materials which are easier to handle and will pick up more and retain it."



David Usher, SCAA founder and MPC founder and chairman.

Photos courtesy Marine Pollution Control Corporation

MPC, with the help of its partner SEAmagine, is testing a new method for submerged oil recovery in the Rouge River, Detroit, Mich. The sub pilot is showing the controls to Dave Usher prior to a test dive.

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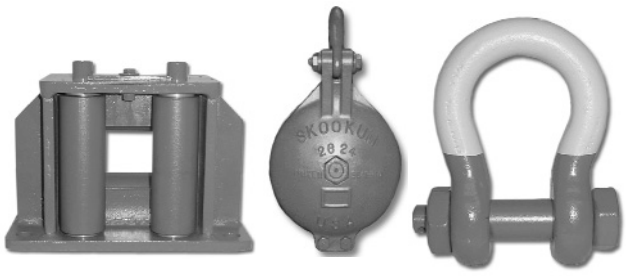

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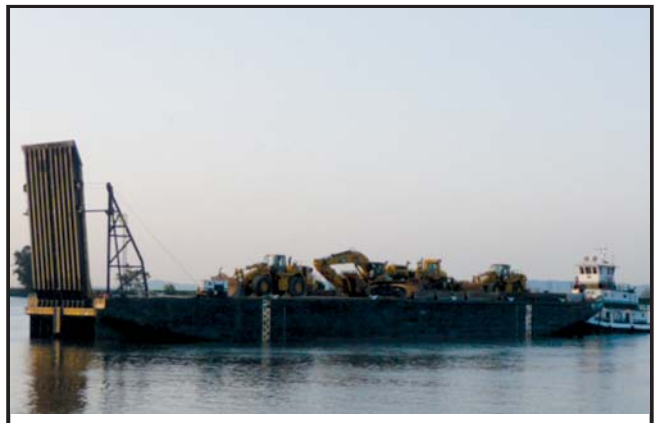

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"There was a time when we didn't have very much boom. There was one company in the 60s that made boom. We called it Slick Bar." For a while, Usher said, all boom was called Slick Bar, the way all tissues are called Kleenex. **"Before we had boom, people would use hawsers or telephone poles, anything to try to keep the surface in one given area."** But boom has to contend with factors such as current and debris. "We became more sophisticated and had things like connectors to hold one piece of boom to the other." Eventually, Usher said, "There were many ideas, so we finally had to have standards." "The American Society of Testing Materials helped to advanced our materials as professionals and gave us standards. There was voting on these things. This began the development of a profession that hadn't really existed before." A professional association is also the natural result of an emerging field and in the early 1970s Usher began working to form what is now the Spill Control Association of America. At that time he said "none of us really had any kind of organization but we all used to go to trade shows." At the first meeting in 1972, "we had 11 members. Then we had a big meeting at a spill conference in Washington with 80 people."

"Eight months later," Usher said, "we had a meeting in Detroit and called it the Oil Spill Control Association of America, because at that time not many of us were dealing with hazardous materials."

With over 30 members today, the renamed SCAA "is essentially the only association in the U.S. of people who do this activity," Usher said. As the former president of the association, "I'm given the opportunity to stick my few cents. I'm very proud of what we were able to do. We're very professional."

Usher's own company, Marine Pollution Control Corporation, for which his son is now president, was established in 1967, even though "federal law did not come into play until 1970." MPC was involved in the Exxon Valdez spill response, pumping out 40 million gallons of oil which remained on the vessel after the grounding. Today MPC is in the second phase of a research and development contract with the U.S. Coast Guard. The work involves a solution to the problem of sending divers to the ocean floor to recover spilled material. "The problem is that they have to walk on the bottom and as soon as they do that there's such a distortion," from the oil being churned back up in the water. "We got a patent about a year and a half ago for a submarine that carries a pilot and observer and picks up material and pumps it to the surface. You'll be hearing more about this," Usher said.

Having been a leader in bringing professionalism to environmental emergency response, Usher is happy to see the field continue to develop. "It's needed," he said. "We know that what we are doing is helping the society we're living in."

MK II Very Shallow Multi-System Skimmer (VSMSS)

Trinity Offshore's engineering department was asked to design and engineer a multi-purpose shallow draft skimmer for Marine Spill Response Corporation (MSRC), based on the organization's experience with the oil crisis in the Gulf of Mexico in 2010 and the lack of vessels capable of collecting oil in the shallow bays and sounds of the Gulf Coast. MSRC is a nonprofit started in 1990 to offer spill response services and mitigate damage to the environment.

Trinity recently launched the TC-055 57-ft MK II Very Shallow Draft Multi-System Skimmer (VSMSS) to meet MSRC's needs. The vessel has a maximum transit speeds of 25 mph (light), 12 mph (with two tanks fully loaded), a collection speed of two to three mph and a range (light) of 250 miles at 20 mph. The TC-055, 57-ft MK II fully

Photo courtesy The Halsted Agency

TUTOR-SALIBA CORPORATION

Contact: James Foster
818-362-8391

EM1068 Official # 534891 - 1021 net/Gross Tons - Built 1928 in Oakland CA. LOA 258.5' - Beam 38' - Depth 12'. Flat Deck Barge, riveted steel construction, raked bow and stern. 6" asphalt wear deck with 3' steel fenced sides running port and starboard. Barge is also outfitted with 2 Clyde two drum waterfall winches. **$300,000.00.**

EM1163 - 125' x 34' x 9' Flat Deck Barge s/n 1065170 c/w 12 hatches, 4 bitts, 6 kevels, 25 degree raked bow/stern, stern w/skaggs. **$125,000.00.**

complies with U.S. Coast Guard certification as a 46CFR Subchapter "C" vessel as defined by MVI Policy Letter 1-95 as an OSRV, Small Skimming Vessel. As such, she is USCG certified to carry class "D" and "E" cargo.

The MK II's recovered oil storage capacity is 10,450 gallons/249 bbls in four built-in tanks (including forward sump tank). Crucial, Inc. furnished and installed skimming equipment including one diesel driven model DHP-29 diesel hydraulic power unit, air start and S.S. tubing under deck; two bow-mounted model SB-36/15, 3 ft-wide hydraulic driven absorbent belt skimmer systems including deck skids; and one supplied boom reel. Outfitted fully for oil response at shallow depths, the MK II is also designed for a complement of three and features an eight-ft-wide air-conditioned and elevated wheelhouse with steering console, seat/storage compartment (including self-contained head) and aft door and window.

Self-Inflating NEOBoom

NEOBoom is a containment boom that combines the compactability of an air-inflated boom with the benefits and strength of conventional foam flotation. The boom features ease of deployment, wave conformity and high buoyancy-to-weight ratios. NEOBoom requires approximately a third of the storage space needed for conventional booms and can be deployed by fewer personnel. There are no internal devices for inflation or deflation. NEO Boom's flotation foam inflates when the air valve is opened and deflates by rolling the boom into a coil or winding it onto a boom reel for compact storage. Customers include U.S. Coast Guard, U.S. oil spill response organizations, international oil companies, terminal operators and vessel operators.

Photo courtesy ABASCO, LLC

www.ciagent.com

Hannay Reels Oil Containment Boom Reels

Hannay Reels Oil Containment Boom Reels are designed for use with flotation, inflatable, collapsible and flexible cylinder booms. Ideal for ships, oil rigs and docks, these reels are built for rugged use and designed with special features that maximize performance and make installation hassle-free. Hannay Reels Oil Containment Boom Reels are manufactured with heavy-duty three-inch square tubing frames that are braced at all stress points with two-inch square tubing. The drum of the reel has an open design with a half-inch inner steel plate for reinforcement and a positive pin-lock to lock the reel in place. All boom reels feature #50 chain and sprocket rewind as well as quality-lubricated bearings.

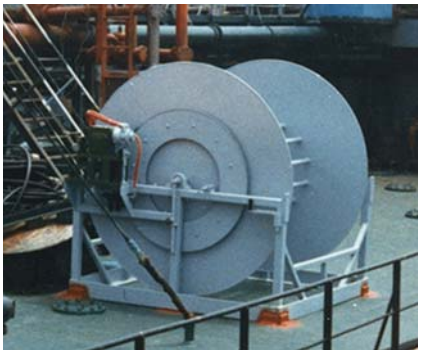

Photo courtesy Gelia

www.hannay.com

Consilium's Oil Spill Detection Radar

The recently launched Oil Spill Detection Radar by Consilium Marine & Safety was tested together with the Norwegian Coastal Administration and the Norwegian Clean Seas Association For Operative Companies (NOFO). The radar is being used on the Finnish Icebreaker Kontio, commissioned as stand-by vessel for EMSA (European Maritime Safety Agency), and by customers in Norway, Italy and China. Recently the radar was ordered for an oil spill response vessel in the harbor of Rotterdam. In addition, Consilium Oil Spill Detection Radar has received the 2010 Vespucci Award for the innovation category. One of the key features of the radar is its ability to inte-

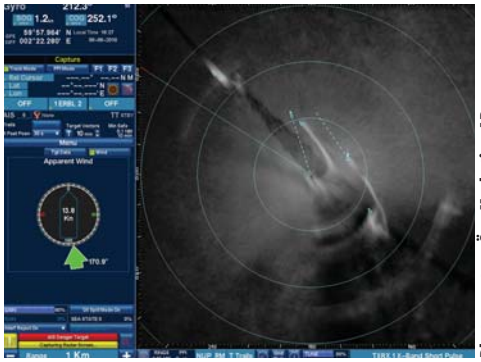

Photo courtesy Örn Marketing AB

grate a complete oil spill detection function into Consilium's standard type approved IMO/Solas Navigational radar. The new advanced radar processing unit is supported by a special Consilium radar sensor and by its capability to increase the rotation speed of the antenna up to 44 revolutions per minute.

www.consilium.se

C.I.Agent's Spill Response Bag

The C.I.Agent Spill Response Bag is a rapid response system for hydrocarbon spills on water and land. It allows the user to keep tools at hand for quick containment and clean-up and includes reusable components. Listed on the

Photo courtesy Martin Flory

EPA National Contingency Plan Product Schedule, C.I.Agent solidifier is non-toxic and environmentally friendly. It turns fuel, oil and other hydrocarbons into an inert, rubber-like mass that can be recycled into asphalt, rubber and plastic, or burned as fuel. It is also disposable as normal trash. The bag measures 17 inches wide, by 20 inches high, by eight inches deep and can be tucked out of the way onboard, stashed in a dock box or kept near a fueling station. The bag is customizable to fit particular applications. A standard kit contains a 12-ft reusable C.I.Agent Quick Deployment Boom (QDB); 10 lbs of C.I.Agent Granules in half-pound dissolvable pouches; a reusable 12-inch, by 12-inch bilge bag; a garbage bag; and heavy-duty gloves.

www.ciagent.com


Lantz


Bentley


Nanartowich


Fox


Rev. Rice


Rev. Nation

USCG Civilian is IMO Secretary General Candidate

Jeffrey Lantz, the Coast Guard's Director for Commercial Regulations and Standards, will be a candidate in the International Maritime Organization's (IMO) elections scheduled for the 106th IMO Council in London. Lantz is also the Chairman for the IMO's Council, the organization's second highest governing body and the U.S. Head of Delegation to the organization's Maritime Safety Committee, Marine Environment Protection Committee and other sub committees.

Aker Philadelphia Shipyard Names New CEO

Kristian Røkke has been appointed President and CEO of Aker Philadelphia Shipyard ASA. Røkke was most recently the Senior VP of Operations at the shipyard. In his new position as CEO, Røkke will lead the transitioning of the yard to win orders for new Jones Act vessels, particularly in the containership, dry cargo and barge markets.

Bentley Feted by National Maritime Historical Society

Helen Delich Bentley will be an honoree at the National Maritime Historical Society's Washington Annual Award Dinner in Washington, DC. Bentley is a former chairman of the Federal Maritime Commission and five-term U.S. Congresswoman representing Maryland's 2nd Congressional District.

Captain Nanartowich Joins MAMA

Unlimited Master Ed Nanartowich has been appointed COO of the Mid-Atlantic Maritime Academy (MAMA). Captain Nanartowich joined MAMA as an advanced course instructor following his retirement as a Senior Master with the Navy's Military Sealift Command. Nanartowich sailed as Master from 1981 to 2008 with 24 commands within the MSC fleet.

Fox Named Crowley's SNR VP

Carl Fox will assume the role of senior VP of corporate services at Crowley Maritime Corp. on June 1. Fox is currently serving as VP of strategic initiatives and marketing for the company's liner and logistics units. Fox also serves as chairman of the board for the Northeast Chapter of the Florida Red Cross.

Rev. Nation Joins SCI as Lower Mississippi Chaplain

Rev. Michael Christopher Nation joined the Seamen's Church Institute (SCI) as a chaplain for Ministry on the River. Rev. Nation ministers to mariners working in the Lower Mississippi River region and brings 15 years of pastoral experience to the job, including coordinating the local American Red Cross request for chaplains after Hurricane Katrina.

Rev. Rice Joins SCI as GOM Chaplain

Rev. Winston Rice, a former offshore worker and maritime lawyer, has joined two current chaplains for Seamen's Church Institute (SCI) Ministry on the River, extending the Institute's inland ministry efforts into the Gulf of Mexico.

Colonna's Shipyard Appoints Sutton

Colonna's Shipyard, Inc. of Norfolk, Va. appointed Charlie Sutton as Director of Operations for its Colonna Down River Division, a rapid response ship repair service. Sutton recently worked as Program Manager at Earl Industries.

Larkin Rejoins Crowley

Frank Larkin has rejoined Crowley Maritime Corporation as VP of sales and customer care for the company's liner services and logistics groups. Larkin previously worked at Crowley from 1988 to 1999, in a variety of positions including VP and general manager of Crowley's South America services.

McLellan Joins Global Diving

Global Diving & Salvage, Inc. announced that Nathan McLellan has joined the team as Contracts Administrator. McLellan earned his


Sutton


Larkin


Mclellan

Juris Doctor from Tulane University Law School in January 2011 while receiving a certificate in Maritime Law and serving as a member of the Tulane Environmental Law Journal. He is also a former employee in Global's Environmental Division from 2002-2008.

O'Hern Joins Donjon Shipbuilding Team

Patrick J. O'Hern has joined Donjon Marine Co., Inc.'s Shipbuilding and Repair as a consultant. He brings more than 35 years of shipyard experience in the Great Lakes region to this position as a result of his longtime employment at Bay Shipbuilding Company located in Sturgeon Bay, Wis., where he last served as VP and General Manager.

Lenhart Joins COMEQ as Product Manager

COMEQ, Inc. has appointed Eric Lenhart as the North American Product Manager for the Parmigiani angle & plate bending rolls and the Americor 3-Roll and 4-Roll plate bending rolls. Lenhart is based in the White Marsh, Md. facility and travels throughout the U.S., Canada and the Caribbean.

Ship Rechristened to Honor Former Congressman Oberstar

The Interlake Steamship Company renamed and will rechristen one of its ships the MV Hon. James L. Oberstar this spring after the former Congressman. The vessel sailed from layup in March as the MV Hon.

Photo courtesy The Interlake Steamship Co.

Algoma Invests in Great Lakes Shipping

Photo Enterprise Canada

Algoma Central Corporation expects to invest close to $400m in Great Lakes shipping, Algoma President and CEO Greg Wight said during his keynote address at the 182nd opening of the Welland Canal. Algoma's fleet renewal program is starting with the purchase of five new Equinox Class vessels, with the hope to expand this order. The new Equinox Class was developed in St. Catharines, Ontario by a team of designers at Algoma's downtown headquarters in partnership with engineers from around the world. Equinox Class ships are the next generation of bulk carriers on the Great Lakes. They will be able to carry significantly more cargo and move faster than conventional vessels. The new ships will emit 60% fewer emissions than the oldest steamships still transporting grain on the Great Lakes and about 40% fewer emissions than existing motor vessels. In addition, the new ships are designed to accommodate engine-exhaust gas scrubbers to further reduce emissions and accommodate ballast-water treatment solutions. The first of the new ships is expected to be in service on the Great Lakes by 2013. The five new Algoma ships will be joined on the Great Lakes by two new Equinox Class freighters purchased by the Canadian Wheat Board in a historic agreement with Algoma, which will operate and manage the ships on the Wheat Board's behalf. Algoma also recently entered an agreement to acquire the partnership interest of Upper Lakes Group Inc. in Seaway Marine Transport (SMT) along with the vessels and assets owned by Upper Lakes and used by SMT. The $85m deal, expected to close by the end of the month, includes the acquisition of 11 bulk freighters wholly-owned by Upper Lakes, Upper Lakes interest in five additional bulk freighters owned jointly with Algoma (including a new self-unloader currently under construction), plus a new Equinox Class vessel ordered by Upper Lakes.

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James L. Oberstar, and will be rechristened in a ceremony at Duluth later this spring. The 805-ft by 75-ft ship has a carrying capacity of 31,000 gross tons. The vessel was previously known as the MV Charles M. Beeghly. Oberstar's tenure on Capitol Hill included 11 years as a senior Congressional aide and 36 years as a member of Congress. Most recently he served as the chairman of the House Transportation and Infrastructure Committee, where he earned a reputation as Congress' primary expert on transportation issues.

Conrad Industries 2010 Results and New Business

Conrad Industries, Inc. announced its fourth quarter and twelve months 2010 results and the addition of new business during the first quarter totaling $75.2m. For the quarter ended December 31, 2010, Conrad had net income of $3.3m and earnings per diluted share of $0.51 compared to net income of $2.8m and earnings per diluted share of $0.43 during the fourth quarter of 2009. The company had net income of $10.3m and earnings per diluted share of $1.60 for the twelve months ended December 31, 2010 compared to net income of $12.8m and earnings per diluted share of $1.99 for the twelve months ended December 31, 2009. The diluted shares for the quarter and twelve months ended December 31, 2010 are 6.4 million and 6.5 million for the quarter and twelve months ended December 31, 2009.

New business added includes the signing of new contracts and sales of stock barges which brings estimated current backlog to approximately $113m compared $89.5m at December 31, 2010, $48.9m at March 31, 2010, and $38.3m at December 31, 2009. New contracts added include four 245-ft by 48-ft by 12-ft LPG tank barges, two 222-ft by 54-ft by 12-ft LPG tank barges, two 192-ft by 42-ft by 10-ft 7,500 bbl double skin tank barges, five 260-ft by 52-ft by 12-ft hopper barges and various other docking and deck barges. Additionally Conrad Industries signed contracts for three 100-ft by 30-ft by 10-ft push boats and two 75-ft by 30-ft by 10-ft towboats. The company also sold all of the stock barges in progress at December 31, 2010 which include three 297.5-ft by 54-ft by 12-ft 30,000 bbl tank barges, two 200-ft by 35-ft by 12.5-ft 10,000 bbl tank barges and two 120-ft by 30-ft by 12-ft deck barges.

Marinette Marine Breaks Ground on New Facility

Marinette Marine Corporation, a member of the Lockheed Martin-led Littoral Combat Ship (LCS) industry team, broke ground for a new panel-line fabrication building to support construction of the U.S. Navy's LCS. The new building will improve the first stage of ship construction at Marinette Marine and decrease ship module travel distance throughout the LCS construction process. The building will feature automation to increase efficiency and provide the capacity for storage of steel and other raw materials.

In addition to this groundbreaking, Marinette Marine also marked the opening of its professional center and the completion of a project to expand its main indoor ship construction building. This expansion project nearly doubles the building's size and provides enough indoor space to simultaneously house two complete LCS hulls and parts for two additional ships. These investments are part of a five-year, $100m plan by the shipyard's parent company, Fincantieri, to modernize its U.S. shipbuilding operations, which will benefit the LCS program. In 2009, Marinette Marine installed higher-capacity overhead cranes, plasma-cutting tables and pipe-bending machines to increase efficiency and capacity.

Photo courtesy Lockheed Martin LCS Team

Austal Awarded U.S. Navy LCS 8 Contract

The U.S. Navy has announced a fixed price incentive contract for the construction of a fourth 416.5-ft trimaran Independence-class Littoral Combat Ship (LCS 8) valued at $368.6m. This is the second ship awarded under Austal's recently announced U.S. Navy contract for construction of up to an additional 10 Littoral Combat Ships to be appropriated in the following five years, with a total value in excess of $3.5b. Once commissioned, these 10 ships will join the Austal-built USS Independence (LCS 2) which was commissioned in January 2010.

This 10-ship contract will require Austal to more than double its U.S. workforce to approximately 3,800 employees in order to fulfill the contracts currently awarded. Construction of LCS 8 will commence in January 2012 at Austal's shipyard in Mobile, Ala., where work is also underway on the following U.S. Navy and U.S. Army ships: Coronado (LCS 4), scheduled for

launch in mid 2011; Spearhead (Joint High Speed Vessel (JHSV 1), scheduled for launch in mid 2011 and delivery in December 2011; and Vigilant (JHSV 2), scheduled for launch in late 2011 and delivery in mid 2012.

Over the course of the next 12 months, Austal will commence the construction of LCS 6, the first vessel awarded under the LCS 10 ship block buy contract, and JHSVs 3, 4 and 5. For the LCS and JHSV programs, Austal is teamed with General Dynamics Advanced Information Systems, a ship systems integrator, responsible for the design, integration and testing of the ship's mission systems.

Black Ball Ferry Purchases Victoria Express

Photo courtesy Good Relations Inc.

Black Ball Ferry Line is purchasing the business operations of the Victoria Express from Victoria Rapid Transit. The Harmon family formed Victoria Rapid Transit in 1990 and over the past two decades grew the ferry business to include service to Victoria, Friday Harbor on San Juan Island and Port Angeles. The ferry has also offered numerous private charters for individuals and organizations throughout the Strait of Juan de Fuca, the Puget Sound, as far south as Westport and even into Lake Washington. Black Ball Ferry Line operates the M.V. Coho providing year-round car and walk-on ferry service between Port Angeles, Wa. and downtown Victoria, B.C., with up to eight sailings daily during the summer season. Following its winter break, the principals of Victoria Rapid Transit, Inc. will focus on launching their new Explorer Series of tours, based out of Port Angeles. The Victoria Express will not resume scheduled service between Port Angeles and Victoria. The new Explorer Series will be offered under Victoria Rapid Transit's new name, Expeditions NW.

Signal Wins $47M ATB Contract

Signal International has been awarded a $47m contract by Kirby Ocean Transport Company of Houston, Texas, to build an articulated tug/barge (ATB) unit with an option for an additional unit. The ATB vessel is comprised of a 20,000 dwt ocean bulk barge with a 6,000 bhp ATB ocean tug. The barge will measure 480 ft by 90 ft by 36 ft and will be outfitted with Ocean Tug & Barge Engineering's Articouple connection. The 6,000 hp tugboat will be 125 ft by 42 ft by 22 ft built and classed to ABS Maltese Cross, +A1 Ocean Towing Service standards. The ATB will transport dry-bulk commodities in U.S. coastwise trade. The barge fabrication work will commence in the second quarter of 2011 at Signal's continuous flow manufacturing facility in Orange, Texas, which has 450,000 sq ft of covered fabrication area. The first ATB will be completed in 14 months. The optional ATB can be built in less than 12 months.

Bay to Build PSV for Tidewater

Fincantieri Marine Group's Bay Shipbuilding Company located in Sturgeon Bay, Wis. will build two 303-ft platform supply vessels of the MMC 887 LH PSV design from MMC Ship Design of Poland for New Orleans, La.-based Tidewater Marine, LLC. The Deepwater PSVs will have diesel-electric z-drive propulsion, dynamic positioning 2 systems, fire-fighting class 2 (FFV 2) systems, and be polar class 7 and ENVIRO. The first vessel is scheduled for delivery in the fourth quarter of 2012 and the second platform supply vessel is scheduled for delivery in the second quarter of 2013.

Foss Receives Safety Award on West Coast

The Pacific Maritime Association honored Foss Maritime's ongoing commitment to safety and accident prevention with four awards. Foremost was the recognition of Foss Line Service for reducing its annual injury rate more than any of its Washington state-based competitors. Foss line-handlers recorded no time lost for injuries in 2010. In addition, Foss Line Services took home three other honors. They included first place Safety Award, Washington State, based on incident rates as determined by federal Occupational Safety and Health Administration (OSHA) recordable injury reporting; first place Accident Prevention Award, West Coast-wide, based on incident rates as determined by OSHA recordable injury reporting; Accident Prevention Award, West Coast-wide, for a zero injury rate.

Photo courtesy Aukema & Associates

Line Service team members holding their awards, from left, Supervisor Dan Kerege, Manager Brian Goodwin and Supervisors Mel Cordova and Dan Ryles.

Austal USA Wins Shipbuilders Council Safety Award

The Shipbuilders Council of America (SCA) congratulated Austal in a letter for earning the 2010 SCA Award for Excellence in Safety. This honor is awarded to the shipyard members of the Association with the lowest total recordable incidence rates (TRIR) based on a quarterly injury and illness survey conducted by the SCA. This year, Austal contributed to the SCA's lowest TRIR averages ever. According to Austal's Health, Safety and Environmental Manager, Chris Blankenfeld, Austal's overall TRIR average at the completion of 2010 was 45% below the 2010 average goal set by the SCA.

Bay Electronics NOAA Vessel Subcontract Award

Bay Electronics Inc. has been awarded a subcontract from Fincantieri's Marinette Marine Corporation shipyard in Wisconsin. Bay Electronics Inc. will provide design services, equipment and technical support for an integrated bridge system, navigation system, radio communication system and master clock system. This $1.3m dollar contract is for the National Oceanic and Atmospheric Administration (NOAA) Hull FSV-6, currently under construction at the Marinette Marine Shipyard. The ship will serve the Southwest Fisheries Science Center and be home ported in San Diego, Calif. The dynamic positioning system utilizes external sensor inputs such as wind direction and speed sensors, inertial guidance system, ships gyro system, DGPS system, doppler speed system and more, all supplied by Bay Electronics Inc.

Night Navigator SOS Demonstrations

The Night Navigator SOS (Safety On Seas) fuses an active, laser-gated image intensified night vision camera with a high-resolution thermal imager allowing the user to see through heavy rain, snow, smog and fog. Demonstrations are being given aboard the 86-ft MY Aurora through June 2011 in Vancouver and Victoria, BC, Canada and can be arranged through the company's website **www.currentcorp.com/events/sos**

Photo courtesy Current Corp.

DIRECTORY: PROPULSION

ABT-TRAC Arcturus Marine
517-A Martin Ave.
Rohnert Park, CA 94928
www.thrusters.com
Eric Folkestad
tel: 360-835-7910
fax: 360-835-7878
email: efolkestad@thrusters.com
Descr: Manufacturer of marine products
Products: Thrusters, stabilizers, hydraulics

Bailar Marine Consulting, LLC
PO Box 4741
Palmer, AK 99645
www.bailarmarine.com
Jim Bailar
tel: 907-355-4219
email: jim.bailar@bailarmarine.com
Descr: Design, modify and assess rotors used in propulsion (propellers) and energy recovery

Binsfeld Engineering Inc.
4571 W. MacFarlane
Maple City, MI 49664
www.binsfeld.com
Bob Holden
tel: 231-334-4383
email: bob@binsfeld.com
Products: Torque & horsepower measurement systems; TorqueTrak 10K, TorqueTrak Revolution

Bosch Rexroth Corporation
1953 Mercer Rd.
Lexington, KY 40511
www.boschrexroth-us.com
Tim Rockidge
tel: 859-281-3405
fax: 859-281-3487
email: tim.rockidge@boschrexroth-us.com
Descr: Drive and control company
Products: Electronic and pneumatic marine propulsion controls

Caterpillar Marine Power Systems
3535 Factoria Blvd., SE, Suite 350
Bellevue, WA 98006
www.cat-marine.com
Art Diekman
tel: 425-373-5184
email: diekmaa@cat.com
Descr: Engine manufacturer
Products: Marine propulsion and auxiliary equipment

Centa Corporation
2570 Beverly Dr. #128
Aurora, IL 60502
www.centa.info
Bob Lennon
tel: 630-236-3500
fax: 630-236-3565
email: info@centacorp.com
Products: Over 20 styles of flexible torsional damping couplings and drive line shafting and carbon fiber shafting systems

Corvus Energy Limited
13160 Vanier Place, Unit 110
Richmond, BC V6V 2J2
Canada
www.corvus-energy.com
tel: 604-227-0284
fax: 604-227-0281
email: gbrown@corvus-energy.com
Descr: Corvus Energy designs and manufactures high power lithium ion batteries for hybrid marine propulsion systems

Cummins Inc.
PO Box 3005
Columbus, IN 47202-3005
www.cummins.com
tel: 800-343-7357
Descr: Marine engine packages
Products: Diesel engines for recreational and commercial applications

Deutz Corp.
3883 Steve Reynolds Blvd.
Norcross, GA 30093
www.deutz.com
Ragnar Radtke
tel: 514-694-8772
email: radtke@deutzusa.com
Descr: Manufacturer
Products: Diesel engines, propulsion systems, diesel generator sets

Diehl Engineering Company
PO Box 1573
Kingston, WA 98346
www.diehlengineering.com
Paul Diehl
tel: 360-297-8781
fax: 360-297-8784
email: pdiehl@diehlengineering.com
Descr: Professional engineering firm specializing in marine propulsion power transmission
Products: Propulsion shafting, gear and bearing design; alignment, troubleshooting and failure analysis

Governor Control Systems Inc.
3101 SW 4rd Ave.
Ft. Lauderdale, FL 33315
www.govconsys.com
Lynn Bell
tel: 954-462-7404
fax: 954-761-8768
email: contact@govconsys.com
Descr: Control & monitoring systems specialists for turbines & engines - engineered solutions, upgrades, service & spares
Products: Woodward, Dynalco, TDI air starters, Visatron oil mist dectectors, DCL Emissions

Hawboldt Industries (1989) Ltd.
220 Windsor Rd.
Chester, NS BOJ 1J0
Canada
www.hawboldt.ca
Glenn Durnford
tel: 902-275-3591
email: glenn.durnford@hawboldt.ca
Products: Custom winches, propellers

Industrial Power Systems, Inc.
3010 Powers Ave. #16
Jacksonville, FL 32207
www.ipsswitchgear.com
Glenn Beaupre
tel: 904-731-8844
fax: 904-731-0188
email: glenn@ipsjax.com
Descr: Manufacturer of switchboards for the marine industry
Products: Marine switchboards, panel boards, motor controls

John Deere Power Systems
3801 West Ridgeway Ave.
Waterloo, IA 50704-5100
www.johndeere.com/jdpower
Jennifer Oredson
tel: 515-557-2010
fax: 515-557-2001
email: jennifero@2rm.com
Descr: John Deere Power Systems manufactures and markets 40 to 600 hp industrial diesel engines and 75 to 610 hp marine diesel engines, as well as drivetrain components for use in a variety of off-highway applications

Konrad Marine
1421 Hanley Rd.
Hudson, WI 54016
www.konradmarine.com
Fred Sparling
tel: 715-386-4203
fax: 715-386-4219
email: sales@konradmarine.com
Descr: Designer and manufacturer of high output propulsion systems
Products: Sterndrives

MCR Engineering Co., Inc.
15 Spruce St.
North Attleboro, MA 02760
www.mcrengineering.com
John Murphy
tel: 508-699-6992
fax: 508-699-5401
email: mcr@mcrengineering.com
Descr: Marine propulsion service and parts
Products: Propulsion system service, repair, retrofit - control systems, CPP, thrusters, propellers, shaft seals, hydraulic couplings, waterjet

Mercury Marine
PO Box 1939
Fond du Lac, WI 54936
www.mercurymarine.com
Jeff Krueger
tel: 866-408-6372
fax: 920-924-1488
email: mmobgovsales@mercmarine.com
Descr: Marine propulsion products
Products: Mercury outboards and MerCruiser stern drive packages

MTU
13400 Outer Dr. West
Detroit, MI 48239
www.mtu-online.com
Jeff Sherman
tel: 313-592-8345
email: jeff.sherman@mtu-online.com
Descr: Worldwide provider of diesel engines and propulsion systems

Northern Lights
4420 14th Ave. NW
Seattle, WA 98107
www.northern-lights.com
Scott Putnicki
tel: 206-789-3880
fax: 206-782-5455
email: info@northern-lights.com
Descr: For 50 years Northern LightslLugger has produced reliable, durable and simple to use power and propulsion solutions in the marine industry
Products: Marine generator sets and diesel propulsion engines

PowerTech Propellers
8101 Kingston Rd.
Shreveport, LA 71108
www.ptprop.com
Marcus Clements
tel: 318-688-1970
fax: 318-686-7082
email: marcus@ptprop.com
Descr: Manufactures marine propellers and investment casting

Propeller Solutions
4620 Santa Fe St.
San Diego, CA 92109
www.propellersolutions.com
Bill Beaudette
tel: 800-735-0128
fax: 858-270-2224
email: bill@propellersolutions.com
Products: Design, sales and service of marine propellers

Renold Hi-Tec Couplings
100 Bourne St.
Westfield, NY 14787
www.renold.com
Andrew W. Broadbent
tel: 716-326-7218
fax: 716-326-8229
email: andrew.broadbent@renold.com
Descr: Design and manufacture of torque transmitting shat couplings for main propulsion, power take off and generator set applications
Products: Flywheel mounted, shaft to shaft couplings and drive shafting

Rice Propulsion
Av. Rios Espinoza #88 Col. B Juarez
Mazatlan, Sinaloa 82180
Mexico
www.ricepropulsion.com
tel: +52-669-983-6552
fax: +52-669-984-2533
email: rice@ricepropulsion.com
Descr: Rice Propulsion has a full line of propellers to meet any requirements

Scania USA Inc.
121 Interpark Blvd., Suite 601
San Antonio, TX 78216
www.scaniausa.com
Per Backteman
tel: 210-403-0007
fax: 210-403-0211
email: per.backteman@scaniausainc.com
Descr: Engine manufacturer
Products: Diesel engines for marine applications

Scandic Diesel Services Inc.
Notre Dame East 6360
Montreal, QC H1N 2E1
Canada
www.scandiserv.com
Mikkel Elsborg
tel: 514-228-1299
fax: 514-256-8237
email: sales@scandiserv.com
Descr: Marine supplier and service facility
Products: Turbochargers, fuel equipment, governors, four stoke components and repairs

Schottel, Inc.
190 James Drive East, Suite 100
St. Rose, LA 70087
www.schottel.com

Nils Moerkeseth
tel: 504-471-3439
fax: 504-471-3443
email: nmoerkeseth@schottel.com
Descr: Schottel is a group of companies specializing in the development, design, production and marketing of azimuth propulsion and maneuvering units, as well as complete propulsion systems for vessels of all kinds and sizes
Products: Schottel rudder propellers in single and twin propeller version, navigators, combi-drives, pump-jets, transverse thrusters, controllable-pitch propellers

Simplex Americas LLC
20 Bartles Corner Rd.
Flemington, NJ 08822
www.simplexamericas.com
Donald Vogler
tel: 908 237 9099
email: info@simplexamericas.com
Descr: Propulsion equipment, service, engineering
Products: Simplex seals, Simplan seals, Turbulo bilge separators, Nakashima propellers, Terresolve environmental lubricants

Stewart & Stevenson LLC
8631 East Freeway
Houston, TX 77029
www.stewartandstevenson.com
Bill Hardy
tel: 713-671-6180
fax: 713-671-6184
email: b.hardy@ssss.com
Descr: Worldwide marine propulsion systems distributor and packager
Products: MTU, EMD

Thomas Electric Control, Inc.
889 Broadway, Suite 6B
New York, NY 10003
www.thomaselectriccontrol.com
Stephen Wright
tel: 212-982-7037
fax: 212-358-0829
email: sales@thomaselectriccontrol.com
Descr: Propulsion & automation systems Integrator
Products: Medium voltage motors and drives; PLC controls; marine engineering services

Thordon Bearings Inc.
3225 Mainway
Burlington, ON L7M1A6
Canada
www.thordonbearings.com
Craig Carter
tel: 905-335-1440
fax: 905-335-4033
email: feedback@thordonbearings.com
Descr: Manufacturer of propeller shaft and rudder bearings, as well as marine shaft coatings and deck equipment bushings
Products: COMPAC, SXL, XL, Composite, ThorCoat, ThorPlas

Thrustmaster of Texas
P.O. Box 840189
Houston, TX 77284-0189
www.thrustmastertexas.com
Joe Bekker
tel: 713-937-6295
fax: 713-937-7962
email: jbekker@thrustmastertexas.com
Descr: Thrusters and DPS propulsion solution
Products: Hydraulic tunnel thrusters, retractable Azimuthing thrusters, Z and L drive propulsion, diesel hydraulic and electric propulsion for manual and DPS 1, 2, and 3 class vessels

Transmission Engineering Company
1851 North Penn Rd.
Hatfield, PA 19440
www.tecoinc.com
Phillip Watson
tel: 704-966-6002
email:pwatson@tecoinc.com
Descr: Powertrain component solution providers
Products: Transmissions (marine, constant variable, infinitely variable, hydrostatic, powershift, shuttle shift), pump drives, axles, pto, clutches (over-center, hydraulic), controls

Woodward
1000 E. Drake Rd.
Fort Collins, CO 80525
www.woodward.com
Patrick Hewitt
tel: 970-498-3838
fax: 970-498-3040
email: dennis.pearson@woodward.com
Descr: Manufacturer of power management and engine controllers
Products: DSLC/MSLC, EGCP-3, EGCP-2, easYgen-3000, GCP-30, LS4, AGLC & LSM generator controls, SPM-A & SPM-D synchronizers, & 2301A, 2301D, 723+, & 733 speed controls

WPT Power Transmission Corp.
1600 Fisher Rd.
Wichita Falls, TX 76305
www.wptpower.com
Lane Brock
tel: 940-761-1971
fax: 940-761-1989
email: lane@WPTpower.com
Descr: Manufacturer
Products: Heavy duty clutches/brakes/PTOs with air, hydraulic, mechanical actuation

ZF Marine LLC
3131 SW 42nd St.
Fort Lauderdale, FL 33312
www.zf-marine.com
tel: 954-581-4040
fax: 954-581-4078
Descr: ZF Marine is a world leader in propulsion system technology
Products: Transmissions, controls, propellers, surface drives, shafting

Jan. 4 - May 10, 2011
www.maritimephotographs.com

MARITIME REPORTER AND ENGINEERING NEWS

First Annual
Don Sutherland Memorial

Maritime Photo Contest

Hundreds of photos are already online!

See the best images posted by maritime photographers around the world, and submit you own best photos. Candidates may enter as many photos as they like. Entries can be submitted and viewed at:

www.maritimephotographs.com

Established to honor the memory of the late Donald S. Sutherland, maritime photographer extraordinaire.

The best entries from each category will be published in the June 2011 edition of Maritime Reporter and Engineering News. All photos must be entered by May 10 to be counted.

Grand Prize:
Canon EOS Rebel Digital T1I 15.1 MP
w/18-55MM IS Lens
-SLR
-3.1x Optical Zoom
-SD/MMC Memory Card

Sponsored By:

Navy Force Protection Medium

The Alabama-based Silver Ships Inc. built and delivered eight of the Force Protection Medium RHIBs to the U.S. Navy in 2009-2010. The boats will be utilized around the globe for various force protection assignments. The 36-ft vessel is equipped with twin Yamaha 225 hp outboards and a seven kW genset. The fully clad interior contains shock mitigating seats, a complete head and a versatile electronics package. A removable canopy provides shade to the rear deck and access doors on all four sides of the cabin allow freedom of movement for the crew. The boats were also equipped with four mounts that will accommodate a variety of weapon systems. Silver Ships offers a wide variety of these RHIBs from 19.5 to 36 ft.

New Fireboat for the City of Chicago

The City of Chicago recently contracted Hike Metal of Wheatley, Ontario Canada to construct a new heavy-duty NFPA 1925 Type III Fireboat to replace its 55-year-old fireboat. This new 90-ft boat is designed to break up to 12 inches of first-year ice at three knots and can therefore operate year round on Lake Michigan and the Chicago River.

It is equipped with Caterpillar marine diesel engines; two 1,000 hp engines driving the main fire pumps for a total delivery capacity of 14,000 gallons per minute of water (and foam if required), at 150 psi to fire monitors and hose hydrants, or the vessel can be used as a pumping station to supplement the cities firemain supply; and two 1,500 hp propulsion engines, capable of driving the vessel at 12 knots.

The fireboat will be operated by a crew of five during normal operations and a crew of ten while in fire-fighting operation mode. The vessel is equipped with special alloy propellers designed and made for the severe ice

conditions it will operate in. The fireboat is heated and air-conditioned. It has a deckhouse designed to contain the pilothouse, a multi-purpose cabin which contains an emergency command center, an emergency medical treatment center, a decontamination station and fire-fighting equipment storage. Below decks there are crew accommodations, a mess area and washroom facilities.

Specifications:

Length, o.a.	90 ft
Beam	24 ft
Depth	12.2 ft
Draft	7 ft
Ice class	A-0
Speed	12 knots nominal
Classification	NFPA1925 Type III

DonJon and Seacor Complete Tug Ken Boothe, Sr.

Photo courtesy Donjon Marine Co.

Donjon Marine Co., Inc., along with partner Seacor Holdings Inc. announced the completion of the tugboat, Ken Boothe, Sr. The 10,700 hp tug will work as an articulated tug/barge (ATB) in conjunction with a 34,000 ton capacity self-unloading bulk cargo barge. The tugboat was constructed in the Donjon Shipbuilding and Repair facility over the last 14 months. The still-to-be-named cargo barge is scheduled to be delivered in early Spring of 2012.

Ken Boothe, Sr. Specifications

ABS Great Lakes Load Line	
Donjon Shipbuilding and Repair Hull #108	
Length, o.a.	135.3 ft
Beam	50 ft
Depth	26 ft
Draft, design, d.w.l	18 ft
Speed	16 knots
Horsepower	10,700
GRT	1,250
NRT	832
Connection system	Hydraconn

Unmanned Self-Unloading Dry Cargo Barge:

ABS Great Lakes Load Line	
Donjon Shipbuilding and Repair Hull #115	
Length, o.a.	740 ft
Beam	78 ft
Depth	45 ft
Draft, keel, d.w.l.	27.5 ft
Cargo	33,892 lt
Unload rate	6,000 tons per hour
Most common cargos	Iron ore, coal, stone

MTU Series 2000, 4000 Tier 4i-Engines at OTC

The Tognum Group will be showcasing its new-generation, MTU-branded EPA Tier 4i-compliant Series 2000 diesel engines for oil and gas applications at OTC. Engines are able to meet EPA Tier 4 interim emissions requirements solely through the use of in-engine technology. No after treatment is necessary. The new generation of the Series 2000 engines for oil and gas applications covers the 1,150 to 1,560 hp power range and is used in various mechanical and electric drive applications in the exploration and production of oil and natural gas. Series 2000 engines consume up to 10% less fuel than their predecessors. It is also showcasing its MTU-branded EPA Tier 4i-compliant Series 4000 diesel engines for oil and gas applications at OTC. The new generation of the Series 4000 engine covers the 2,250 to 2,500 hp power range with a 12-cylinder version and is suitable for driving hydraulic fracturing or "frac" pumps. The engines consume up to 5% less fuel and provide superior torque performance compared to their predecessors.

www.mtu-online.com

Tier 3 Compliant Engines for Signet Tug

Signet Maritime Corporation is the first to install the Cat C175 ACERT 16-cylinder main propulsion diesel engines rated at 3,417 bhp each on two support/escort tugs being built in Gulfport, Miss. These engines meet offshore emissions requirements, including EPA Tier 3, EU Stage IIIA and IMO Marine Tier II. The Robert Allan Ltd. designed RAstar 3100 class tugs are slated for an October 2011 delivery. The engines' Cat ACERT technology is a combination of advanced electronics/monitoring systems, increased engine efficiencies through computer aided design and modernized common rail fuel injection systems.

www.cat.com/marine

Konrad Marine's New 600 Series Stern Drives

Konrad Marine released a new line of stern drives which include the 620, 660 and 680 models. The 620 is designed for high usage, endurance applications such as 24/7 harbor patrol. The 660 is designed with dual propellers for performance and speed driven applications such as sports leisure or government intercept vessels. The 680 is also a dual prop model, designed for commercial applications requiring heavier carrying capacities up to 15,000 lbs per drive.

www.konradmarine.com

Engine Monitor, Inc. Propulsion Control System

The EMI Propulsion Control System includes rugged, polished stainless steel throttles with illuminated push buttons for station in control, engines under control and transfer requests; one throttle control panel per throttle control station and one engine control pane per engine; and the system meets ABS, Lloyds, DNV and ABS DPS notation requirements. EMI's system is available with electric, pneumatic or mechanical interfaces; shaft brake interface and control; synchronized engine control; dynamic positioning interface; and can interface with any type of engine and gear units.

www.emi-marine.com

MTU Series 2000

MTU Series 4000

CAT C175

Konrad Marine

EMI Monitor, Inc.

Livorsi Smartcraft DTS Controls

Livorsi Marine, Inc. has obtained a license from Mercury Marine allowing the company to combine digital throttle and shift (DTS) technology with the options of Livorsi controls. Livorsi Smartcraft DTS controls provide smooth and safe shifting. Direct drive of throttle position sensors results in faster response times. The controls are designed to work on all Mercury I/O, OB and Cummins DTS compatible engines.

www.livorsi.com

Tube-Mac Industries

Now system builders can opt for a technique to join hydraulic tube ends that offers the advantages of a welded joint without requiring the preparation and skill of welding. Pyplok fittings from Tube-Mac Industries Ltd. rely on a non-welded, 360 radial swage method for joining tube and pipe sized from one quarter to three inches and rated for pressures up to 9,000 psi. The swaging action used in installing Pyplok fittings is controlled by the tooling, producing a reliable, leak free and permanent connection that will stand up to the demands of the hydraulic system.

www.pyplok.com

5SE01313 Series Marine Pressure Transducer

The 5SE01313 Series of marine pressure transducers have a high accuracy of 0.25% as well as a high overpressure rating. The transducers are available in gage or absolute pressure with ranges of 50-inch H20 to 5,000 psi. This all stainless steel constructed product with rugged thick film design ensures long term durability and performance in extreme applications. It has a vibration limit of 0.04% RO/G, an isolated 0 to 5 Vdc output and is 28 Vdc powered. It comes with an internal shunt resistor for easy system function verification.

www.omegadyne.com

Altech TG Series Industrial Enclosures

New Altech TG Series enclosures for industrial applications provide ideal protection for installed electrical or electronic control and measuring equipment, even in extremely harsh industrial environments. These small to medium enclosures come 16 sizes ranging from 84 by 82 by 55mm to 302 by 232 by 110mm and are rated to protection class IP67 (NEMA 4X) for dust and ingress of water during short-term submersion.

www.altechcorp.com

vSHIP: New Ship Simulator for Offshore Industry

Marine Simulation released vSHIP, which is designed to train and prepare ship-board personnel for the ever growing roles and responsibilities they face in support of the offshore industry. Available as a desktop PC based simulator, vSHIP is designed to interface with marine electronics and navigation software via industry standard interfaces, as well as with other vSHIP and ROVsim Pro installations, providing a real world, coordinated operation simulation. Potential training applications include: offshore mooring and support operations, coordinated bridge/ROV team operations, naval mine and ordnance sweeping and clearance, as well as complex mission rehearsal.

www.marinesimulation.com

Livorski Marine, Inc.

Tube-Mac

Omegadyne

Altech

Offshore Rig Fleet by Region

Region	%	No.
Africa – West	77.2%	(44/57)
Asia – SouthEast	69.1%	(65/94)
Europe - North Sea	81.3%	(61/75)
Mediterranean	68.2%	(15/22)
MidEast - Persian Gulf	77.7%	(73/94)
N. America – Mexico	65.4%	(17/26)
N. America - US GOM	72.0%	(59/82)
S. America – Brazil	87.3%	(55/63)

Source: **Rigzone**

Offshore Rig Utilization by Type

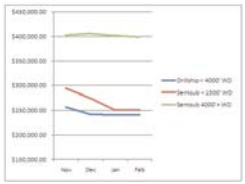
Type	%	No.
Drill Barge	80.0%	(8/10)
Drillship	75.9%	(44/58)
Jackup	72.6%	(265/365)
Semisub	82.1%	(142/173)
Tender	70.0%	(21/30)

Source: **Rigzone**

Offshore Rig Day Rates

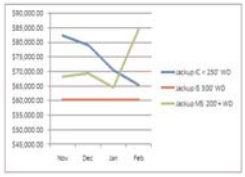
Floating Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Drillship < 4000' WD	6 rigs	8 rigs	$241,200.00
Drillship 4000'+ WD	39 rigs	53 rigs	$450,420.43
Semisub < 1500' WD	10 rigs	18 rigs	$250,992.86
Semisub 1500'+ WD	65 rigs	86 rigs	$299,132.31
Semisub 4000'+ WD	74 rigs	96 rigs	$398,907.89



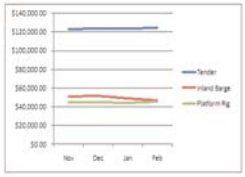
Jackup Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Jackup IC < 250' WD	27 rigs	54 rigs	$65,428.57
Jackup IC 250' WD	36 rigs	65 rigs	$92,112.90
Jackup IC 300' WD	82 rigs	126 rigs	$100,107.91
Jackup IC 300'+ WD	115 rigs	149 rigs	$135,137.07
Jackup IS < 250' WD	5 rigs	7 rigs	—
Jackup IS 250' WD	8 rigs	10 rigs	$137,000.00
Jackup IS 300' WD	2 rigs	5 rigs	$60,300.00
Jackup IS 300'+ WD	1 rigs	3 rigs	$55,000.00
Jackup MC < 200' WD	2 rigs	16 rigs	$22,333.33
Jackup MC 200'+ WD	13 rigs	28 rigs	$44,833.33
Jackup MS < 200' WD	2 rigs	2 rigs	—
Jackup MS 200'+ WD	5 rigs	19 rigs	$84,433.33



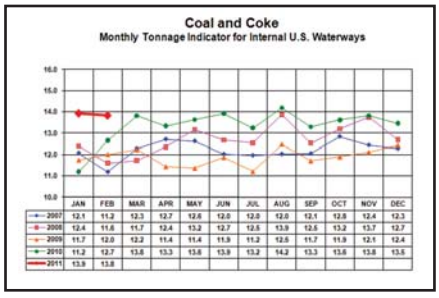
Other Offshore Rigs

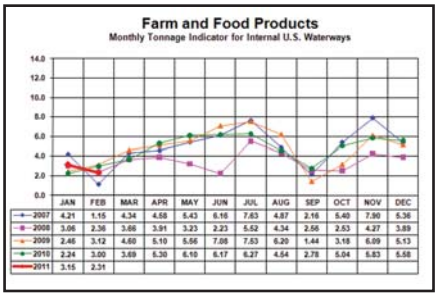
Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Drill Barge < 150' WD	18 rigs	39 rigs	—
Drill Barge 150'+ WD	6 rigs	9 rigs	—
Inland Barge	35 rigs	74 rigs	$46,585.71
Platform Rig	143 rigs	250 rigs	$45,620.83
Submersible	0 rigs	6 rigs	—
Tender	21 rigs	33 rigs	$124,747.00

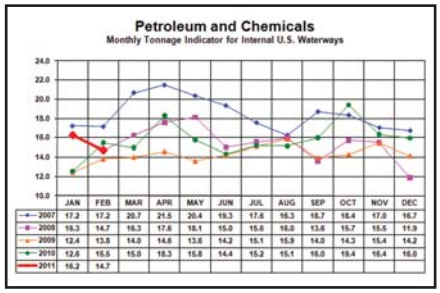


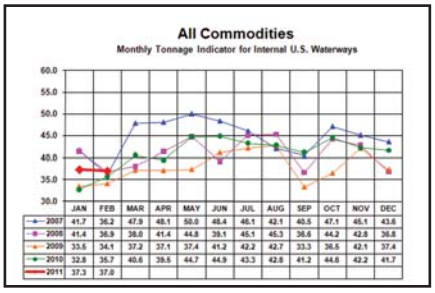
Source: **Rigzone**

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/%
Mar 28	667.00	+16.00	+2.5
Mar 21	651.00	+0.50	+0.1
Mar 14	650.50	-6.50	-1.0
Mar 7	657.00	+8.00	+1.2
Feb 28	649.00	+40.50	+6.7
Feb 21	608.50	+4.50	+0.7
Feb 14	604.00	+2.00	+0.3
Feb 7	602.00	+40.50	+7.2
Jan 31	561.50	+10.50	+1.9
Jan 24	551.00	+0.50	+0.1
Jan 17	550.50	+19.00	+3.6
Jan 10	531.50	-10.00	-1.8

East Coast

Date	$/MT	ch/$	ch/%
Mar 28	652.50	+8.50	+1.3
Mar 21	644.00	-15.00	-2.3
Mar 14	659.00	+4.00	+0.6
Mar 7	655.00	+8.50	+1.3
Feb 28	646.50	+43.50	+7.2
Feb 21	603.00	+4.00	+0.7
Feb 14	599.00	+21.00	+3.6
Feb 7	578.00	+28.00	+5.1
Jan 31	550.00	+15.50	+2.9
Jan 24	534.50	-0.5	-0.1
Jan 17	535.00	+11.00	+2.1
Jan 10	524.00	+4.00	+0.8

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

Indicative World Steel Prices

Indicative prices		Change
SBB HRC world price $/t	826.395	+8
SBB Rebar world price $/t	743.584	-5
SBB World Price Tracker	285.393	+3

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

Bunker Fuel

Port	IFO 380	IFO 180	MGO	Del. Date
Corpus Christi	660.00	690	1000.00	W 2011-03-30
Houston	629.00	671.00	975.00	W 2011-03-30

Source: BunkerIndex.com - http://www.bunkerworld.com/markets/prices

Port	IFO380	IFO180	MGO	MDO	Barge	Updated
New York	647.00	676.00	—	1013.50	$7.50	Mar 30
Houston	642.50	696.00	Pending	1012.50	$7.00	Mar 30
Los Angeles	686.00	706.00	—	1007.50	$5.80	Mar 30

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

Structural Welders and Combo Welders

Job Location: USA, Tacoma, WA

Vigor Marine is one of seven companies in the Vigor Industrial family. We are a fast paced, highly successful ship repair company. Our creative, flexible style allows for individual solutions to unique customer needs. We are equally comfortable responding to an emergency repair job as we are executing a multi-year maintenance agreement. With West Coast-wide operations, Vigor Marine's projects range from voyage repair to complex dry-dockings.

Vigor Industrial LLC is a thriving West Coast provider of innovative industrial services with services that range from ship repair to specialty coatings to water treatment. Our dynamic operations are united by a focus on quality craftsmanship, respect for each individual, and dedication to the task at hand. Vigor Industrial is committed to working in a safe and environmentally-responsible manner. Vigor facilities are located in Everett, Bremerton, Tacoma and Port Angeles, WA; Portland, OR; and Alameda and San Diego, CA.

We are looking for Structural Welders and Combo Welders at our Tacoma, WA yard:

(Must have the ability to perform the essential job duties with or without reasonable accommodation and without posing a direct threat to safety or health of employee or others.)

•Complies with craft and shipyard safety and environmental measures

•Wire welding – must be able to pass a FCAW 3G and 4G with 052 wire prior to job offer

•Performs maintenance, pre-testing, and repair to ensure the structural integrity

•Performs welding, scrapping, burning and grinding as required

•Ability to do general cutting, scrapping, burning, and cleanup

•Carbon arc gouging for cleanup and weld preparation

•Ability to read blueprints and/or sketches, recognizing welding symbols.

•Ability to multiply fractions and decimals as required for use in metric and decimal conversions and measurements

•Ability to communicate effectively as required for the position

Minimum Work Environment Requirements:

•Wear Personal Protective Equipment (PPE) appropriate to current or daily job duties

•Be fit for a respirator

•Carry up to 65 pounds continually, and up to 75 pounds occasionally

•Constantly climb stairs and ladders, up to 200 rungs/steps per hour

•Performs sustained work at various heights, including, but not limited to 100 feet

•Access confined spaces

•Work from one position, seated for 45 minutes, or standing for 2 hours at a time

•Walk to, from and between assigned work areas through out scheduled shift

•Bend, twist, kneel, and reach constantly

•Endure noise, fumes, dust and inclement weather

•Work overtime as needed to meet production demands

Excellent Union Wages and Benefits. You do not need to be a member of the Boilermaker Union to apply, but if you are hired

you will have 30 days to join.
Request an Application:
Call the Job Hotline application – 877-778-6729 and follow the instructions
Email – Recruiter@VigorMarine.com and follow the return instructions
We welcome qualified applicants from diverse backgrounds.
Vigor Marine is an affirmative action employer and drug free work environment.
We are not able to offer sponsorship for this position.
*Vigor - Definition
vig•or (vнgg?r)
•vitality: great physical or mental strength and energy
•intensity: intensity or forcefulness in the way something is done
•ability to grow: the ability to survive, grow, and thrive
synonyms: stamina, staying power, strength
Human Resources
Vigor Marine LLC
OR USA
Email: recruiter@vigormarine.com

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