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Marine News

JULY 2011
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BPA WORLDWIDE BUSINESS

On the Cover

Rig Worries Persist

Despite a flurry of good news indicating a return of business to the offshore GOM, there remain storm clouds on the horizon.

See full story starting on page 34

Photo Courtesy Jac Keo

Correction: *In the June 2011 Insights section of MarineNews, the caption for the image of W&O's iShip FuelProof bunker meter was in error. The caption should have read that the meter provides ship owners/operators with a reading within 0.5% of total custody transfer flow. This clarification is provided at the request of W&O.*

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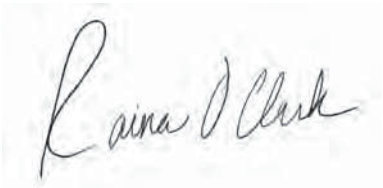
EDITOR'S NOTE

rainaclark@marinelink.com

This edition of *MarineNews* focuses on work boat power and workboat operations. Our feature story takes a close look at a case study involving the Klondike Express, a passenger vessel plying Prince William Sound in Alaska. In this slow moving economy, repowering a vessel can be a viable alternative to a newbuild, but there are many reasons an owner or operator may find themselves considering a major refit of this type. Klondike Express operator (Phillips Cruises & Tours) and vessel designer (Incat Crowther) offer insights into what factors are considered when deciding when and how to repower. Workboat operations are addressed by Capt. Daniel Parrott, instructor at Maine Maritime Academy and author of "Bridge Resource Management for Small Ships." Parrott talks about what makes bridge resource management different for coastal and inland vessels. He describes how even a "team of one" in the pilothouse of a small vessel must thoughtfully manage the incoming and often competing information available.

Before I sign off, I want to thank all the many interesting people I've met over the last few years while researching stories for *MarineNews*. It has been a great pleasure to meet so many of you in person and to have the opportunity to travel to some of the vessels and facilities that are part of the country's maritime industry. This will be my last edition as managing editor for *MarineNews*. I have been writing about the industry in one form or another for the past ten years and will now shift my focus to helping maritime companies reach their target audiences as well as continuing to build greater public awareness of the role waterborne commerce plays in our nation's economy. The latter effort is part of an ongoing project undertaken by the Pacific Northwest chapter of the Women's International Shipping & Trading Association (WISTA), for which I serve as secretary. I encourage those who are interested in this effort, or in WISTA in general, to continue to contact me at raina@rainaoclark.com.



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Tracy Laborde

MarineNews *spoke with Tracy Laborde, President of Laborde Products, Inc., about his background in the marine power industry, how his company is expanding into new geographical areas and the status of the markets Laborde Products serves.*

How did you come to be involved in the industry?

Laborde Products is an engine distributor and we deal with both marine as well as industrial applications and are of course headquartered in South Louisiana, which is in the heart of work boat industry for the nation. About 50% of our business comes from the marine industry. My father, John P. Laborde, was a founder of Tidewater Marine Service and served as their Chairman and CEO for many years. I have three brothers all engaged in the marine industry operating supply vessels in the Offshore Oil and Gas Industry and now three of my four sons are also in the marine industry. I am not surprised that I find myself heading up an engine distributor business that has a focus on the marine industry, but I started my career in the banking industry, a background that serves me well in the day to day activities of running our engine business.

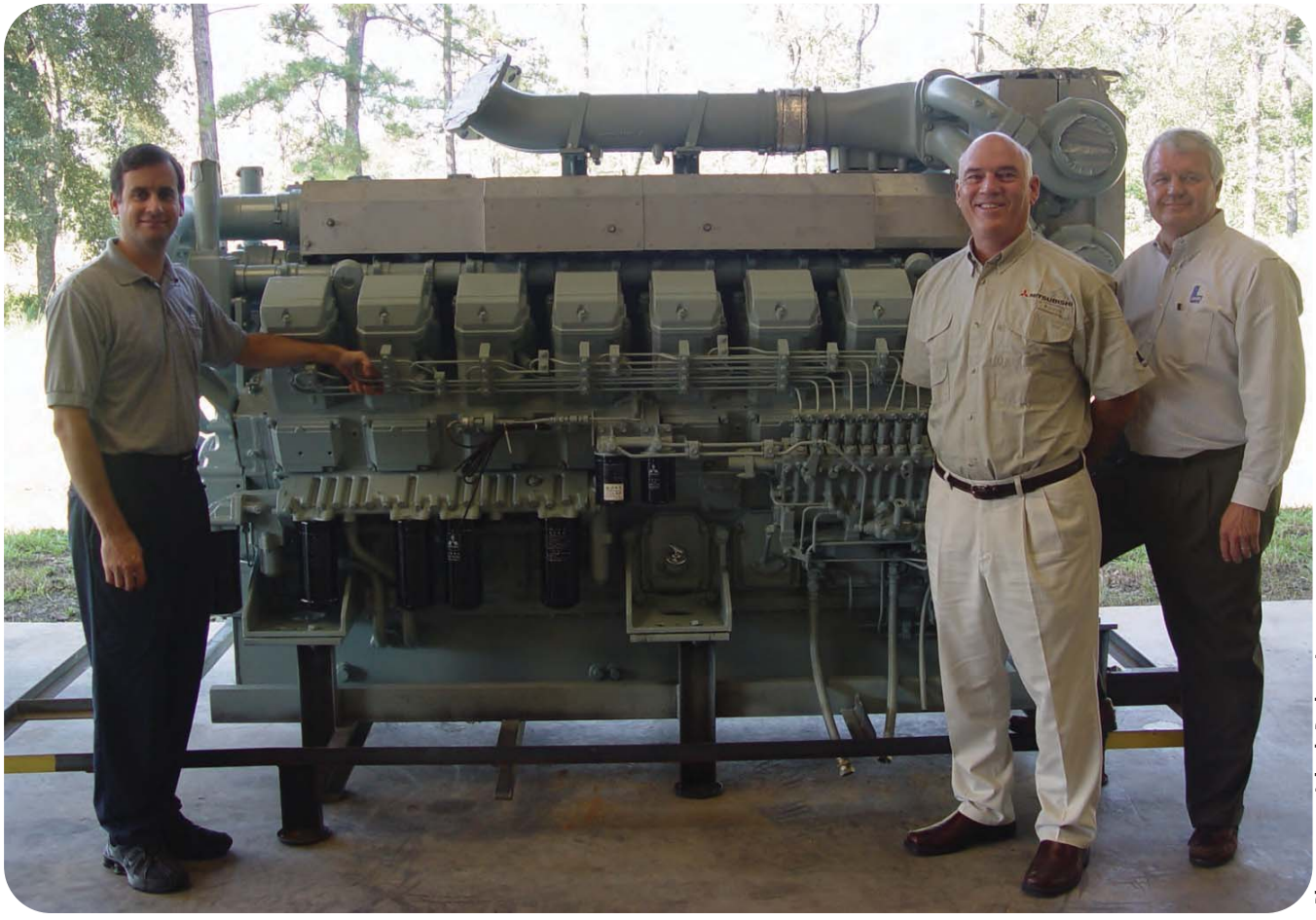

Photo courtesy Laborde Products, Inc.

(left to right) Chris Cerullo, Marine Manager; Tracy Laborde, President; and Doug Oehrlein, Chief Operating Officer in front of a Mitsubishi Marine Propulsion engine model S16R-Y1MPTA rated at 1,568 hp @1,600 rpms.

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"The BP oil spill was a tragic event, and certainly disturbing to all of us that live along the Gulf Coast, but the real damage to the Gulf Coast economy has come from the overreaction of the current administration, not from the spill itself. Shutting down deep-water drilling has cost thousands of jobs and millions of dollars in opportunities"

Describe the market you serve and what the outlook is right now.

We acquired the company in 1998 and at that time we represented Yanmar Marine and Industrial engines in a five state area. Yanmar is a wonderful marine product, but it's best known in the U.S. market for recreational applications. Our senior management team decided immediately, if we were going to be successful in the Gulf Coast marine industry, we were going to have to secure engines for commercial applications. We have been successful in securing the right to represent Mitsubishi Heavy Duty Marine Propulsion engines in the 400 - 1,500 hp range as well as Fiat Power Train Technologies high speed engines for commercial applications and we have been instrumental in getting Yanmar to allow us to use some of their engines in light-duty commercial applications. As a result we have tripled the size of the company and been able to grow the business in spite of some current economic trends. We are very optimistic about an improving marine engine market as we plan for 2012 and beyond.

How is your company investing for the future?

We have recently added a second facility, located in Channelview, Texas, to support our Texas based customers. As a sales and marketing company, we are also expanding our sales team with sales offices in St. Louis, Houston, New Orleans, Central Louisiana and soon in Florida. We also have a full-time Dealer Development Manager, who is focused on building our parts and service dealer network. Our mission statement talks about having the "right product" for the application, and then the "right service" and the "right parts support" to make sure that we keep our customers' engines running. We think of the engine business being somewhat like a three legged stool. Our legs are "right product", "right service" and "right support" and we understand that if we allow anyone of these legs to fail, the entire stool comes down. We are investing in making sure that we have a solid foundation in these three important areas.

What are the top priorities for your company for the short and long term?

We believe we represent some exceptional companies and engine brands, but we clearly understand that we are the new guy on the block. Accordingly, both the short term and long term top priorities of our business is to expand the brand recognition of our suppliers' products by making sure that we have selected the right engine for a customer's application and that the application is done correctly, then making sure we have the right parts and service support in place to keep that engine working. We believe if we do that, our business will continue to grow.

How is legislation impacting your company?

The BP oil spill was a tragic event, and certainly disturbing to all of us that live along the Gulf Coast, but the real damage to the Gulf Coast economy has come from the over reaction of the current administration, not from the spill itself. Shutting down deep-water drilling has cost thousands of jobs and millions of dollars in opportunities for people living in South Louisiana and the Gulf Coast States. Add to that the events in the Middle East and Japan, and it seems clear that unless the current administration, or the one that replaces it, is willing to embrace safe and efficient drilling in the United States that we will all need to prepare for $5-10 gasoline. We have recently read that the U.S. Geological Service new reports on oil reserves has indicate that there is sufficient oil in the ground to eliminate all American dependence on foreign oil if legislators would encourage and embrace more domestic drilling. While we embrace renewable energy sources like wind, solar and others, legislators need to understand that this economy isn't going to be able to run without oil in the foreseeable future.

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Developed in conjunction with the British Columbia Ferries Services Inc., the ADIS system for vessels defines the position of the static water plane relative to the vessel. In this way the position of any part of the ship relative to the water plane can be accurately established. draft, freeboard, heel and trim are easily measured, remotely and in real-time. ADIS defines the position of the water plane of the vessel relative to the position of the hull by accurately measuring the distance from four known positions on the hull to the mean position of the water surface. Multiple measurements are being made continuously, which average out ripples, waves and the wake of passing vessels. The ultimate accuracy of the system as it is usually deployed is better than ± 3mm of draft or about one eighth of an inch. A typical installation consists of four ADIS ultrasonic transceivers mounted on a vessel's hull fore and aft, port and starboard. They are directed at the water surface, and

are usually about one to one and a half meters above the water in the fully laden condition. The transceivers are connected to a central processing unit by twin twisted pair cables. The CPU contains a dedicated processor that takes signals from the transceivers and the vessel's GPS unit. It combines these with information about the vessel's dimensions, and computes the position of the water plane in real-time. This information is immediately available for processing and analysis. From this, the ADIS software calculates freeboard, draft, list, trim, tonnes to go and any other parameter of interest to the master. The information is sent to a bridge display. The data can also be provided to a voyage data recorder. Unlike other models, ADIS sensors are mounted outside the hull above the waterline looking down.They are easily accessible for installation or maintenance and there are no through-hull penetrations. Other benefits include improved fuel efficiency and handling. Vessels trimmed properly by the bow consume considerably less fuel. An incorrectly trimmed high-speed ferry may burn seven percent more fuel than the same vessel properly trimmed at the same speed. The ADIS can also prevent hogging and sagging that occurs in long, narrow ships, such as those on the Great Lakes. These types of vessels, if not carefully loaded in the correct sequence, can develop increased draft amidships (sagging) or increased draft at the bow and stern (hogging). In an extreme situation, the hull girder can fail. draft can also be optimized to allow for minimal clearance across the threshold of locks. Customers currently using ADIS include the U.S. Navy, for attitude control on floating missile launch platforms; British Columbia Ferries Corporation; Washington State Ferries; and the Alaska Marine Highway.

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Fireboat for Chicago

In April 2011, The Chicago Fire Department took delivery of a new Fireboat to replace the aging Victor L. Schlaeger. The vessel was named in memory of Firefighter Christopher Wheatley, who lost his life in active duty in 2010. The new vessel was designed by Robert Allan Ltd., naval architects of Vancouver BC, and was built by Hike Metal Products of Wheatley, Ontario. This fireboat is one of several fireboats designed by Robert Allan Ltd. and built in Canada for U.S. cities in recent years, signifying one of the few market segments available to Canadian shipyards under the Canada-US Free Trade Agreement. The new fireboat sailed under its own power from Wheatley to Chicago through the Great Lakes.

The fireboat was designed and built to operate year-round in Lake Michigan, the Chicago River, and surrounding harbors, which includes up to one foot of first year ice. The combination of a very shallow operating draft and an equally limiting air draft presented a significant design challenge, especially regarding weight estimation: if too heavy the vessel would near the bottom of the shallow river; if too light it would run afoul of the numerous low height bridges that grace the Chicago River through downtown Chicago. The new fireboat will be used to respond to any firefighting, rescue, hazmat decontamination, dive support operations and other waterway related responses. The Christopher Wheatley was built in accordance with American Bureau of Shipping regulations for steel vessels, but was not so classed. The vessel was also designed to comply with NFPA Type III Standards for fireboats. The propulsion machinery consists of a pair of CAT C32 high-speed diesel engines each rated 1,081 kW at 2,300 rpm. These each drive a fixed pitch, 1,371 mm diameter propeller through a ZF model W4610 reverse-reduction gearbox. The fire-fighting capability is provided by two completely independent pump engines, also CAT model C32 diesels, each rated 745 kW at 1,800 rpm and driving an FFS model SFP250 x 350 fire pump, rated 7,000 gal per hour at 150 psi.

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Photo courtesy Robert Allan Ltd

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Requirements Revisited for

Casualty Reporting

By Randy O'Neill

Much has been written, discussed and debated about marine casualty reporting requirements. I addressed the issue in the June 2009 edition of *MarineNews*. The reporting requirement still generates considerable confusion and the downside of not reporting a marine casualty to the Coast Guard, or the more frequent occurrence of delayed reporting, can be considerable to the involved mariner.

46CFR §4.05-1(a) requires the owner, agent, master or person in charge of a vessel involved in a marine casualty to give notice as soon as possible to the nearest Coast Guard Safety or Marine Inspection Office if the casualty involves either a grounding which creates a hazard to the safety of the vessel, navigation or the environment, or an occurrence materially affecting the vessel's seaworthiness or fitness for service; or death or serious injury or damage to property greater than $25,000. Content of the notice is specified in 46 CFR §4.05-5. A subsequent written report on Form CG-2692 must be made within five days of the casualty as per 46 CFR § 4.05-10. The phrases "as soon as possible" and "damage to property greater than $25,000" are central to many of the marine casualty reporting problems encountered by U.S.C.G. license holders. And those faulty interpretations could change a relatively minor incident into a major license suspension and revocation (S&R) action, and/or the levying of civil penalties of up to $100,000 and 10 years imprisonment.

Clearly, the "as soon as possible" reporting requirement to the Coast Guard takes into consideration the affected mariner's incident scene on-site responsibility, and thus stipulates, "immediately after the addressing of resultant safety concerns." [46 CFR § 405-1(a)].

A recent grounding incident presents a good example of the proper sequence of actions taken by the affected ship's master immediately following the incident.

After hearing a noise and feeling a shudder/vibration, the master of a bulk carrier had his crew check the forepeak where no damage was found. He then checked with his engine room team to see if the noise and vibration had emanated from the machinery and was told they had experienced no problems. He checked the ballast tanks which were found to be fine, but he continued sounding the tanks and eventually discovered water in the starboard tank, indicating that the ship may have come in contact with a submerged object. Upon this discovery, he notified the Coast Guard, began damage control and continued his tank inspection before going to anchor. The Coast Guard arrived and asked the captain for a statement which he gave after consulting with his maritime attorney assigned to him by his license insurer (MOPS) who also assisted him in the preparation of the CG-2692 form.

The investigation of the incident continues, but no charges have yet been brought against the master. But if they are, his prompt reporting of the incident after handling his immediate on-site responsibilities will serve him well in any future proceedings.

Guestimates Are Dangerous

Our second case involves a dock allision and the difficult task of determining if the monetary damage to the affected property meets or exceeds the $25,000 reporting threshold as specified in 46 CFR § 4.05-10. This case involved the hard landing of a passengerless ferry which caused what the ferry's captain deemed to be minor damage to the affected dock, not meeting the $25,000 damage reporting requirement. As a result, he did not report it or complete and submit a CG-2692. To his dismay, however, estimates to repair the dock damage did indeed exceed the $25,000 threshold and, as a result of not reporting the incident, the ferry's captain had a Letter of Warning (LOW) placed in his U.S.C.G. file. While the two aforementioned incidents are significantly different, the one common denominator is the responsibility to report them to the Coast Guard. The tanker's master wasted no time alerting authorities, while the ferry captain relied on his own judgment to assess the dock's repair cost and, unfortunately, guessed wrong leading to his LOW. Our long experience defending licensed maritime officers involved in marine casualties of all descriptions has led us to keep it simple when providing counsel on the Coast Guard notification subject: **When in doubt, report it.**

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Must Reflect Current Costs

By Frederick B. Goldsmith

Employees who spend 30% or more of their work time as members of the crew of commercial vessels in navigation are generally considered "seamen" under the federal statute called the Jones Act. Under this law, seamen (or their survivors) are entitled to bring a negligence claim in a lawsuit against their employer if they are injured or killed due to their employer's negligence. Under the "general maritime law," seamen are also entitled to assert in a lawsuit an "unseaworthiness" claim against the owner of the vessel upon which they are working. This is a strict liability claim and if the seaman proves the vessel was unseaworthy, or "not reasonably fit for its intended purpose," and this condition caused the seaman's injuries, then the seaman will prevail. The damages the seaman may recover under either of these claims include past and future lost earnings and earning capacity; medical expenses; and pain, suffering, disability, and disfigurement.

Apart from their ability to bring negligence and unseaworthiness-based claims for damages, if seamen become ill or injured while in service of their ship, they are automatically entitled (without having to bring a lawsuit) under the general maritime law from their employer to "maintenance and cure." "Maintenance" is reasonable and necessary food and lodging expenses. "Cure" means medical expenses actually incurred with the providers of their choosing. Maintenance and cure are, with a few exceptions, payable by the employer to the seaman until the seaman has reached "maximum medical improvement," which means the point when they are cured or healed, or further care will not improve their function or will simply be "palliative," or intended to relieve pain.

While maintenance and cure are similar to workers compensation benefits, in that the seaman need not show anyone was at fault to receive maintenance and cure, seamen are not covered by any state or federal workers' compensation act. The collective bargaining agreements of unionized seamen often specify a maintenance rate. Many courts enforce these bargained-for maintenance rates, although some do not. In the absence of a collective bargaining agreement-specified maintenance rate, though, is it legal for an employer to pay a standard maintenance rate, perhaps a rate the employer and many other maritime employers in the region have been paying for years? It depends, but the answer is "likely not."

In the recently-decided case of Borders v. Abdon Callais Offshore, LLC, Judge Lance M. Africk of the U.S. District Court for the Eastern District of Louisiana held the employer acted arbitrarily and capriciously in paying its injured seaman a standard maintenance rate of $15.00/day, a rate the Court found was standard in the 1970s and early 1980s. The Court awarded the seaman a $40.00/day maintenance rate, retroactively, and also his attorney's fees for his efforts in securing the higher rate.

The Court explained the methodology for calculating a seaman's maintenance rate, as follows:

First, the court must estimate the seaman's actual costs of food and lodging, as well as the reasonable cost of food and lodging for a single seaman in the locality where the seaman lives. To recover maintenance, the seaman must produce evidence to allow the court to estimate his actual costs. In determining the reasonable costs of food and lodging, the court may consider evidence of the seaman's actual costs, evidence of reasonable costs in the locality or region, union contracts stipulating a rate of maintenance or per diem payments for shoreside food or lodging while in the service of a vessel, as well as maintenance rates awarded by courts in other cases in the same region. A seaman's burden of production in establishing the value of maintenance is "feather light." This means the seaman's testimony alone as to reasonable cost of room and board in his community is enough. Lodging includes those

expenses necessary for the provision of habitable housing, including utility costs. A seaman need not present evidence of the reasonable rate; a court can take "judicial notice" of the prevailing rate in the region. After calculating the seaman's actual costs and the reasonable costs in the region, the court then compares the two. If actual costs exceed reasonable costs, the court awards reasonable costs. Otherwise, it awards actual costs.

In the Borders case, the seaman testified he paid $1,200 per month to a third party for food and lodging for a few months, and also proffered an affidavit stating that after he moved into a mobile home, he paid $1,200/month for food and lodging, plus $400 to $500/month for utilities, for total food and lodging expenses of up to $1,700/month or $56.66/day pro-rated for a 30-day month.

The seaman's employer challenged the seaman's claimed expenses, arguing that because the seaman had not produced invoices or receipts for electric, water, gas, or food, he should not be believed. The judge was not swayed by this argument. He noted the seaman's burden of producing evidence of expenses is "feather light," and that applicable law entitled him to award reasonable expenses, even if the seaman fails to conclusively prove the precise amount of his actual expenses. Judge Africk also found that "[i]f a seaman would incur the lodging expenses of the home even if living alone, then the entire lodging expense represents the seaman's actual expenses."

The Court discussed how the employer's own evidence in this case showed it should be paying $330/month for food, $375/month for lodging, and on average $400/month for utilities, or $1,105/month or about $37/day over a 30-day month. Considering the seaman's actual expenses and recent awards by courts in the region in the $30-40/day range, the Court found

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the seaman's requested $40/day maintenance rate reasonable, and since the seaman's actual expenses did not exceed reasonable expenses, it held the seaman was entitled to a $40/day maintenance rate.

Finally, the Court described how an employer is liable for punitive damages and the seaman's attorney's fees if its failure to pay maintenance and cure is "callous and recalcitrant, arbitrary and capricious, or willful, callous, and persistent." The Court found this employer arbitrary and capricious in failing to pay a reasonable maintenance rate, a rate which was standard in the late 1970s and early 1980s. While conceding the employer may have legitimately questioned the seaman's claimed $40/day rate, the Court wrote the employer "offers no evidence whatsoever" to show the rate it is currently paying, $15.00 per day, is currently reasonable. "In fact," the Court wrote, "the minimum reasonable rate for a seaman in plaintiff's locality based purely on the defendant's figures - $11.00 per day for food, $11.00 per day for rent ($330 prorated over 30 days), and no allotment for utilities - would be $22.00 per day, nearly 50% more than what defendant actually paid plaintiff." The Court went on to find the employer "unjustified in making maintenance payments at a rate that was standard thirty years ago," and the seaman entitled to attorney's fees occasioned by the "underpayment of maintenance."

Fred Goldsmith, licensed to practice law in Pennsylvania, West Virginia, and Ohio, focuses on admiralty & maritime, railroad, oilfield, personal injury and death, 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.

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Kvichak Delivers Ferry

Kvichak Marine Industries delivered the AquaLink II to Long Beach Transit (LBT) in California. Designed by Incat Crowther of Australia, this is the second vessel built by Kvichak for LBT. Both vessels are operated by Catalina Express shuttling visitors and commuters between the Long Beach downtown/waterfront area to Alamitos Bay Landing. AquaLink has been in operation by LBT since 2001. AquaLink II, an all-aluminum fully-enclosed catamaran is powered by twin Cummins QSM 11 diesel engines, rated for 610 hp at 2,300 rpm, and fitted to ZF 360A marine gears. The 74-passenger catamaran will operate at a service speed of about 25 knots with a crew of two.

WSF: 60 Years of Safety

Washington State Ferries (WSF) is launching a program to recognize the hard work and care that goes into keeping passengers and crew members safe. Teams of ferry employees who achieve the goal of having no injuries in a three-month period will fly a green and white WSF safety pennant at their worksite. This week also marks the 60th anniversary of the ferry system.

USPS Salutes Merchant Marine on Stamps

The Postal Service will salute the U.S. Merchant Marine on four forever stamps July 28 at the U.S. Merchant Marine Academy in Kings Point, N.Y. Admission is free and the public is welcome to attend the 11:30 a.m. dedication ceremony that takes place in the Ackerman Auditorium, 300 Steamboat Rd. Since the founding of the republic, the United States has looked to the commercial maritime industry for much of its growth and security. This issuance pays tribute to the U.S. Merchant Marine, the modern name for the maritime fleet that has played this vital role. The four-stamp design on this pane features types of vessels that have formed an important part of this history: clipper ships, auxiliary steamships, Liberty ships and container ships.

Image courtesy U.S. Postal Service Headquarters

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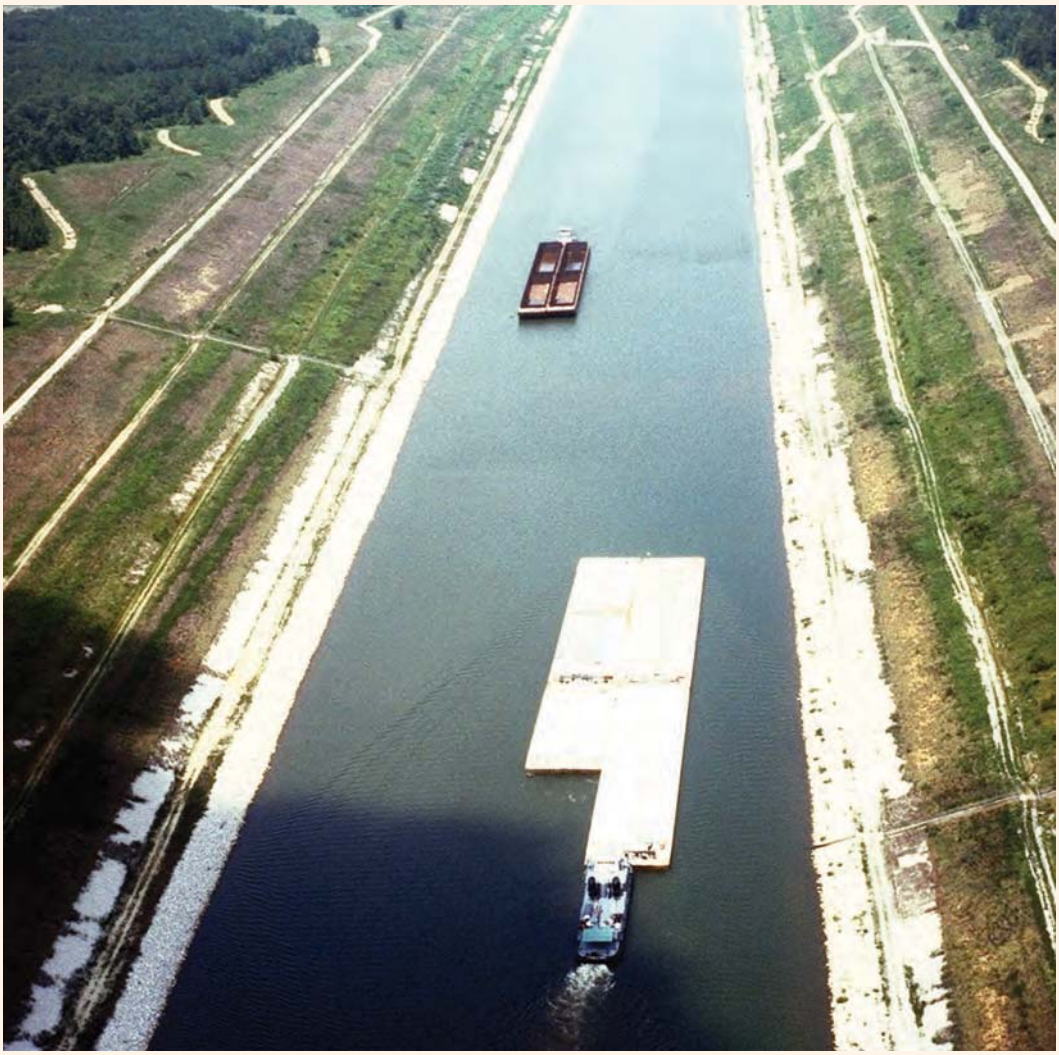
Tennessee-Tombigbee Waterway

The Tennessee-Tombigbee Waterway (more commonly referred to as the Tenn-Tom) is a 234-mile long artificial waterway connecting the Tennessee River and the Tombigbee River. The north end connects to the Tennessee River near where the borders of Tennessee, Alabama, and Mississippi coincide. The south end connects to the Tombigbee River near its confluence with the Black Warrior River at Demopolis, Ala. A waterway from the Tennessee River to the Gulf of Mexico was first suggested during the colonial era and again in the 1870s. Initial funding for the project was first provided to the U.S. Army Corps of Engineers in 1971. The work was completed and the waterway opened for business in 1984. It includes ten locks and dams. Near the north end of the waterway is the Divide Cut, where large quantities of earth were excavated to provide access between the two watersheds. It is also where the community of Holcut, Miss. was previously located. Holcut was the only community that was entirely acquired and removed during the construction of the waterway. When finished, the waterway was the largest earth-moving project in history, requiring excavation of more than 300 million cubic yards of rock and soil. The south end of the waterway is 341 feet lower than the northern end. There are 17 public ports and terminals located along the Tenn-Tom waterway. The major cargoes carried on the waterway are coal and timber products. The Tennessee-Tombigbee ships as much as 1.2 billion ton-miles of commerce each year at an annual savings of nearly $100m in transportation costs.

A MaritimeProfessional.com post by Dennis Bryant



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Two-way passing traffic in the Tennessee-Tombigbee Waterway.

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Repowering the Klondike Express

Workboat Power

Repowering with new engines is often a way to get a nearly new vessel for much less cost. Recently, the Klondike Express, a 137-ft, 342 passenger catamaran ferry, operated by Phillips Cruises & Tours, LLC, underwent a major refit and emerged a practically new boat.

"What we did was a little unconventional," said Gary Sommerfeld, Manager of Marine Operations at Phillips Cruises & Tours. "Most fast ferries of Klondike's size use more intermediate rated engines." After a careful study, the Klondike Express was ultimately refitted with a pair of MTU 16V4000 M63L engines. The original engines were M70s, and the newer version, the M73 was considered for the refit as well. Sommerfeld said the M73, is a very popular engine, however, the Klondike was refitted with the M63L which has a higher displacement. "We put a tugboat engine into a fast ferry, although it serves as a tour boat," Sommerfeld said. "Our reason was based on the feeling that the workboat engine would be more reliable."

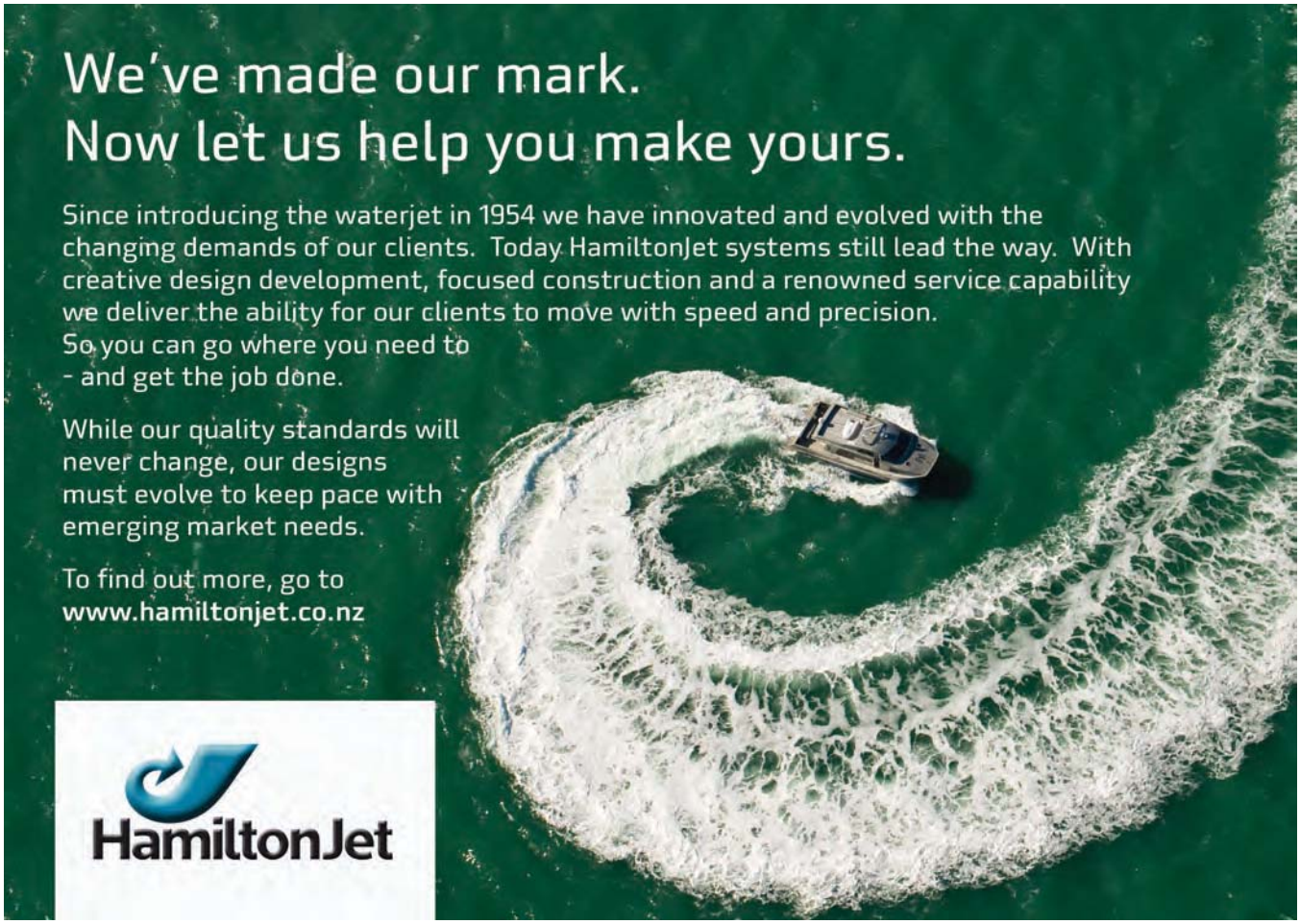
"The boat was custom built for the tour that it does daily, May through September, in Alaska," Sommerfeld said. Nichols Brothers Boat Builders launched the Klondike Express in 1999 and ever since the five-hour-long 26 Glacier Cruise has been the Klondike's primary purpose. For the cruise, the Klondike Express runs from Whittier, Alaska to Esther Island, College Fjord and Harriman Fjord for glacier and wildlife viewing. In the off season it has been assigned to different charters as a fast ferry in San Francisco and Washington state, and has been employed as a private charter for Princess Cruises, shuttling the cruise line's passengers back and forth in Prince William Sound.

"The original engines, the M70s, were supposed to be more toward the continuous rating," said Sommerfeld, but still serve a slightly intermittent rating. However, the

original engines were plagued by multiple failures, including one the very first year, he said. After suffering two failures in the original engines' final year, the vessel's operator decided it was time to look into their options.

"We had an MTU factory rep. come out and he and I sat down and talked about the problem. He recommended the same series, but a different model, the M63L, a workboat engine, with much more of a continuous rating/duty cycle. It's really built for tugboats. The drawbacks were that it's a much heavier engine and has a different operating speed (the M70 was 2,000 rpms and the M63L is 1,800 rpms). The engine speed was only

The Klondike Express, operated by Phillips Cruises & Tours, runs the 26 Glacier Cruise in Alaska.
Photo courtesy Phillips Cruises & Tours, LLC



a problem because we had to replace the reduction gears. That's when we brought in Incat," Sommerfeld said, the naval architecture and design firm that originally designed the Klondike Express. Incat Crowther was commissioned to study the issue and recommend the best solution to the vessel's propulsion problem.

Brett Crowther, Managing Director at Incat Crowther said, "We looked at the possibility of rebuilding the existing engines. We looked at a bunch of engine options from MTU and Caterpillar in terms of the existing waterjet impeller that's in the boat, the gear box, and what modifications were required to actually fit the engine onto the existing engine base structure. We had to look at all those things to come up with a recommendation."

Crowther said they understood that accessibility of local maintenance was a big factor in the operator's decision. "Being in Alaska and being fairly remote, you're somewhat limited in the support you can get for your machinery. So we really only looked at two options seriously," Crowther said. "We looked at alternate MTU engines and we also looked at Caterpillar engines. Those were the preferred brands of the operator because they felt they could get the service they needed in their location. And those brands have engines that are suitable for the job in terms of horsepower and physical size."

Sommerfeld agreed that both Caterpillar and MTU engines matched approximately the horse power to weight ratio and engine room space requirements.

Incat's final recommendation, to refit the Klondike with a pair of MTU 16V4000 M63L engines, was accepted and the work was completed at Seward Ship's Drydock in Seward Alaska over the course of this past winter. Incat Crowther's recommendations also included replacing the gearboxes with new units consisting of a revised output ratio. The original ZF BU755 boxes were replaced with current model ZF 7650NR units with a custom ratio. The custom ratio allowed better matching of the jet to the engine output without the need for propulsion changes or major

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Refit work on the Klondike Express. Photo courtesy Phillips Cruises & Tours, LLC

structural work. The new gearboxes were also fitted with custom mounting feet, replicating the previous foundations.

The Klondike Express completed sea trials in April and began service on the 26 Glaciers Cruise on May 1.

"We are extremely happy and the performance is exactly as Incat Crowther predicted, and even better in certain aspects," said Sommerfeld. "We maintain our speed throughout the load range."

The refit actually reduced the vessel's top speed, Sommerfeld said. "We went from a top speed of 38 knots down to 36.5 (light ship). That was expected. But our fully loaded speed with the old engines was 31 knots and it's 34 knots now. So we don't lose speed with the load."

Crowther said they predicted the fully loaded speed with the new engines would actually reach only 33 knots, so the sea trials exceeded expectations.

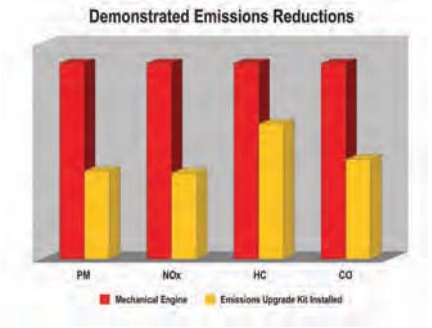
Summerfeld said that with the new gear couplings, reduction gears and re-alligned jets, "the boat runs smoother and the engines are quieter."

Crowther said his design firm recommended re-engining the boat, rather than refurbishing the original engines, because "over the projected life of the boat that was a better cost option in terms of projected maintenance costs and fuel consumption." Most vessel owners find they're better off refitting with new engines than refurbishing the old, he said. "You look at the Klondike, those engines were 12 years old with a lot of miles," and a hard service life, running at high speeds working everyday. "To rebuild one of those is a huge cost and quite often its better just to pull it out and put another one in."

"We probably do [re-engining projects] almost on a monthly basis," Crowther said. "In Australia, for example, there's a company called Fantasy Cruises which probably has a fleet of 12 vessels and we've helped them with the re-engining of their boats."

"Each project we do is unique to its location and unique to its owner's particular requirements. Obviously fuel consumption has become more of an issue. We're getting a lot of requests from operators to minimize the fuel consumption as far as we can." In North America, besides some newbuild programs on the East, West and Gulf Coasts. Crowther said "We've been doing a fair bit of work for the Golden Gate Ferries company," where the design firm is working on a repowering project for the Mendocino, a 148-ft ferry, also originally designed by Incat Crowther.

Cat Emissions Kits Get EPA Certifiction



Caterpillar Marine Power Systems and Caterpillar Emissions Solutions announced that the U.S. EPA has certified Cat 3500 Series Marine Emissions Kits according to EPA Rule 40 CFR Part 1042. This Marine Remanufacture Program applies to many commercial engines flagged or registered in the U.S., and the requirements include a 25% particulate matter reduction at overhaul. By replacing the mechanical unit injector system and other associated components on the engine, the upgrade kits offer vessel owners an in-hull solution that exceeds the requirements and offers operational benefits.

Yanmar Power Universal's Water Taxis at 12K Hours

The water taxis at Universal Orlando Resort are hard-working craft, running all day, every day of the year. Yanmar 4JH5E diesels power four of the taxis, two of which have logged more than 12,000 hours each. A new boat using the Yanmar 54 hp engine, supplied by Mastry Engine Center, is also under construction. The free taxis run between Universal City Walk and the onsite Royal Pacific Resort, Hard Rock Hotel and Portofino Bay Hotel. The 40-ft canopied boats, accommodating 50 passengers, work from park opening until after midnight, 365 days a year. Adding to the stress is a docking maneuver that includes a hard turn, running the engine forward while taking on passengers, then spinning the drive 180° to reverse the process. The 4-cylinder, water-cooled 4JH5E engines are EPA Tier III compliant and feature direct injections.

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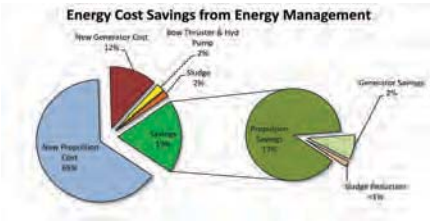
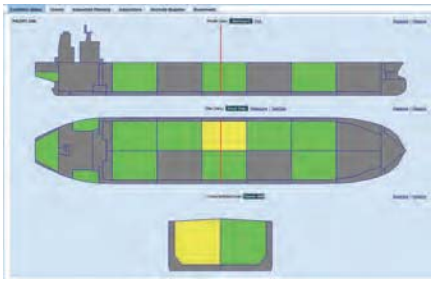


A graphical display of energy usage and savings prepared by Alaris Companies.

Alaris Companies specializes in investment grade energy audits providing the tools necessary to reduce energy consumption and cost. A high emphasis is placed on establishing a baseline of energy consumption to determine an operating energy profile of a vessel or a fleet. After a baseline is established, energy conservation measures (ECM's) are recommended and evaluated by cost savings. Further analysis is done to determine the baseline consumption cost associated with each main component and the savings of each component if all ECMs are implemented. In addition to cost savings, Alaris provides the baseline for emissions and the reduction associated with the implemented ECM's. Each ECM investment is categorized by initial cost, initial savings, payback period, ROI and 10 year NPV. When implemented, the short term ECMs can provide immediate savings. Alaris also takes into consideration long range investments. Savings projections are calculated with emissions regulations considered and further recommendation reflect those considerations. Long range investments include, but are not limited to: main propulsion or auxiliary engine upgrade, propeller nozzles, utility power conversion and implementation of recommended ECMs.

ABS Nautical Systems' Hull Inpection Tool



ABS Nautical Systems' Hull Inspection software is a browser-based tool that enables an organization to track the structural condition of a vessel throughout its service life. This system enables officers onboard, prior to any tank inspection, to have a clear overview of the tanks' arrangement through the actual vessel's construction drawings, while highlighting structural details representing hot spots and critical areas in need of particular attention. Hull Inspection also enables owners and operators to systematically examine and grade the hull structure of each vessel, providing fleet-wide statistics and defects/maintenance trends. The Hull Inspection program includes a manual, outlining areas to examine; tools for scheduling, recording and reporting inspections; and identification of critical areas for on-going monitoring. Euronav was the first adopter of ABS Nautical Systems' Hull Inspection module.

Edoc Makes Upgrades to Helm Onboard

Slated for launch at the end of 2011, Helm Onboard, with sub modules Captain's Log, Crew Pay and Maintenance, will continue to send and receive data, automatically process data and trigger events on shore. The new release of Onboard has upgrades including ensuring that each vessel in the fleet will receive only specific information pertaining to that vessel, reducing bandwidth requirements and accelerating data transfer. Other upgrades will allow Onboard to be more adaptable for customization, further reducing costs to end-users. Where Onboard hasn't changed is its ability to operate disconnected from the Internet and the touch screen interface. Edoc's goal for the new Onboard is to require zero training for users. The new Helm Onboard will be completely decoupled from Edoc's shore-side Helm system, which will allow non-Helm users to implement Helm Onboard in their respective fleets.

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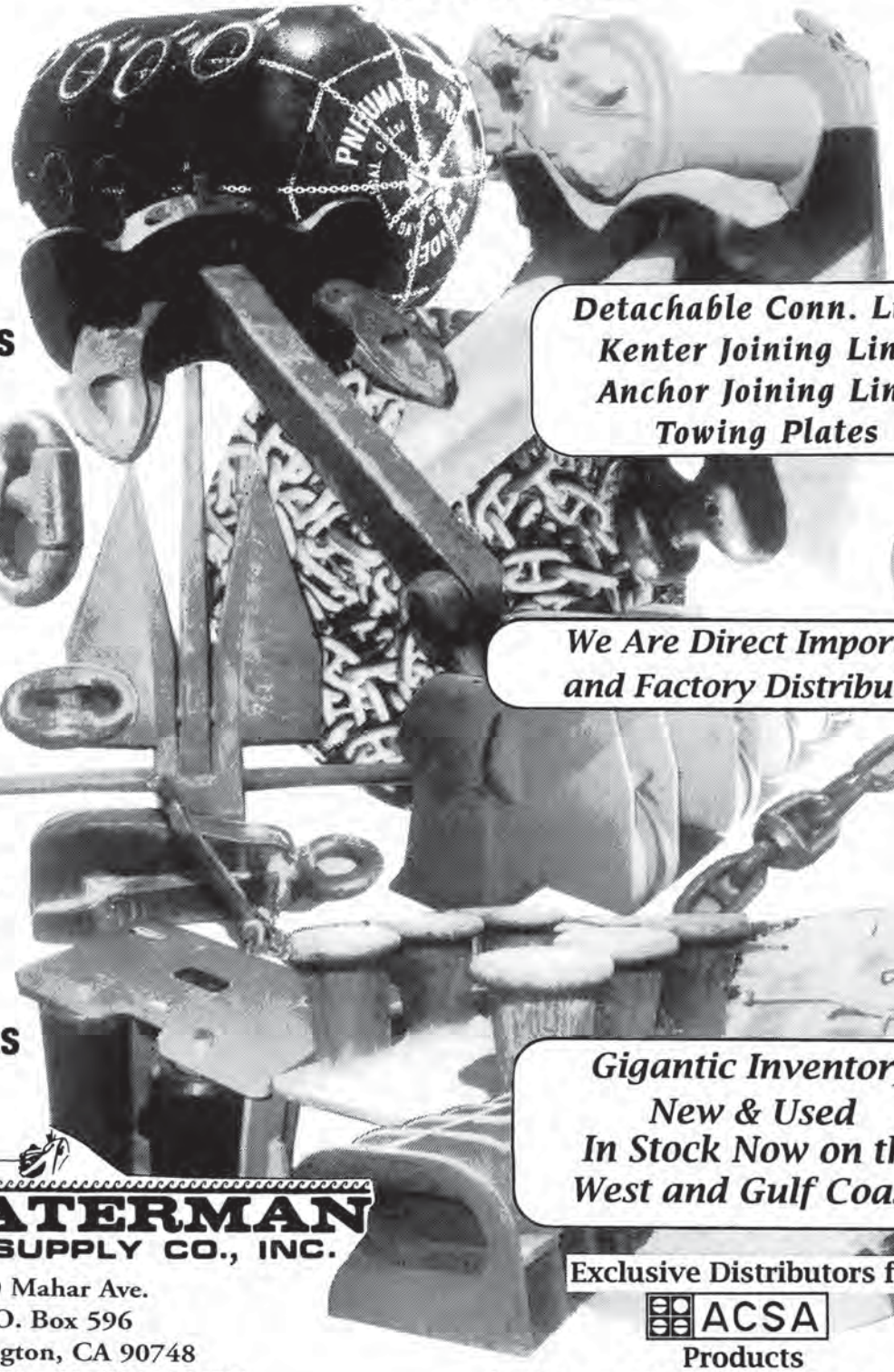

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Rig Worries Persist

By Susan Buchanan

Life is looking up for the Gulf of Mexico's marine industry following new oil discoveries and a flurry of rig permits this spring. Louisiana's Port Fourchon, the leading oil-and-gas terminal in the Gulf, has been busy in recent months.

Deepwater rigs are getting back to work but at least seven of them have left the region for other nations. Shallow water permitting remains sluggish in the Gulf.

Oil-and-gas operators and industries serving them want the Obama Administration to accelerate its rig permitting process.

Gulf maritime companies are just beginning to recover from the federal drilling moratorium that ended last October, and no one's planning a party or hiring a brass band to celebrate recent progress.

As for new finds off Louisiana's coast, Boysie Bollinger, chairman and chief executive officer of Bollinger Shipyards, Inc. in Lockport, La., said "these discoveries show that if they let us drill, we can do it safely and find oil and gas."

But, he added "it will take much more activity than a successful well to turn this industry around."

One major concern, he said, is that "more and more drilling equipment is leaving the Gulf for other areas of the world."

In mid-June, Transocean announced that two of its floating rigs will exit the Gulf for Africa's coast, and they'll follow two other company rigs that departed. Diamond Offshore in June said its Ocean Monarch rig would leave the Gulf to work for BP in Vietnam this fall.

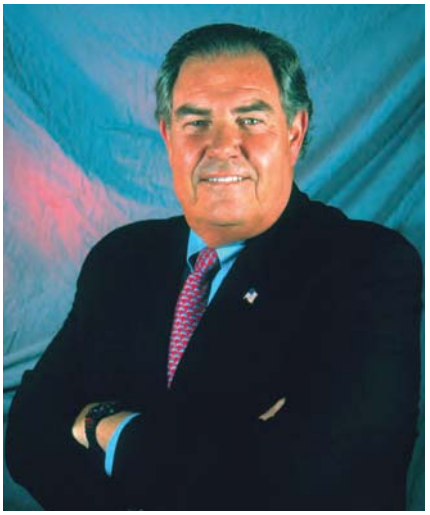
A Tidewater rig that said goodbye to the Gulf during the moratorium has returned, however, and two others that migrated overseas might come back later this year, according to their owners.

ExxonMobil Exploration Company used the Maersk Developer semi-submersible drilling rig, shown here in a photo from Maersk, to drill ExxonMobil's first post-moratorium deepwater exploration well in the Gulf of Mexico.

(Photo: Business Wire)

These discoveries show that if they let us drill, we can do it safely and find oil and gas.

Boysie Bollinger, chairman and CEO, Bollinger Shipyards, Inc.



Big finds off Louisiana's coast

Don Briggs, president of the Louisiana Oil and Gas Association, pointed to the size of ExxonMobil's finds, saying "that its recent oil and gas discovery could hold recoverable reserves of over 700 million barrels of oil, making it the largest since the enactment of the drilling moratorium last year and the biggest deepwater discovery in the past decade."

He said "development of new Gulf finds and ongoing exploration should be positive for all businesses tied to the offshore industry, including support-vessel companies, vessel builders, helicopter transportation and even food catering in the region."

ExxonMobil announced its discoveries on June 8 after the Bureau of Ocean Energy Management, Regulation and Enforcement or BOEMRE approved an application in March that let the company resume exploratory drilling. Its massive find is 250 miles southwest of New Orleans in Keathley Canyon in about 7,000 feet of water. Drilling at the site had been halted in the wake of BP's spill last year. Exxon operates the well in a joint venture with Eni and Petrobras.

In late May, Houston-based Noble Energy, Inc. announced an oil discovery at a deepwater well 70 miles southeast of Venice, La. Noble's find was the result of a drill project that was the first to receive a permit after the federal moratorium was lifted last fall. Noble found oil deposits 60 feet thick when it drilled to a depth of 18,920 feet, from a well located in 6,500 feet of water.

Port Fourchon on the rebound

At Port Fourchon in south Louisiana, executive director Chett Chiasson, said activity has picked up as a result of BOEMRE issuing permits this spring. That, along with new deepwater oil finds, will mean longevity for the port, he predicted.

"Of the 16 deepwater drilling permits approved since the moratorium ended, we will service 14 of them," Chiasson said. "The new ExxonMobil finds will be serviced out of our facility, and we're very pleased to have that business."

He continued, saying "because of those finds, more companies and people will come on line at the port." And, he said "we're now operating at 90% again — a level last seen before the moratorium was imposed."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Development of new Gulf finds .. should be positive for all businesses tied to the offshore industry, including support-vessel companies, vessel builders, helicopter transportation and even food catering.

Don Briggs, president of the Louisiana Oil and Gas Association.

It costs an average $9.6m to drill a gas well in the Haynesville shale play upstate, whereas BP's Discovery well — the one that had the spill — cost $100m to build, or ten times more.

Dr. Loren Scott,
Louisiana State University professor emeritus of economics

We're now operating at 90% again — a level last seen before the moratorium was imposed.

Chett Chiasson, director of the Greater Lafourche Port Commission

Chiasson also said "we're hoping that Ensco's request that BOEMRE process six permit applications to drill in offshore Louisiana will be honored." Ensco Offshore, based in Broussard, La., is a U.S. unit of London-based Ensco Plc. In early June, U.S. District Judge Martin Feldman in New Orleans ruled in favor of Ensco and others in a lawsuit over permits. He said that six remaining Ensco-related applications for deepwater drilling must be acted on within a reasonable period, and gave the Obama Administration thirty days to do so. Feldman said the government's slow approval of permits had not provided the certainty that Ensco needs to conduct business in the Gulf.

Meanwhile to help companies, BOEMRE said in early June that it would publish a permit-application checklist for drilling operators.

Gulf relies on offshore jobs

If you've ever driven across coastal Louisiana, the presence of offshore oil and gas — from helicopter pads to expensive-looking new homes — is hard to miss.

Dr. Loren Scott, Louisiana State University professor emeritus of economics, said the multiplier for onshore and offshore, oil-and-gas jobs in Louisiana is 3.7, meaning for every job in the industry 2.7 jobs are created elsewhere in the economy. "We haven't estimated the multiplier for the offshore sector alone, but I suspect that it's much higher than the aggregated number," he said. "That's because it costs a whole lot more to drill a well offshore than inland." Scott continued, saying "it costs an average $9.6 million to drill a gas well in the Haynesville shale play upstate, whereas BP's Discovery well — the one that had the spill — cost $100 million to build, or ten times more. People working offshore are paid more than those

working inland, and it costs money to service ocean rigs."

Active wells are good for the economy in and around Houma in south-central Louisiana, Scott said. "They provide work for the area's many large and small marine fabricators," he noted. "You've got companies producing platforms, and others servicing platforms for good money."

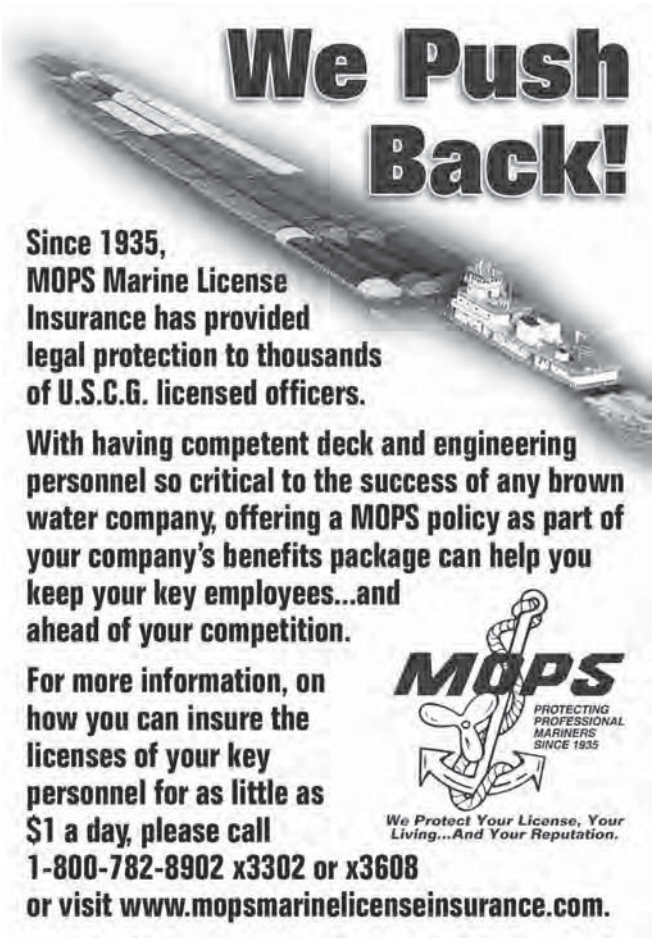
Echoing Bollinger's concerns, however, Scott noted "unfortunately, seven drill ships have left the Gulf of Mexico for other countries in the last year."

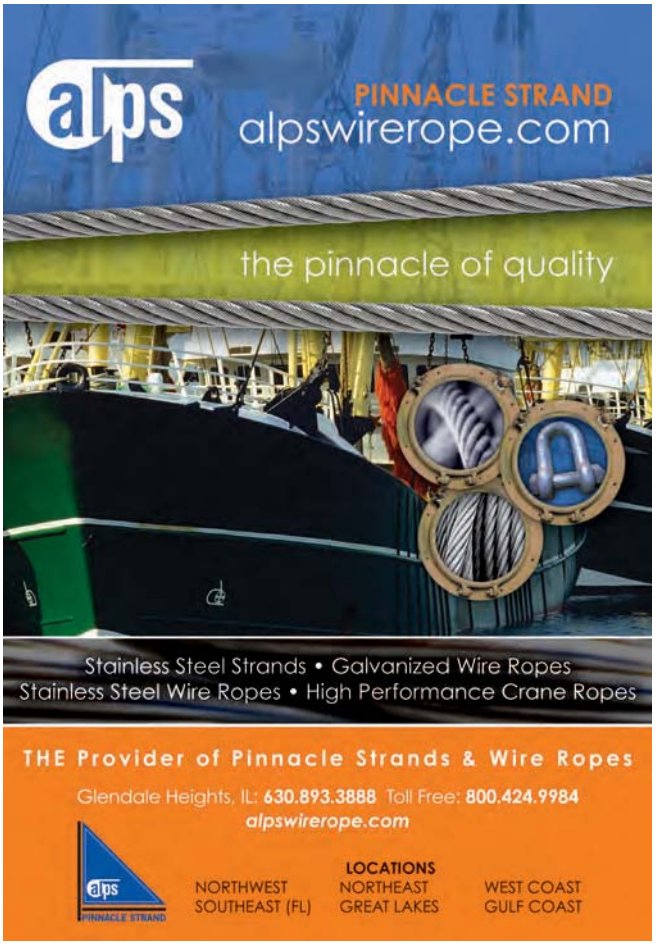
Don Briggs recalled how serious conditions were on the coast last fall. He said "the federal drilling moratorium resulted in the loss of thousands of jobs and caused growth within exploration, production, and drilling companies to stagnate." And more than a year after the spill, "uncertainty plagues those businesses in the Gulf generating indirect jobs that support oil-and-gas developments," he said.

Meanwhile, Earthjustice, the former Sierra Club Legal Defense Fund, is concerned about new exploration near the site of BP's April 2010 well explosion. Earthjustice sued BOEMRE on June 9 of this year in the U.S. Circuit Court of Appeals in Atlanta for approving Shell Oil Co.'s request for a deepwater exploration plan near BP's 2010 well accident.

The group's suit on behalf of the Gulf Restoration Foundation, the Florida Wildlife Federation and the Sierra Club charges that the risks inherent in Shell's drilling in the area are high. A similar petition was filed by other groups in the U.S. Circuit Court of Appeals in Atlanta. In other matters, the U.S. will release 30 million barrels of oil from the Strategic Petroleum Reserve (SPR) — which holds record inventories in salt caverns in Texas and Louisiana — to make up for lost Libyan supplies and meet domestic, summer-driving demand, the Obama Administration said in late June. In addition, European and Asian countries together plan to relinquish 30 million barrels from their reserves. The last time the SPR released inventories was after Hurricane Katrina in late 2005. Louisiana Senators Mary Landrieu (Democrat) and David Vitter (Republican) criticized the move, saying the U.S. should drill to provide needed oil.

Briggs reflected the views of many Gulf oil- and marine-industry members, saying "the federal government's gradual permitting of wells, along with recent discoveries, represent huge advancements in the industry's struggle to get back to work in the region. But it's imperative that the issuance of permits be ramped up to ensure a sense of market certainty that once existed in our nation's most prolific oil and natural gas field."





Bridge Resource Management

Small Vessels & Teams of One

By Daniel S. Parrott

With operators of work boats in mind, Daniel S. Parrott offered MarineNews an excerpt from his book, "Bridge Resource Management for Small Ships," published by International Marine/McGraw-Hill. Parrott has been working on boats since 1982. His first license was a '6-pack,' and he has sailed world-wide as a deckhand, boatswain, mate and master on a variety of vessels. In 2003 he joined the faculty at Maine Maritime Academy where he teaches navigation, seamanship and Bridge Resource Management. Parrott now holds a 1,600 ton ocean master for motor, steam and sail, as well as a Second

The small figure on the bow of this barge is relaying information back to the obscured wheelhouse and is a critical "bridge" resource. Good captains and mates use all resources available and keep the lines of communication open.

Photo by John Watson

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An underlying premise of Bridge Resource Management (BRM) is that mariners are fallible in ways that are unrelated to technical ability. Furthermore, even people of great experience are vulnerable to human error in predictable ways. Study after study has confirmed that between 75% and 90% of maritime accidents are caused in part or entirely by human factors, making BRM central to any effort to improve human performance on the water. More and better equipment is always in the pipeline, but it is clear that technology is not the whole answer. BRM is not the whole answer either, but just as we cannot expect people to be competent navigators if they have never been shown how to navigate, we cannot expect people to be alert to the patterns of human error if no effort has been made to explain them. This is where BRM comes in. Of course, the best training in the world is worthless if it is not applied.

Small Ship BRM

The mission of "Bridge Resource Management for Small Ships," is to present BRM principles in the context of small ships, boats, or vessels. BRM on smaller vessels has a different look and feel from deep sea merchant ships and other types of vessels. This becomes evident as we explore the meanings of the bridge, the resources, and the management of them. Technically speaking, a small vessel is under 1,600 gross tons/3,000 international tons, sometimes referred to as limited-tonnage vessels. Regulatory cutoffs based on vessel size are notoriously awkward, making small ships an imperfect term. Accuracy suffers from generalities, but sometimes we have to tolerate a few. The main point is to re-examine the well-established components of BRM using case studies, terminology, regulatory and operating realities that come from the limited tonnage world.

The Bridge

BRM is traditionally focused on maintaining ironclad navigational control, with an emphasis on busy or confined waters. The basic idea is that a vessel should never be anywhere it

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isn't supposed to be, and mariners are responsible for seeing to that. In the world of small ships the bridge might be a wheelhouse, pilothouse, nav station, helm station or, yes, sometimes the bridge. On a sailing vessel it might be any of those, as well as the quarterdeck or the cockpit. The confines of a small wheelhouse may be such that a second person is almost a nuisance, even when trying to be helpful. In such cases, the solo watchkeeper is the center of the wheelhouse universe, with all the tools arrayed within easy reach. Yet we also have megayachts, oceangoing tugs, research vessels, ferries, and offshore supply vessels that rival the largest vessels in sophistication, and are equipped with ergonomically designed bridges to facilitate team operations. But in reality, a lot of small-ship bridges are models of inconvenience: radar sets that require the operator to face in a direction other than forward, thus inviting disorientation; insufficient space to lay out an entire chart; laptop screens cluttered with multiple functions with an electronic chart running somewhere beneath; depth-sounders the operator cannot view from any natural position; noise, vibration, lousy visibility; do-it-yourself installations; and other limitations that just seem to come with the territory. The bridge of a small vessel is anything but standard.

The Resources

Resources are anything that can help get the job done. They are commonly considered to include information, equipment, and people. Mariners use equipment and people to get information, but information also comes from countless conventional and unconventional sources: regulations, passage plans, stability letters, standardized procedures, recommendations, the look of the sky, local knowledge, radio chatter, and the running lights of an approaching vessel. Mariners use this information to create and maintain situational awareness, an accurate interpretation of what is happening around them. Resources may be ship based, like a spotlight used to pick out day marks, or they may be external, like a weather report or a traffic update. Equipment on small vessels varies as much as the vessels themselves and the work that they do. A fast ferry may run twin gyrocompasses feeding an integrated bridge

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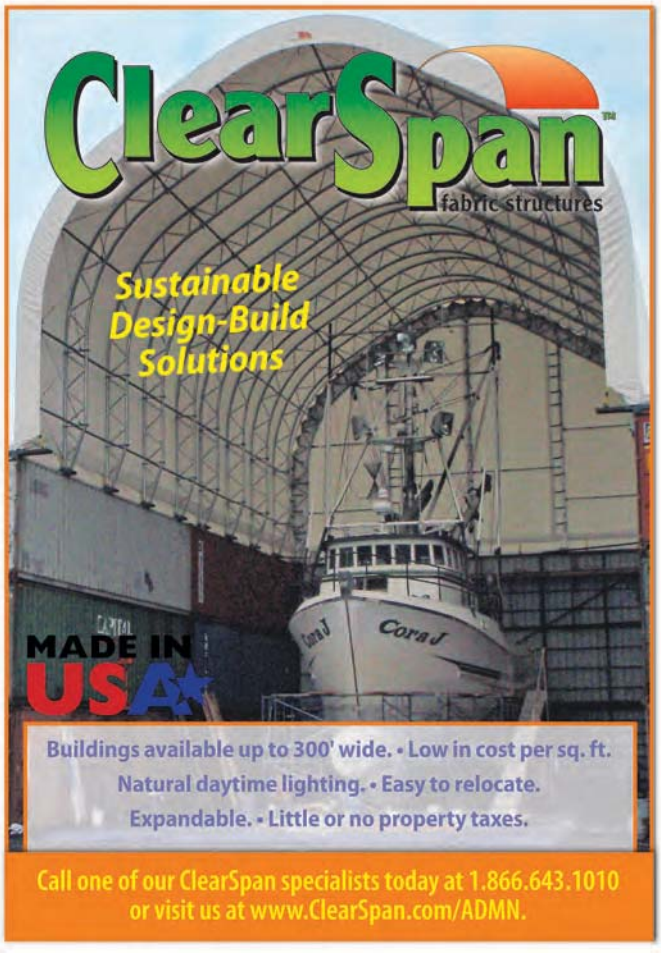

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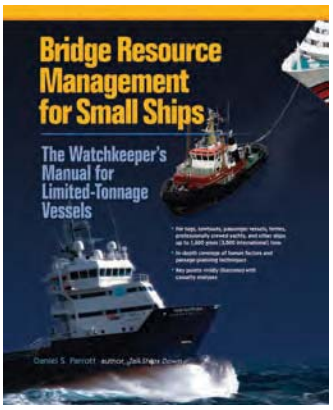


Pictured are Captain Daniel S. Parrott, author of "Bridge Resource Management for Small Ships" and the book cover, as Published by International Marine/McGraw-Hill

equipped with dual ARPAs and ECDIS consoles, as well as night vision apparatus for a bridge team of four. Another small vessel may have little more than an unstabilized radar and a magnetic compass that hasn't been adjusted in years. People are the most versatile resource but also perhaps the most inconsistent. People have a unique capacity to gather information from any source, including personal experience, and use it to make fresh decisions. People, especially those on boats, are great problem solvers. But they possess different strengths and weaknesses, and in different measures. Even the same person isn't the same every day. People miscalculate, get tired, become distracted, or chafe at one another. They grow complacent, bored, and their minds wander. People are magnificent resources but they are far from perfect. The most important people from a BRM standpoint are the crew but other human resources include shoreside personnel, bridge tenders, lock tenders, pilots, VTS, and, of course, the person in the wheelhouse of an oncoming vessel. Frequently, a so-called bridge team isn't even on the so-called bridge, as when a deckhand is a thousand feet ahead, out on the front of a barge with a radio, relaying distances back to the mate as the tow gingerly enters a lock, or when an AB pilots a tow across a busy harbor because the view from the wheelhouse is obscured by a stack of containers. Sometimes the crew structure on small ships allows for a bona fide bridge team, with duties distributed among two or more people. Yet in much of the small vessel industry, talk of bridge teams is met with incredulity: "What team?" Under the two-watch system a mate and captain may operate almost as co-captains, each running the vessel for half the time. There may be a deckhand somewhere chipping paint, cooking, cleaning, or watching TV, but mostly it is a team-of-one.

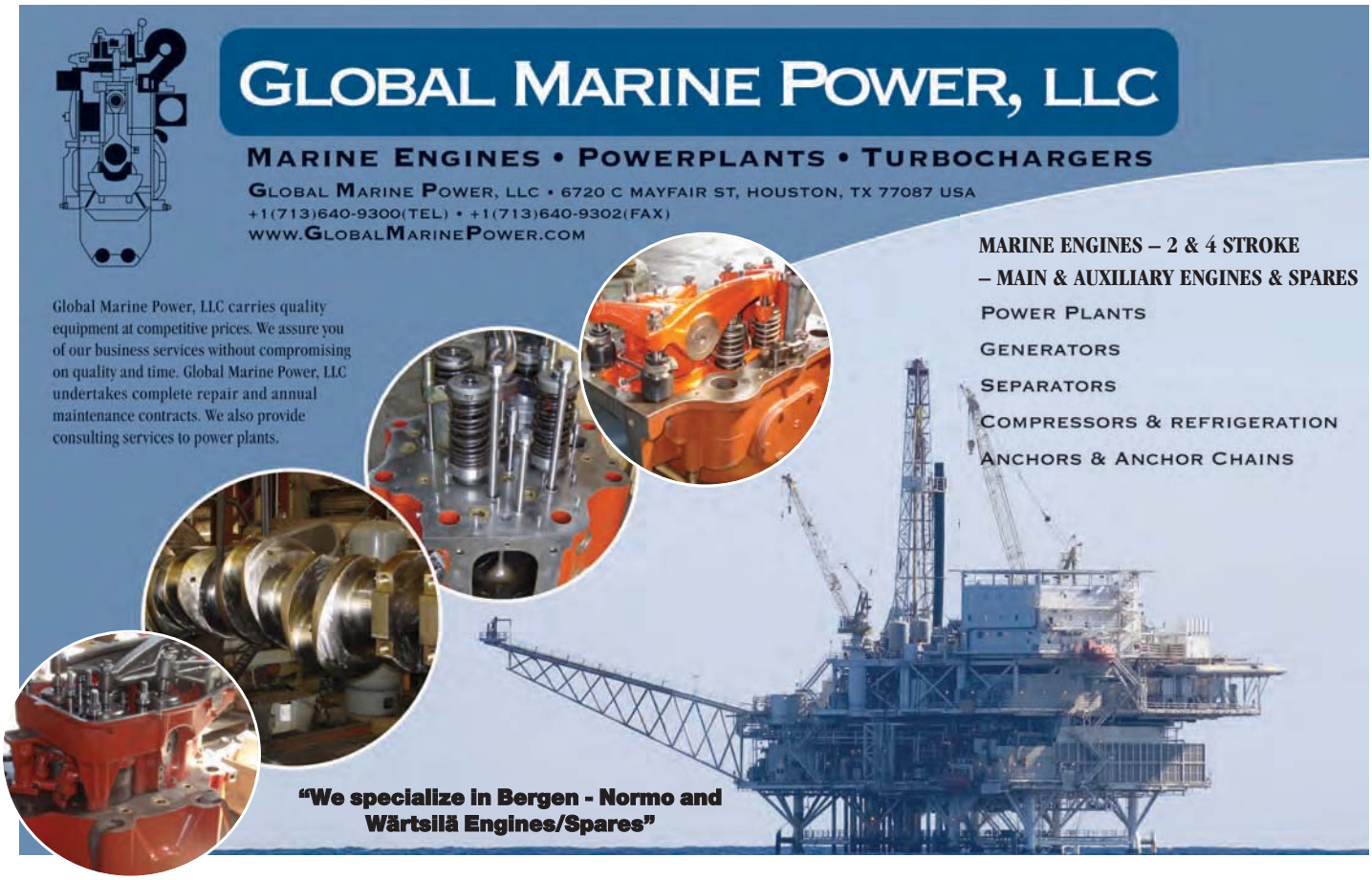
In that situation, a watchkeeper must learn to view him- or herself as a manager with multiple branches of responsibility leading back to the individual in charge. Areas of responsibility include navigation, collision avoidance, communications, ship handling, looking out, logkeeping, and associated decision making. These are all important duties, so effective watchkeeping requires team-of-one to manage time, allocate energy, and prioritize. It can be helpful for the solitary watchkeeper to think of these areas of responsibility as departments, with each department requiring timely oversight. Rather than staring into the night and reacting to whatever first grabs your attention, a team-of-one watchkeeper moves continuously from department to department, like a supervisor, checking on the status of each area of concern. This is what the best watchkeepers do, and many seasoned watchkeepers have evolved their own methodologies for maintaining a proactive posture through the watch. The team-of-one concept reinforces the idea that monitoring is not passive, and that all departments deserve attention sooner or later, even on quiet days. They say experience is the best teacher, and that is true. But the acquisition of experience can be harrowing. No one wants to serve as an example of what not to do, but it is one way that others learn. One of the most useful resources is the past, if we can remember it. Mistakes can be instructive, and nothing concentrates the mind like a traumatic incident close to home, one you can picture happening to you. *"Bridge Resource Management for Small Ships,"* makes use of over a dozen case studies involving smaller vessels for their capacity to illuminate BRM principles and the consequences of seemingly minor human lapses.

Management

Resource management means resource maximizing — getting the best possible results from the available infor-

mation, equipment, and people. Not all resources have the same value in a given situation, therefore resource management is a prioritizing function: sometimes collision avoidance is more important than position fixing so we utilize our resources accordingly.

Sometimes a radio conversation is helpful, but other times it is a distraction, so we allocate effort accordingly. Managing resources entails verifying information by cross-referencing: does a GPS position agree with ranges and bearings? Is that buoy on station? Though the bridge tender has hailed you through, do your eyes tell you that the bridge is fully raised? Resource management involves using the right information source at the right time. Managing resources includes managing people — teams. Teams offer the ability to distribute workload, which, in theory, means a team can do more than an individual functioning alone. But if a team is poorly managed — with poor communication, ill-defined responsibilities, and uncoordinated efforts — it can actually make matters worse. Occasionally we hear about how some aspect of BRM doesn't square with how things are done in the "real world." This is surely true on all types of vessels. But we mustn't forget that the real world also includes insurance claims, admiralty court, death, injury and license suspension. Sometimes BRM must be tailored to the way things are done, but other times the whole point is to change the way things are being done. Also, the real world changes under our feet. Methods that are gospel at the outset of a career may be history by the end. Just as the notion of what constitutes a "safe" operation evolves, so does our approach to resource management. There will always be accidents, even catastrophes. Mariners deal with a tough environment, and there are odds at work. Well-run vessels have accidents and close calls; poorly run vessels have more. Since human error plays such a large role in this fact, it stands to reason that if you have a better understanding of normal human fallibility, you can improve your odds. Effective BRM cannot guarantee success, but when combined with the rest of our professional training and experience, BRM provides a wider horizon for seeing how things can go wrong aboard, and how to defend against human error.



EBDG Integrates Well Equipment into the Blue Tarpon

Photo courtesy of Baker Hughes

Seattle-based Elliott Bay Design Group, through its New Orleans office, was selected by Baker Hughes to provide the owner's design of the Blue Tarpon, a state-of-the-art well stimulation vessel. EBDG was contracted to integrate Baker Hughes' stimulation equipment into a hull under construction at North American Shipbuilding in Larose, La. The Blue Tarpon was delivered in Houston on June 9. The Blue Tarpon offers fracturing, sand control, acidizing and pressure pumping operations with three blenders. With one of the largest proppant and fluid carrying capacities in the world, the vessel can perform complex, multiple-zone completions without traveling back to port for resupply. The 300-ft vessel, one of the world's largest stimulation vessels and the seventh vessel in the Baker Hughes fleet, is USCG, ABS and SOLAS classed. The Blue Tarpon provides operators with redundancy on all key elements of the stimulation plant and incorporates enhanced safety systems, as well as redundant back-up blending and pumping capabilities which have been installed to reduce the risks associated with performing multizone, high-rate, high-pressure completions. The Blue Tarpon has a maximum pump rate of 80 barrels per minute, proppant capacity of 2.1 million pounds below deck, 750,000 pounds above deck and accommodations for up to 44 people. It is designed to perform round-the-clock operations in deepwater plays. The vessel's 10 separate high-pressure pump units — housed in a fully enclosed structure to protect the equipment from the environment — deliver up to 24,000 hydraulic hp and pump up to 32,000 lbs of proppant per minute. The Blue Tarpon also features a DP-2 dynamic positioning system with twin bow thrusters and a stern thruster specifically designed to operate in the widest possible weather and sea conditions.

Tristan K: Powerful New Z-Tech Tug

Recently delivered to her owners Bay-Houston Towing Co. of Galveston, Texas is the latest Z-Tech 7500 Class tug Tristan K. This new ship-handling/escort tug began her maiden voyage on June 9, 2011 for the recently commissioned LNG terminal in Cameron, La., where it will be operated by G & H Towing. Tristan K was designed by naval architects Robert Allan Ltd. of Vancouver, B.C., with significant input from Mike Nigro, Vice President of Engineering at G & H Towing and his team and is the 8th of this class of tugs for the same owner. Tristan K and its recently delivered sister tug Hercules are classed for both harbor and coastal towing and for tanker escort duty.

Compared to the previous six Z-Tech 7500 tugs for the same operator, Tristan K and Hercules are equipped with a different propulsion system and hawser winch. Propulsion comprises a pair of MTU 16V4000-M70 diesel engines, each rated 2,240 kW at 2,000 rpm, driving a Rolls-Royce US 255 Z-drive with a 2,800 mm diameter propeller through a hollow, in-line shafting system. This combination delivers a bollard pull of 73 tonnes ahead, and provides a free running speed in excess of 13 knots.

The main hawser winch is an electrically driven single drum Model DESF-48 200HP winch supplied by Markey Machinery of Seattle, Wash. The winch has a line capacity of 700 ft, nine-inch circumference synthetic line and a line pull of 456,275 lbs at a speed of 13 fpm or 2,850 lbs at 671 fpm. Electrical power is provided by a pair of John Deere 6081-AMGK75 gen-sets, each rated 185 kW. The two fire pumps are each driven by independent fire pump engines.

Photo courtesy Robert Allan Ltd.

SeaArk Delivers to Maryland Police

SeaArk Marine, Inc. recently delivered a 36-ft patrol boat to the Maryland Department of Natural Resources Police in Stevensville, Md. The 3612-V Dauntless Ram Class vessel is an addition to a similar SeaArk Dauntless patrol boat, and multiple Commander Ram Class patrol boats, previously ordered by the DNR Police through the GSA 1122 program. The vessel, Mattawoman, is tasked with patrolling the Chesapeake Bay, Potomac River and surrounding estuaries within the jurisdiction of the Maryland DNR. The Dauntless Class vessel is based on a hull designed by C. Raymond Hunt & Associates, of Boston, Mass., and is constructed of all-welded marine grade aluminum. The vessel features a deep-vee variable deadrise hull that produces a smooth, dry and stable ride. The 36-ft vessel incorporates a four-man climate controlled pilot house. To facilitate extended patrols, crew

Photo SeaArk Marine, Inc.

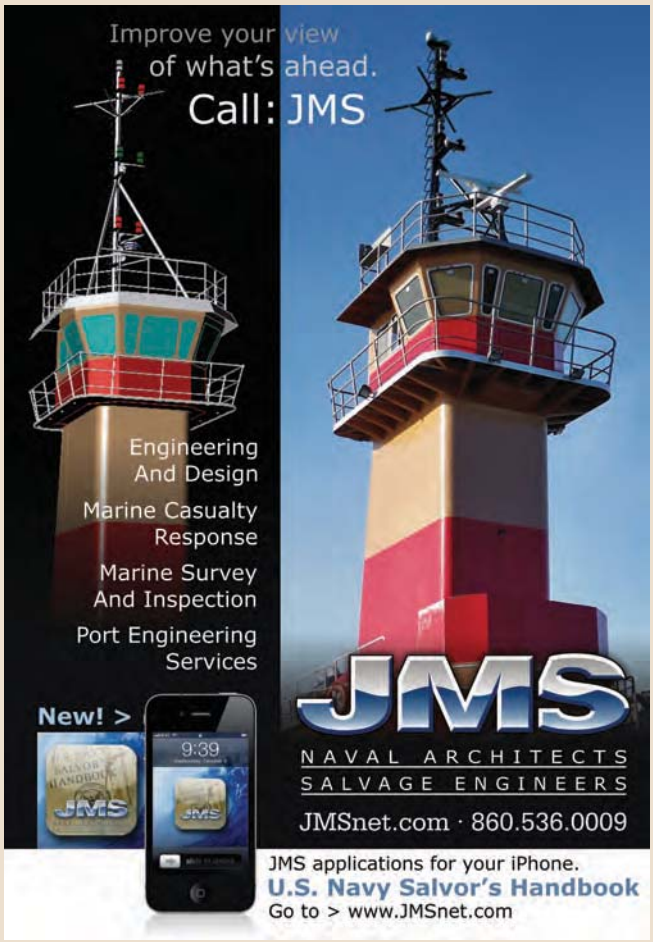
accommodations include electric/pneumatic seating, a full galley, V-berth and a marine head. Mission enhancements consist of a Furuno 1832 Radar, Garmin GPS/MAP 4212 bundle, Hurley infra-red camera, ICOM radio and Wing foam collar. The main propulsion engines are twin Cummins 490 hp, QSC 8.3 inboard engines. For onboard electrical service, a 9.0kW Kohler generator is provided. Fully operational, the boat achieves a maximum speed in excess of 31 knots.

Gladding-Hearn Ready for Wind Farm Service Vessel Market

Gladding-Hearn Shipbuilding, Duclos Corporation, announced the availability of a new work boat for developers and service providers of offshore wind farms in the U.S. The first Catamaran Wind Farm Service Vessel, designed by the shipyard's high-speed ferry designer, Incat Crowther, and built by Lyme Boats in Exeter, England, is in service on the North Sea. The all-aluminum vessel measures 55.5 ft overall. Powered by twin diesel engines, each delivering 750 hp, the vessel's loaded top speed is about 27 knots.

"With about a dozen wind farms being planned along the East Coast and Great Lakes of the United States, we are now in a position to meet the service vessel needs of the construction crews and the technicians who will be working on these projects," said Gladding-Hearn President Peter Duclos.

The 59 ft vessel, planned for operation in the U.S., is specifically designed to meet the applicable U.S. Coast Guard requirements and interface with the wind farm pylons, allowing transfer of technicians and cargo from the bow, stern or alongside. The main deck has twin cargo areas, one aft and one on the foredeck. The aft cargo area has space for a 10-ft container and capacity of 10 tonnes.



The foredeck cargo area has capacity of four tonnes. To enhance the vessel's functional flexibility, it can accommodate a variety of crane types and locations, a moon pool and a range of propulsion options, including waterjets or CP or fixed-pitch propellers. Service vessels of 72 ft and 85.3 ft are also being planned.

1100 Impact
BCGP Unveils Newest Model

Brunswick Commercial and Government Products (BCGP) unveiled its newest model, the 1100 Impact. This 36-ft rigid hull inflatable boat (RHIB) is the first model BCGP has powered with optional twin diesel Cummins 5.9 inboard engines and dual Doen waterjets. The size of the 1100 Impact makes it well suited for crew transport and other high-load capacity assignments. Its deep-V hull is designed to reduce hull and human fatigue

Photo courtesy BCGP

in a dominant sea state. Additionally, its inflatable Wing collar provides quick recovery and lateral stability without adding significant weight. It also provides shock absorption and fendering during boardings and other close contact maneuvers. This inaugural model is also outfitted with optional shock mitigating seats designed by Shoxs for an additional level of crew comfort. Despite its bluewater capabilities, the 1100 Impact is capable of inshore operation, drawing only 18 inches in the twin jet configuration.

Lugger Tug from Alabama Yard

The "Lugger" designation traces back to days when a small handy coastal vessel often carried lug-rigged sails. A modern day lugger, as used in the Gulf of Mexico, is still a handy boat for working in near-shore waters. Rodriguez Boat Builders designed and is constructing a version of the lugger in which a pair of Cummins Tier II compliant QSK19-M diesels turning four-blade stainless steel props has replaced the lugsails for propulsion. The 67.5-ft by 26-ft tug has a molded depth of 8.5 ft. Fitted with a pair

Photo courtesy of April Harrel & Rodriguez Boat Builders

of Pullmaster M-30-86-51 25-ton electric deck winches, the model-bow tug can push a barge with the aid of a well-fendered bow-post. Typically this sort of vessel is used to service production rigs in relatively shallow waters. In addition to barged cargo, the tug has tankage for 14,000 gallons of fuel and 16,000 gallons of water. Accommodation for a crew of six is in the triple-deck aft-mounted house. Stan Cvitanovic, owner of the lugger tug, named the Pere C., will take delivery of the vessel following her completion at Rodriguez Boat Builders.

RAL First of Class Design Alaryam

Irshad, a joint venture between ADNOC and Lamnalco, have just taken delivery of their latest high-performance terminal support/escort tug from Astilleros Balenciaga SA, of Zumaia, Spain. The Alaryam is the latest delivery of the RAstar Class escort tug designs from Robert Allan Ltd., naval architects of Vancouver, BC. The design was the subject of an extensive series of model testing to prove the concept. Propulsion comprises a pair of Wärtsilä 8L26 diesel engines, each rated 2,600 kW at 1,000 rpm, and each driving a Wärtsilä model CS275 controllable pitch

Photo courtesy Robert Allan, Ltd

Z-drive unit. With this propulsion system, the vessel performance satisfied all expectations, with a bollard pull of 84 tonnes and a free-running speed of 14.7 knots. This RAstar 3600 Class vessel was designed to perform a wide range of tasks, including ship-handling, LNG and Oil tanker escort, fire-fighting and oil spill response/recovery duties.

Kvichak Gets Coast Guard TPSB Contract

Photo courtesy Kvichak Marine

Kvichak Marine Industries, Inc., of Seattle, Wash., was awarded a five-year contract by the U.S. Coast Guard for the construction of up to 80 each Transportable Port Security Boats (TPSB). The all-aluminum vessels are operated by a crew of four and include shock mitigating seats to minimize crew fatigue on extended missions. Ballistic Armor Protection and up to four mounted weapons provide increased mission capability and crew safety during tactical operations. The 32.8-ft vessels will be replacing the Coast Guard's current aging fleet of smaller, outboard powered fiberglass boats. Powered by twin Yanmar 315 hp diesel engines with Bravo 1-XR outdrives the TPSB can maneuver in as little as two feet of water and can operate safely in eight-ft seas and up to 30 knots of wind. Current orders have deliveries beginning in August with 30 units required by January 2012.


Meyers


Rynd


Thomson


DeMasi


Bennett


Larsen

Hornbeck Offshore Appoints Rynd, Meyers to Board

Hornbeck Offshore Services, Inc. announced John T. Rynd and Kevin O. Meyers, Ph.D. have been appointed to its Board of Directors. In addition, shareholders re-elected Todd M. Hornbeck and Patricia B. Melcher to the Board. Since June 2008, Rynd has served as the CEO and President, and as a director, of Hercules Offshore, Inc. Dr. Meyers is a consultant with 31 years of experience in the oil and gas industry and served as the Senior VP, Exploration and Production – Americas of ConocoPhillips before his retirement in Dec. 2010.

Thomson Joins Fowler Rodriquez Valdes-Fauli

Fowler Rodriquez Valdes-Fauli announced that former Assistant U.S. Attorney Peter Thomson has joined the firm as a partner and will lead its maritime criminal defense division. Thomson has 23 years of service with the U.S. Department of Justice.

DeMasi Joins Gibbs & Cox

Gibbs & Cox, Inc., an independent naval architecture and marine engineering firm, appointed Frank DeMasi to Deputy Director of its Government Services Group. DeMasi is a retired Captain of the U.S. Navy and, prior to joining Gibbs & Cox, served ten years at SAIC as VP and Deputy Ops Manager of the Defense Engineering and Management Solutions operation.

Bennett Joins Titan

Jason Bennett joined Titan Salvage as commercial director, reporting to company VP Rich Habib. Bennett is domiciled in Titan's UK facility at Newhaven, East Sussex. Prior to joining Titan, Bennett spent 14 years at sea with the Royal Fleet Auxiliary and P&O Cruise Line, gaining his Masters' ticket.

Kvichak Appoints Larsen

Kvichak Marine Industries in Seattle, Wash. appointed Mike Larsen to its Quality Assurance (QA) department. Larsen will be responsible for the QA plan for the Transportable Port Security Boat contract with the USCG. Prior to joining Kvichak, Larsen was with Aluminum Chambered Boats in Bellingham, Wash. as a project manager.

Penray Welcomes CFO•McGonigle

Tom McGonigle joined Penray as the company's Chief Financial Officer. Before joining Penray, Tom was VP of Finance for PLZ Holding Corp. based in Addison, Ill. He also held the position of CFO at Bridgeview Aerosol, LLC.

Hoddinott Titan's Global Director, Marketing & Strategy

Titan Salvage appointed Mark Hoddinott to global director, marketing and strategy. He will operate out of Titan's UK facility at Newhaven, East Sussex, and will report to Titan's VP Rich Habib. In 2007 Hoddinott joined Titan as the managing director of the company's European operations.

Mortgu Regional Account Manager, ZF Marine

ZF Marine welcome Susan Mortgu as the new account manager for the Northeast U.S. and Atlantic Canada. Mortgu is a graduate of Kings Point (USMMA) and is a certified project manager with over 10 years experience in shipyard project management including new construction, repair and refit.

ACL Launches First in Tanker Barge Series

American Commercial Lines Inc. launched the first in a series of tanker barges to be constructed at its Jeffboat manufacturing facility through 2012 to replace retiring fleet capacity. The first of these barges, launched on May 10, was a clean service tanker with a capacity of 30,000 barrels.

It includes a redesigned stainless steel piping system and a new radial rake design that will also be found on the tankers the company plans to build over the next 20 months.

Great Lakes Shipyard Overhauls RV Grayling

Great Lakes Shipyard of Cleveland, Ohio finished the five-year overhaul work on the U.S. Geological Survey Research Vessels Grayling and Sturgeon. Under a Fleet Maintenance Contract with the Great Lakes

McGonigle

Mortgu

Science Center, Ann Arbor, Mich. of the U.S. Geological Survey, Department of the Interior, the Grayling was drydocked and underwent a detailed inspection, cleaning, tune up, repair and modification. The Sturgeon also underwent cleaning, painting, inspection, repair and tune up.

Some of the major work items on the 1977-built, 75-ft Grayling included overhauling the generators and engines, painting the hull and repairing the exhaust and propulsion systems.

Kvichak Marine's New Crane

Kvichak Marine Industries, of Seattle, Wash. was a recipient of an American Recovery and Reinvestment Act (ARRA) small shipyard grant awarded in August 2009. The grant funded much of the major equipment associated with the company's new metal processing facility, Flashmark Tech, which opened earlier this year.

Another benefit of this grant is a new crane for their headquarters in Seattle, Wash. The crane is made by North Pacific Crane with a capacity of 35,000 lbs. The boom length is 31 ft with a pedestal height of 15 ft. The new crane is located at Kvichak's bulkhead along the Lake Washington ship canal.

This will lower the costs of production, expedite sea trial processes and open business to repair work.

GeoShips Acquisition Will Lead to Doubling BSL Staff

Aberdeen-based SeaHold GeoShips Ltd announced the acquisition of marine management services company Brooklyn Shipping Ltd (BSL). The acquisition is expected to lead to BSL's staff numbers more than doubling to 80 this year and also contribute to a significant increase in GeoShips' pre-tax earnings on its projected turnover of nearly $80m for 2012. Formed in 2003, GeoShips has a focus on offshore renewable energy projects, while also being able to offer services in support of subsea oil and gas related projects. Ellon based BSL was formed in 1983 and offers management of dynamically positioned subsea operations support vessels.

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Crowley-Managed Vessels Receive Rescue Awards

Sixteen Crowley-managed vessels were honored with U.S. Coast Guard Automated Mutual-Assistance Vessel Rescue System (AMVER) awards in recognition of their voluntary rescue services to people aboard vessels in distress in 2010. Crowley received the recognition from Congressman Frank LoBiondo, Chairman of the House Subcommittee on the USCG and Maritime Transportation, and Admiral Robert Papp, Commandant of the USCG, during a dinner in Washington, D.C. The 16 Crowley-managed vessels that received the awards include the Endurance, Guardian, Sea Prince, Sinuk, Stalwart, Charleston Express, Philadelphia Express, St. Louis Express, Washington Express, Yorktown Express, Blue Ridge, Coast Range, Courage, Pelican State, Resolve and the Sunshine State.

The genesis of the USCG's AMVER system, a computer-based voluntary global ship reporting system used worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea, is rooted in the Titanic disaster of 1912. Ships passing within sight of the ill-fated passenger liner were unaware that it had hit an iceberg and was sinking. However, the idea of a ship reporting system that could identify other ships in the area of a ship in distress, which could then be sent to its assistance, would not become a reality until the advent of computer technology.

JMS Acquires Research Vessel Design Firm

JMS Naval Architects & Salvage Engineers has acquired Roger Long Marine Architecture Inc. (RLMA). The acquisition includes exclusive rights to RLMA's Challenger class fast research vessels. Roger Long, RLMA's founder and principal designer, will become a senior design consultant to JMS' research vessel design projects. JMS and Roger Long have collaborated on several projects in the past. The RV Gulf Challenger was designed and built in 1993 for the University of New Hampshire and demonstrated that a small, fast research vessel can offer slow-speed efficiency and comfort equal to or better than heavier displacement vessels. Follow-on vessels in this series include the RV Fay Slover selected as one of the 10 most significant vessels of the year by American Ship Review, the RV Tioga owned by Woods Hole Oceanographic Institution, and most recently the 81-ft RV Rachel Carson launched in 2008 and owned by the University of Maryland. With a pair of 1,200 hp jet outdrives, the RV Rachel Carson cruises at 24 knots allowing researchers more time on station and less time in transit, resulting in significant savings in time and operational costs.

Ingram Barge Co. Honored for Clean Diesel Technology

Ingram Barge Company received the Southeast Diesel Collaborative Leadership Award for its environmental sustainability efforts utilizing advanced clean diesel technology on towboats operating on the inland river system. The awards were announced at the Collaborative's sixth annual Partners Meeting involving the U.S. Environmental Protection Agency and other federal, state and local government agencies,

Steelways Launches Ferry Landing

Steelways Inc. of Newburgh, N.Y. recently completed construction of a 35-ft by 75-ft barge anchored with four spud piles for the North Williamsburg Ferry Landing. The project included installation of two bowloader ramps and a gangway to the existing pier as well as installation of four monopoles with donut fenders.

non-profits and industry organizations. Ingram's partners in the current effort include the Mississippi River Corridor-Tennessee, the project sponsor, which works on economic development and land and wildlife preservation in the six West Tennessee counties that border the Mississippi River. Other partners are Environmental Solutions Worldwide Inc. and Alfa Laval, manufacturers of the ESW XtrmCat TM DOC Kit that is used on Ingram vessels, and EMISSTAR LLC, the emissions consulting services firm. In November, Emisstar reported emission reductions from Ingram's use of the DOC Kit equipment ranging from 20 to 60% with no effect on engine performance and fuel economy. The Southeast Diesel Collaborative is a public-private partnership composed of stakeholders from Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina and Tennessee.

Tesoro Recognizes Crowley's West Coast Harbor Ops

In recognition of Crowley Maritime Corporation's safe harbor ship assist and tanker escort operations on the West Coast, Tesoro Maritime Company honored Crowley's harbor services team with safe work awards, one for each of the past four years, during a ceremony in Crowley's Seattle office. Crowley's Andrew Gauthier, port captain; Scott Hoggarth, general manager of harbor ship assist and tanker escort services; and tug crewmembers Abe Gueller, Tom File and Chuck Klausmeier were present to accept the awards from Captain Tim Plummer, vice president of Tesoro Maritime.

Crowley has been Tesoro's primary tug provider since 2007. That year, the Crowley-operated tug Vigilant, stationed in Cook Inlet, Alaska was chartered to Tesoro to provide ship assist and escort services for Tesoro-operated tankers moving in and out of the Tesoro Refinery dock in Nikiski, Alaska.

VGP Training Software for Inland Vessels

MARPOL Training Institute, a California-based training and consulting company specializing in computer-based software for maritime pollution abatement, and Campbell Transportation Company, a marine transportation company, have developed an inland version of NPDES Training for Vessel Crewmembers (NTV). This comprehensive computer-based training software package, called INTV, covers the U.S. EPA's National Pollutant Discharge Elimination System (NPDES) Vessel General Permit (VGP) for discharges incidental to the normal operation of commercial vessels and complies with the Best Management Practices for Towing Vessels & Barges developed by the American Waterways Operators.

Marlow Ropes Launches Oceanus


Image courtesy Marlow Ropes

Marlow Ropes is returning to the marine and offshore sector with the launch of Oceanus, designed specifically for use in winch applications. Oceanus is an Ultra High Modulus Polyethylene (UHMPE) core dependent, covered rope ideal for use on all types of winches, especially those where abrasion and friction are an issue. Manufactured and pre-spliced to exact lengths and specification, the 12-Strand UHMPE core can be made from Dyneema SK75 for high strength, SK78 for high strength and minimal creep or SK90 for super high strength.

www.marlowropes.com

Endura 12, Reengineered & Remastered


Image courtesy New England Ropes

New England Ropes has reconstructed the Endura 12 and introduced the STS-12, a 100% HMPE fiber rope characterized by extremely high tensile strength and ultra low elongation. The rope features a Marine-Tech coating to enhance its durability. Applications include slings and winch lines, replacement for steel cable, helicopter lifting lines, underground pulling lines and tug boat tow lines.

www.neropes.com

FibreMax Selects Delta for Distribution


Photo Delta Rigging and Tools

Delta Rigging & Tools has been appointed as the distribution and service representative for FibreMax in the U.S. FibreMax, based in The Netherlands, specializes in lightweight precision cables produced with Endless Winding technology, a completely automated process of continuous winding of parallel strands of fibres around two end fittings until the right cable strength or required cable stretch has been reached. By maintaining a constant and equal tension (with an accuracy of 0.1%) in all fiber strands during the winding process, an efficiency of more than 80% on the used fibers is reached.

www.deltarigging.com

Trustan Technologies Custom Splices Dyneema Line


Image Truston Technologies

Truston Technologies, Inc. provides custom splicing of Dyneema lines manufactured by Samson Rope. Dyneema's floating lines offer benefits including the same strength as wire rope of equal size; resistance to abrasion, flex-fatigue and reduced risk of injury by failure; lightweight enough for easy handling; and no risk of metal splinters. Dyneema lines are offered in different constructions and sizes to perform all traditional wire rope and fiber rope applications.

www.truston.us/rope_rigging/

Cortland's Plasma Rope in Large Diameter Sizes


Image Cortland

Cortland's Puget Sound Rope brand of patented Plasma HMPE (High Modulus PolyEthylene) rope is now available in expanded diameter size ranges, up to 25-inch circumference, 4,922,000 lbs MBL. The 12 strand braided construction of this synthetic fiber rope results in an extremely strong and durable, yet lightweight (floating) strength member. Plasma rope is most popular in working applications such as tug winch lines, pendants, vessel mooring lines, offshore lifting and installation applications and deepwater lifting and lowering lines.

www.cortlandcompany.com

Samson ETOP Vulcan Recognized Internationally


Image Samson Rope

A finalist in the Seatrade Awards, Samson's synthetic emergency tow-off pendant (ETOP) Vulcan provides a means of towing a ship away from the dock in the event of a fire without the use of wire rope. The patented synthetic ETOP is made of Technora fiber in conjuction with a proprietary fire-resistant coating. The combination results in a rope that meets OCIMF breaking strength recommendations after exposure to flames and a high-temperature environment.

www.samsonrope.com

Markey Engineers New A&R Winches

Image Markey Machinery

Markey Machinery introduced its new line of Abandonment and Recovery (A&R) winches suited for oil field services such as maintenance, repair and decommissioning. Markey's type DEPS-76AR is a single drum, direct-pull type winch with level wind designed to work 3,300 meters of 4-3/4 inch diameter wire rope. Redundant vector-motors developing 1,750 hp turn the drum through an induction hardened helical transmission. AC-variable frequency drives produce retrieval speeds of 32 m/minute. Markey's automatic render/recover controls tame peak loads while pulling in 450Tm over cable weight.

www.MarkeyMachinery.com

Cargotec Supplies MacGregor Anchor-Handling Systems

Photo courtesy Cargotec Corporation

Cargotec won a contract to supply two sets of MacGregor anchor-handling systems for two 12,000 bhp anchor-handling tug/supply/oil recovery vessels under construction at a Chinese shipyard for a Singaporean owner. The anchor-handling equipment is scheduled for delivery at the end of 2011.

www.cargotec.com

JRC's New JMA-3300 All-in-One LCD Radar

Japan Radio Co. has introduced the JMA-3300 series radar. The new all-in-one radar features a bonded, ultra bright LCD and is backlit by white LED's giving 1,000 candelas of brightness. JRC's second generation automatic radar plotting aid, MARPA+, is included as standard, as is the company's own 50 vessel AIS search function DirecTrak. Antenna arrangements go from a 4kW radome to 6kW and 10kW pedestals with antennas from two to six ft.

Photo courtesy JRC

www.jrc.co.jp

Volvo Penta Launches Marine Diesel Eengine

Volvo Penta has just launched its D13 MH for medium- and heavy-duty marine commercial applications. According to the company, this 13-liter diesel engine combines exceptional durability, low fuel consumption and minimal emissions. D13 MH is available in five models with outputs from 400 to 600 hp. The engine is designed for high torque to facilitate maneuvering and features a rigid block design, wet liners, rear-end transmission, ladder frame, and single cylinder head with overhead camshaft.

www.volvo.com

Intellian Develops New Communications System

Intellian Technologies has recently launched the v60G VSAT communications antenna system, which features gyro-free operation. The 60 cm, 3-axis system is designed for smaller vessels with space constraints, and is intended for use in mission critical operations, such as surveillance, vessel monitoring, and Voice Over Internet Protocol (VOIP) communication. All these applications require uninterrupted broadband connectivity, which Intellian aims to provide. The v60G, introduced to the market at the end of last year, was displayed at this year's Norshipping..

www.intelliantech.com

OMEGA Introduces Universal Remote I/O Modules

Omega's new HE359 series is a universal remote I/O module. It connects via 2-wire RS485 Modbus RTU to any Programmable Logic Controller (PLC). A total of 31 I/O Modules have been designed to be Daisy-Chained on a single RS485 link. Available I/O modules include digital in, relay out, analog in, analog out, RTD, and thermocouple. The module is intended for use in remote temperature and pressure measurement, particularly in the water treatment, agriculture and automotive industries.

www.omega.com

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Descr: Synthetic rope manufacturer
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www.thecrossgroup.com
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32405 Aurora Rd.
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fax: 440-248-8544
email: info@davidround.com
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Delta Rigging and Tools
2333 Minnis Dr. Ste. A
Haltom City, TX 76117
www.deltarigging.com
tel: 817-589-6001
fax: 817-439-7218
Descr: Delta Rigging and Tools, Inc consists of several companies — Industrial Hoist Services, Delta Wire Rope, American Sling, B&H Air Tools, Port Rentals, Coastal Wire Rope, Kelly Wire Rope and D & M Wire Rope — which have united under a new banner

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www.jkfabrication.com
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email: sales@nordicmachine.com
Descr: Fabricator of a wide variety of marine winches; Features include galvanized or stainless steel construction, oil bath chain drive, positive stop dog; Supplied valve has power-in, power-out, freewheel & neutral positions; Specifications include full drum line pull ranging from 510 to 15,000 lbs

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tel: 207-877-2224, 888-537-7673
fax: 888-412-7763
email: sales@orionropeworks.com
Descr: Manufacturer of rope in co-polymer, nylon, polyester, polypropylene & combination fibers; Twisted rope constructions from 1/8 inch to 4 inches, 8-strand plaited rope from 1 1/2 inch to 3 inch & double braid from 1/4 inch to 2 inches in diameter

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email: info@phillystran.com
Descr: Custom manufacturer of ropes including synthetic, plastic & nylon ropes; Other types of ropes include aramid fiber, boat, braided, drilling, military specification, guy, hawser laid, high performance, hoisting, Kevlar, polyester, polyethylene, Spectra, stranded, twisted, Vectran & Zylon

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Anacortes, WA 98221
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fax: 360-293-8480
email: dick.kilburn@psrope.com
Descr: Puget Sound Rope is a manufacturer of high performance braided ropes in sizes up to 24-in. circ. and strengths in excess of 4,000,000 lbs
Products: Manufacturing of single and double braided ropes, splicing and fabrication of specialized rope assemblies and slings

Pullift
P.O. Box 39296
Solon, OH 44139
www.pulliftwinches.com
tel: 440-439-1818
fax: 440-439-9080
email: Pullift@aol.com
Descr: Manufacturer of industrial winches & marine winches; inches have enclosed motors that are reversible rotary vane design for smooth shockless starts & positive load control; motors can be stalled or overloaded without damage & torque control is accomplished by adjusting air flow of main air power supply to motors

Pullmaster Winch Corp.
8247 130th St.
Surrey, British Columbia V3W 7X4
Canada
www.team-twg.com
tel: 604-594-4444
fax: 604-591-7332
Descr: ISO 9001:2000 certified custom manufacturer of rapid reserve winches available in various models for marine applications; Features of rapid reserve winches include optional hydraulic motors, stainless steel drum seal surfaces & hydraulically released brakes with unidirectional sprag clutches

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

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P.O. Box 95309
Oklahoma City, OK 73143
www.reelomaticcatalog.com
tel: 888-873-4000, 405-672-0000
fax: 405-672-7200
email: sales@reelomaticcatalog.com
Descr: Manufacturer of power reel stand winches including barge & towboat, hydraulic, paralleling & subsea for marine & land applications; Features include capacities from 100 lbs to 60,000 lbs & mechanical, SCR, tension controlled & hydraulic drive systems are available

Ronstan International, Inc.
45 High Point Ave, Suite 2
Portsmouth, RI 02871
www.ronstanmarine.com
tel: 401-293-0539
fax: 401-293-0538
email: pkatcha@ronstan.us
Descr: Distributor of FSE Robline Teufelberger rope including braided rope, single braid & double braid for marine & industrial applications; Nylon, polyester, Spectra, Dyneema, Vectran, 16 strand 12 Plait, 8 Plait & 3 strand twisted nylon & polyester rope; High density polyester & aramid covers provides ultra violet (UV) & abrasion resistance; Floating rope, polyester & Dyneema whipping twine & Zylon also available

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www.samsonrope.com
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Houston, TX 77033
www.samcosales.com
tel: 800-237-2051
fax: 713-733-5923
email: samco@samcosales.com
Descr: Manufacturer of standard & custom winches for the marine industry; Available in brake & no brake types with 800 to 1600 lb capacities

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Superior, WI 54880
www.lidgerwood.com
Sean Tenerelli
tel: 715-394-4444
fax: 715-394-6199
email: stenerelli@lidgerwood.com
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Products: Winch, hoist, capstan, tow haulage

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Canada
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fax: 519-539-5853
email: sales@tewinch.com
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email: info@tts-se.us
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fax: 918-584-3421
email: sales@tulsapower.com
Descr: Manufacturer of standard & custom machinery & equipment for material-handling applications; Machinery includes tensioners/hauloff capstans, oceanographic winches

Costa Rica Coast Guard Repowers

Built by Swift Ships of Morgan City, La. in 1978, the Guardacostas Costa Rica patrol boat, Punta Burica, was recently been repowered. After three decades of work, the boat, like others in her class, remains a valuable asset to the coast guard. The force owns several vessels of this class. In the first of what could become an ongoing project, the Punta Burica has been repowered with a pair of new Cummins QSK19-M engines replacing a pair of MTUs. These IMO and EPA Tier II compliant engines are equipped with modular common rail fuel systems. In this patrol boat application the 19-litre engines will each

deliver 800 hp at 2,100 rpm with a medium continuous duty rating. The engines turn three-blade 30-inch by 34-inch propellers through ZF665 gears with 2:1 reduction. The aluminum vessel is fitted out to carry a crew of eight to ten people. Tankage is provided for 1,500 gallons of fuel and 500 gallons of water. The new engines will give the Punta Burica a patrol speed of 20 knots.

MTU Detroit Diesel Changes Name

MTU Detroit Diesel Inc. announced a name change to Tognum America Inc. Tognum America, like MTU Detroit Diesel before, is a subsidiary of the Germany-based Tognum Group and is responsible for the sales and service of MTU engines and MTU Onsite Energy distributed energy systems in North and Latin America. Tognum America has offices in Detroit; Houston; Washington DC; San Leandro, Calif.; St. Rose, La.; Miami, Fla.; and Mankato, Minn. The company also operates two production facilities: one in Mankato, Minn. for diesel and gas-based generator sets.

BY THE NUMBERS

Offshore Rig Fleet by Region

Region	%	No.
Africa – West	80.6%	(50/62)
Asia – SouthEast	71.3%	(67/94)
Europe - North Sea	90.8%	(69/76)
Mediterranean	61.9%	(13/21)
MidEast - Persian Gulf	71.0%	(66/93)
N. America – Mexico	78.1%	(25/32)
N. America - US GOM	74.7%	(56/75)
S. America – Brazil	86.6%	(58/67)

Source: **Rigzone**

Offshore Rig Utilization by Type

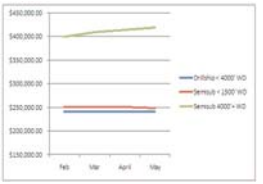
Type	%	No.
Drill Barge	80.0%	(8/10)
Drillship	72.1%	(44/61)
Jackup	75.8%	(275/363)
Semisub	82.9%	(145/175)
Tender	75.9%	(22/29)

Source: **Rigzone**

Offshore Rig Day Rates

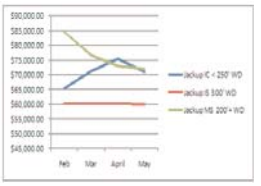
Floating Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Drillship < 4000' WD	4 rigs	8 rigs	$241,000.00
Drillship 4000'+ WD	44 rigs	59 rigs	$464,000.00
Semisub < 1500' WD	11 rigs	18 rigs	$249,000.00
Semisub 1500'+ WD	64 rigs	86 rigs	$291,000.00
Semisub 4000'+ WD	82 rigs	101 rigs	$419,000.000



Jackup Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Jackup IC < 250' WD	31 rigs	53 rigs	$71,000
Jackup IC 250' WD	37 rigs	64 rigs	$85,00
Jackup IC 300' WD	84 rigs	128 rigs	$94,000
Jackup IC 300'+ WD	115 rigs	153 rigs	$140,000
Jackup IS < 250' WD	5 rigs	7 rigs	—
Jackup IS 250' WD	8 rigs	10 rigs	$137,000
Jackup IS 300' WD	2 rigs	5 rigs	$60,000
Jackup IS 300'+ WD	1 rigs	3 rigs	$55,000
Jackup MC < 200' WD	0 rigs	12 rigs	$0
Jackup MC 200'+ WD	11 rigs	28 rigs	$49,000
Jackup MS < 200' WD	2 rigs	2 rigs	—
Jackup MS 200'+ WD	4 rigs	19 rigs	$72,000

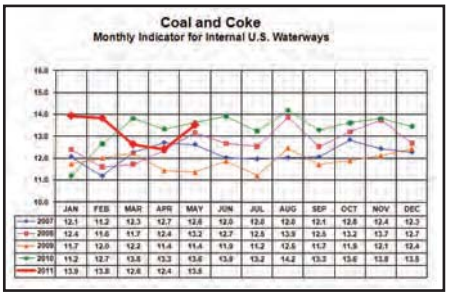


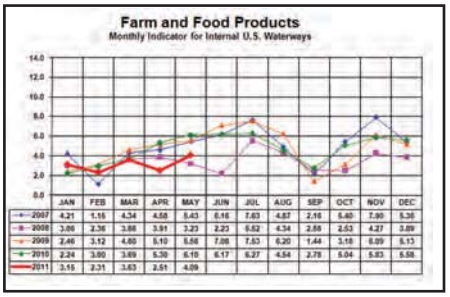
Other Offshore Rigs

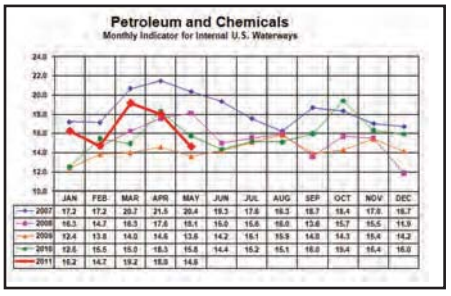
Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Drill Barge < 150' WD	18 rigs	39 rigs	—
Drill Barge 150'+ WD	6 rigs	9 rigs	—
Inland Barge	37 rigs	75 rigs	39,000
Platform Rig	146 rigs	250 rigs	$42000
Submersible	0 rigs	6 rigs	—
Tender	22 rigs	32 rigs	$133,000

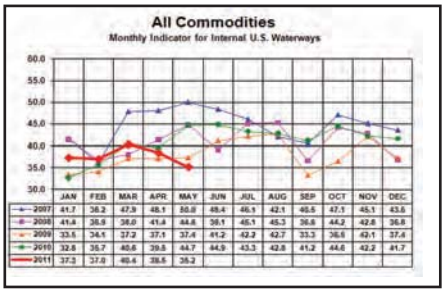
Source: **Rigzone**

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/%
June 27	639.50	-16.00	-2.4
June 20	655.50	-20.00	-3.0
June 13	675.50	+11.00	+1.7
June 6	664.50	+15.50	+2.4
May 30	649.00	+7.00	+1.1
May 23	642.00	-11.00	-1.7
May 16	653.00	-12.50	-1.9
May 9	665.50	-23.50	-3.4
May 2	689.00	-2.00	-0.3
Apr 25	691.00	-1.50	-0.2
Apr 18	692.50	-9.50	-1.4
Apr 11	702.00	+3.50	+0.5
Apr 4	698.50	+31.50	+4.7

East Coast

Date	$/MT	ch/$	ch/%
June 27	639.50	-12.00	-1.8
June 20	651.50	-38.00	-5.5
June 13	689.50	+15.00	+2.2
June 6	674.50	+15.50	+2.4
May 30	659.00	+22.00	+3.5
May 23	637.00	-3.00	-0.5
May 16	640.00	-17.00	-2.6
May 9	657.00	-32.00	-4.6
May 2	689.00	+1.00	+0.1
Apr 25	688.00	+2.50	+0.4
Apr 18	685.50	-10.00	-1.4
Apr 11	695.50	+16.50	+2.4
Apr 4	679.00	+26.50	+4.1

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

Indicative World Steel Prices

Indicative prices		Change
SBB HRC world price $/t	793.1	-7
SBB Rebar world price $/t	747.682	+5
SBB World Price Tracker	274.206	-4

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

Bunker Fuel

Port	IFO 380	IFO 180	MGO	Del. Date
Corpus Christi	675.00	700.00	1000	W 2011-07-01
Houston	634.00	675.00	955.00	W 2011-07-01

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

Port	IFO380	IFO180	MGO	MDO	Barge	Updated
New York	655.50	685.50	985.00	987.50	$7.50	June 30
Houston	635.00	675.00	Pending	961.00	$7.00	July 1
Los Angeles	668.00	690.00	—	Pending	$5.80	July 1

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

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Job Location: USA, Gulf Coast
HARLEY MARINE SERVICES
JOB TITLE: Captain
LOCATION: U.S. Gulf Coast

GENERAL JOB DESCRIPTION:
Responsible for the safe transportation of the assigned barge(s) and for the safety of the cargo, vessel(s), and crew, required to perform administrative and supervisory functions.

JOB RESPONSIBILITIES AND DUTIES:
- The job responsibilities include but are not limited to the following:
- Stands wheelhouse watches underway.
- Direct crew in performance of drills.
- Determine the need for and assign lookouts as necessary.
- Ensure compliance with federal, state, and company policies and regulations.
- Prepare, monitor, and update vessel work lists and maintenance schedules.
- Assign work projects for crew.
- Ensure all crewmen are performing their duties.

KNOWLEDGE, SKILLS AND ABILITIES:
- Must be able to direct, evaluate, and correct performance of subordinates.
- Must be capable of training mate and deck hand in the safe performance of their duties.
- Must be able to fairly evaluate subordinates.
- Ability to learn and make application of safety awareness, injury prevention, and fire fighting.
- Conduct inspections and monitor tug/barge maintenance activities.
- Prepare written reports per company and

regulatory agency directives.
- Check and approve all requisitions and work orders
-Must be able to read, speak, and understand English over telephone and/or radio.
SPECIALIZED SKILLS REQUIRED:
- Ability to get along with crew members in confined quarters for prolonged periods of time.
- Must be able to perform the functions set forth in the attached job analysis and physically fit enough to pull
heavy lines/hoses, lift, carry heavy items, climb onto barges and up and down ladders, and bending and twisting during boat/barge tie up.

EQUIPMENT AND MACHINERY USED:
Work aboard boats and barges using pike poles, heavy lines, winches, mechanical tools for repairs.
JOB CONDITIONS AND ENVIRONMENT:
- Must be able to work independently and without direct supervision.
- Exposure to all weather conditions (rain, ice, snow, heat, wind, heavy seas, etc.)
- Ability to adapt to a variety of schedules and hours
- Able to work weekends, holidays, and at night. Willing to take call outs.
- Must not be afraid of heights.
- Valid state driver's license.

WORK EXPERIENCE:
Previous experience as a captain onboard a tug hauling oil barges.
Experience working on the waters of the Mississippi River, Inter-Coastal Waterway between Mobile, AL and Houston, TX.
Experience working in Houston, TX and the Houston Ship Canal.
EDUCATION / TRAINING:
- Must have a valid Coast Guard license with a radar observer and towing endorsement.
- Must have a valid first aid certificate.
- Must have CPR training.
- Complete HAZWOPER training within 90 days of hire.
- Possess a Tankerman endorsement or attain one within six months after date of hire to be qualified to tow oil barges.

OTHER DUTIES:
- Purchases food for crew.
- Prepare material requisitions and monitor usage of supplies.
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Requires graduation from high school or equivalent and experience in the overhaul and maintenance of fire apparatus, diesel vehicles, fireboats, or light duty vehicles in a full-service repair shop as one of the following:

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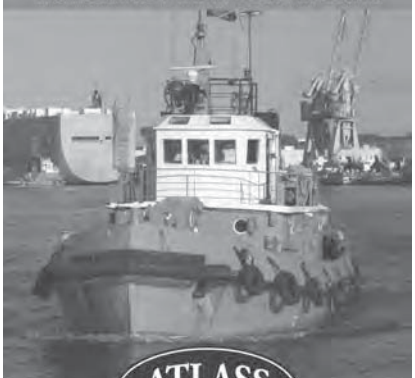
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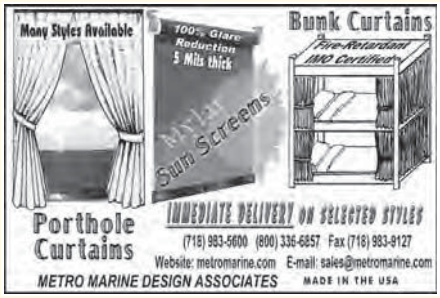

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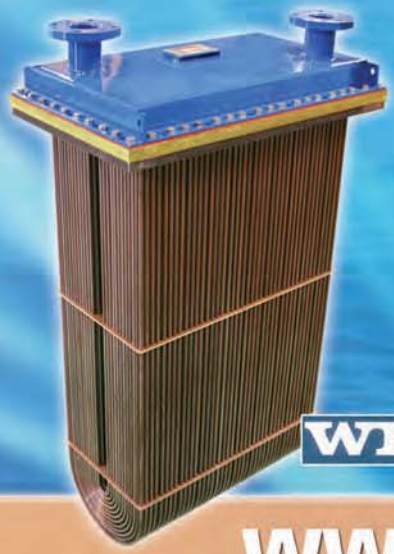

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