

# Marine

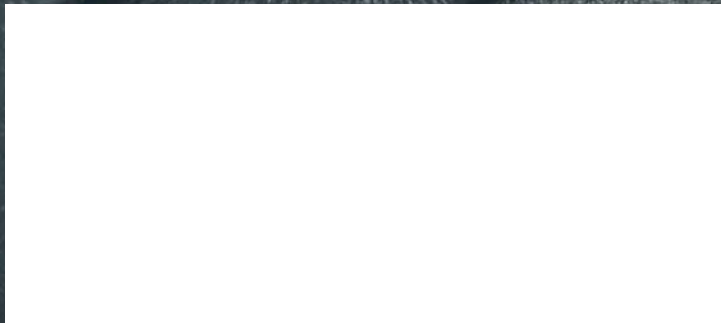
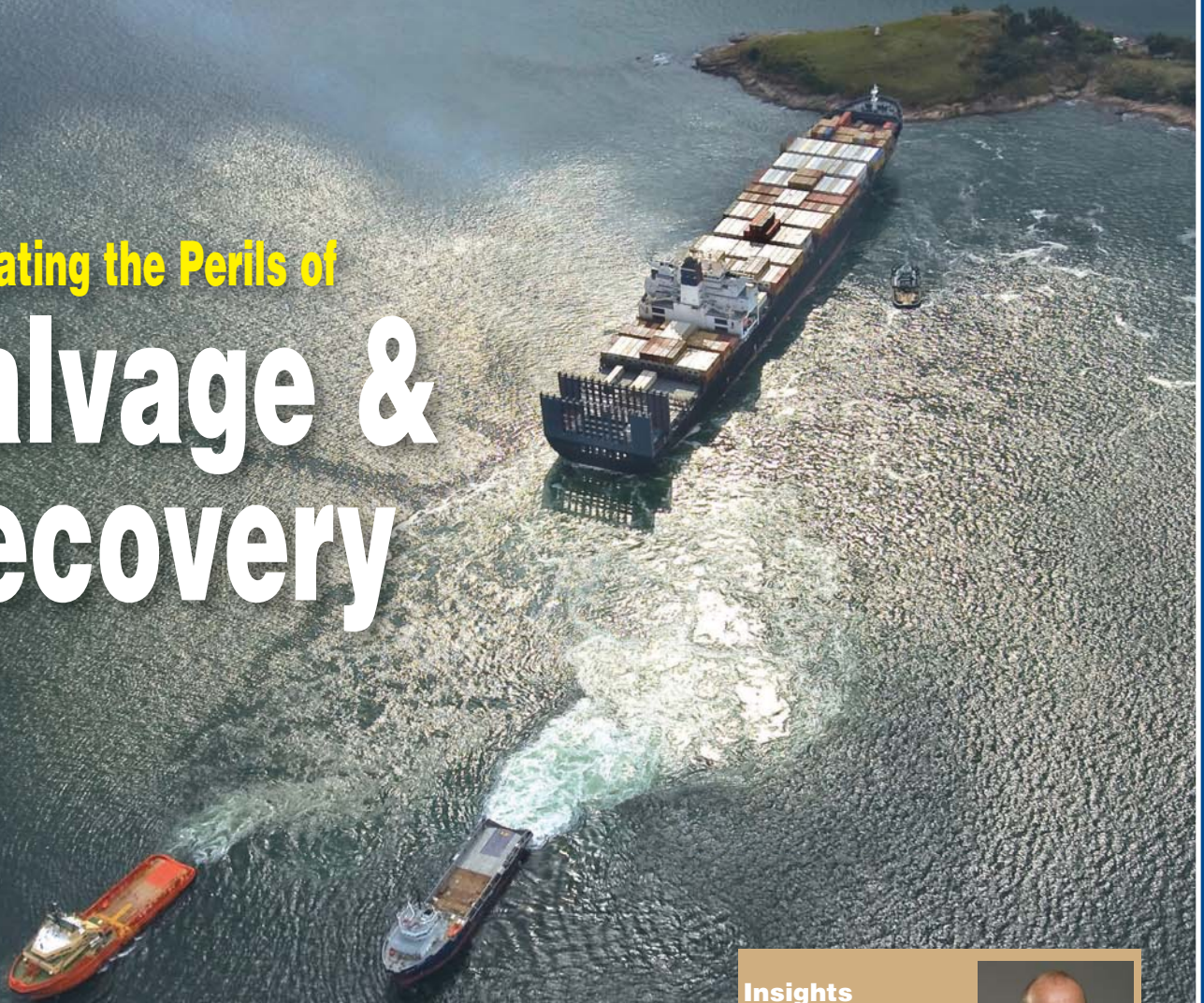
## News

AUGUST 2011

WWW.MARINELINK.COM

Navigating the Perils of

# Salvage & Recovery



Insights  
**Mauricio  
Garrido**  
page 8



OSV Operators  
**Awaiting the  
Next Boom**  
page 28



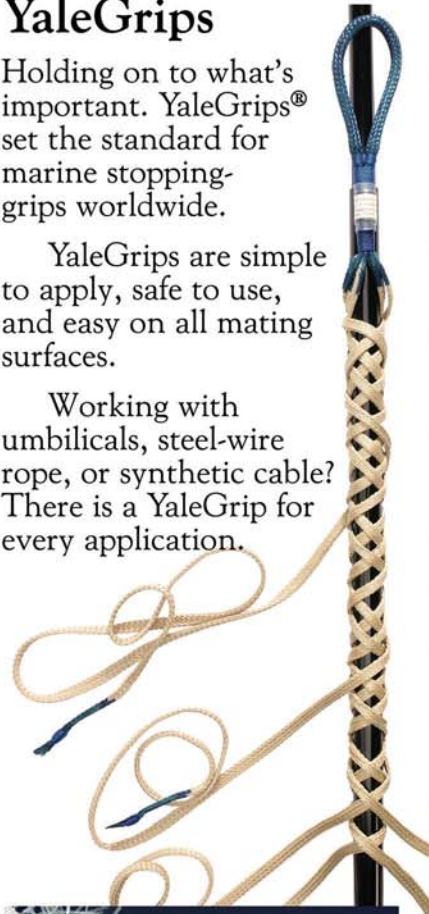
# "...and you thought we just made ordinary rope..."

## YaleGrips

Holding on to what's important. YaleGrips® set the standard for marine stopping-grips worldwide.

YaleGrips are simple to apply, safe to use, and easy on all mating surfaces.

Working with umbilicals, steel-wire rope, or synthetic cable? There is a YaleGrip for every application.



**Fuzz Fairings**

Yale Cordage designs combinations of high performance fairings specifically for the ocean environment.

Fairings are used on towed array configurations, drifting buoys, moored arrays and for many drogue applications.



## Mooring your Buoy or Positioning your Ship

Whether it's mooring your buoy or positioning your ship, our extensive knowledge about our rope's properties can help you be successful. Proper rope selection cannot be made without considerations of strength, weight, specific gravity, design life, elasticity, working and reserve energy absorption capability. If you can explain your problem, we can propose a proper rope or cable to consider.



## Unitrex™ XS-8

This cable consists of eight Unitrex™ XS ropes plied together to form an 8-strand plaited cable.

Unitrex XS-8 is easily spliced with a straight forward, tucking procedure. Strengths available to 1.2 million pounds.



## Yale's Unitrex™ XS

Unitrex is the tension member for the 21st Century...

Based on high tech Honeywell Spectra fibers Yale makes a cable three times the strength of polyester with elongation more like wire than any other synthetic. Cores are bonded and blocked with Neoprene and then wound with a vulcanized neoprene rubber layer.

## Yale Synthetic Rope & Cable Technology

77 Industrial Park Road  
Saco, Maine 04072  
Tel: (207) 282-3396  
Fax: (207) 282-4620  
[www.yalecordage.com](http://www.yalecordage.com)

Go to our web site and use our search box for detailed product information.

# POWER



*Kvichak Marine Industries*



*Scania engines - 12 or 16 liter  
with ratings from 300 to 800 hp*

## **Power to propel both vessels and business.**

Since 1902, commercial mariners around the world have relied on Scania engines to power their fishing boats, patrol boats, tug boats and ferries. No matter the application, Scania marine engines have earned a reputation for their robust performance, legendary durability and outstanding fuel economy.

*Read more at [www.scaniausa.com](http://www.scaniausa.com)*



## **SCANIA**

Scania U.S.A. Inc.

Scania U.S.A., Inc. • San Antonio, TX • Phone 210.403.0007 • Fax 210.403.0211

E-mail: [contact@scaniausainc.com](mailto:contact@scaniausainc.com) • Web site: [www.scaniausa.com](http://www.scaniausa.com)

### **DISTRIBUTORS**

**Northeast/Great Lakes**  
Mack Boring & Parts Co.  
908-964-0700

**Northwest**  
Cascade Engine Center  
206-764-3850

**Southeast/Gulf Coast**  
Certified Diesel  
954-583-4465

**Southwest**  
Boatswain's Locker  
949-642-6800

**Central/Eastern Canada**  
ADF Diesel  
800-517-1489



**8** **Insights**  
**Mauricio M. Garrido**

President ASA

**12** **Boat of the Month**  
**Willard's 18m SAR**

Hard working, plenty capable in offshore waters.

**14** **Tech File**  
**Cerion Energy: GO2 Nanoparticles**

Diesel combustion catalyst decreases consumption, GHG emissions.

**24** **Environment**  
**WOW II :**  
**Regs & Research to the Rescue**

Second WOW Conference Lays Down a Cogent Course for the Way Forward.

*By Joseph Keefe*

**28** **Offshore**  
**OSV Operators: Suffering Still**

Gulf oil production below pre-spill levels as issuance of drilling permits picked up this spring. Operators agreed to use oil-containment systems, but permitting lags earlier rates.

*By Susan Buchanan*

**32** **Market**  
**Louisiana Energy Day**

Something for Everyone: drilling permits, energy & port security..

*By Susan Buchanan*

**42** **By the Numbers**  
**U.S. Merchant Fleet Redefined**

Think you know your market? Think again.



**MV Grant Candies.**



**GSA**

Contract Holder

May contribute to LEED® certification.  
Made in the USA.

# Insist on Tuflex Rubber Flooring for Your Fleet

- Superior sound dampening
  - Unparalleled durability
- Ease of installation and maintenance
  - Slip resistant and nonporous
  - Cushioned support under foot
- Also proudly offering IMO Certified products



"All our customers appreciate the sound absorption of Tuflex."

- Jim Tubor -

Quality Shipyards  
(A Tidewater Company)

"We've used Tuflex for 10 years. We've not had one problem."

- Mike O'Connor -

Surface Systems, Inc.



Tuflex Rubber Products, LLC  
Sports & Marine Division  
World Trade Center Tampa Bay

1101 Channelside Drive, Suite 244, Tampa, Florida 33602 U.S.A.

T: 800.770.6008 | E: marine@tuflex.com

# MarineNews

ISSN#1087-3864 USPS#013-952

Florida: 215 NW 3rd St., Boynton Beach, FL 33435

tel: (561) 732-4368; fax: (561) 732-6984

New York: 118 E. 25th St., New York, NY 10010

tel: (212) 477-6700; fax: (212) 254-6271

www.marinelink.com

## PUBLISHER

John C. O'Malley • jomalley@marinelink.com

## Associate Publisher & Editorial Director

Greg Trauthwein • trauthwein@marinelink.com

## Editor

Joseph Keefe • keefe@marinelink.com

Tel: 704-661-8475

## Contributing Writers

Susan Buchanan • Lawrence R. DeMarcay, III • Frederick B. Goldsmith

Randy O'Neill • Jim Shirley

## PRODUCTION

Production Manager Irina Tabakina • tabakina@marinelink.com

## SALES

### Vice President, Sales & Marketing

Rob Howard • howard@marinelink.com

Sales Administration & Office Manager Rhoda Morgan • morgan@marinelink.com

Sales & Event Coordinator Michelle Howard • mhoward@marinelink.com

Classified Sales Manager Dale Barnett • barnett@marinelink.com

tel: 212-477-6700

## Advertising Sales Managers

National Sales Manager

Jack Bond • bond@marinelink.com

Tel: 561-732-1659 Fax: 561-732-8063

Lucia Annunziata • annunziata@marinelink.com Terry Breese • breese@marinelink.com  
Tel: 212-477-6700 Fax: 212-254-6271 Tel: 561-732-1185 Fax: 561-732-8414

Mike Kozlowski • kozlowski@marinelink.com Dawn Trauthwein • dtrauthwein@marinelink.com  
Tel: 561-733-2477 Fax: 561-732-9670 Tel: 631-472-2715 Fax: 631-868-3575

## Managing Director, Intl. Sales

Paul Barrett • ieaco@aol.com

Tel: +44 1268 711560 Fax: +44 1268 711567

Uwe Riemeyer • riemeyer@intermediapartners.de

Tel: +49 202 27169 0 Fax: +49 202 27169 20

## CORPORATE STAFF

Manager, Accounting Services Rhoda Morgan • morgan@marinelink.com  
Manager, Public Relations Mark O'Malley • momalley@marinelink.com  
Manager, Marketing Jocelyn Redfern • jredfern@marinelink.com  
Manager, Info Tech Services Vladimir Bibik • bibik@marinelink.com

## CIRCULATION

Circulation Manager Kathleen Hickey • mncirc@marinelink.com

## TO SUBSCRIBE:

Subscriptions to **Marine News** (12 issues per year) for one year are available for \$49.00;

Two years (24 issues) for \$64.00.

Send your check payable to:

**MarineNews**, 118 E. 25th St., New York, NY 10010.

For more information call Rhoda Morgan at:

(212) 477-6700; fax: (212) 254-6271; morgan@marinelink.com

## POSTMASTER Time Value Expedite



## On the Cover

# 24

More than 8,500 wrecks litter the bottom of the world's oceans, containing as much as 15 million tonnes of hazardous materials. The world's salvors may have no higher calling – but, who will pay and which wrecks should be salvaged first?

Pictured: T&T Bisso and Edison Chouest teamed to refloat a stranded container-ship near Rio de Janeiro.



Photo Courtesy T&T Bisso

## Salvage

# 16 Protecting Underwater Cultural Heritage

Salvage and recovery, whether of modern vessels and cargoes or of treasure from ancient shipwrecks, must always be performed with due care exercised to protect values.

## Legal

# 18 Implementing a Salvage Plan

Outlining the Key to Avoiding Salvor Exposure.

By Lawrence Demarcay, III

- 6 Editor's note
- 22 AWO: Urgent Need for Uniform Federal Vessel Discharges Regulations
- 34 Vessels
- 36 People & Company News
- 40 Products
- 43 Classifieds
- 48 Ad Index

**MarineNews** ISSN#1087-3864 is published monthly, 12 times a year by Maritime Activity Reports, Inc., 118 East 25th Street, New York, N. Y. 10160-1062. The publisher assumes no responsibility for any misprints or claims and actions taken by advertisers. The publisher reserves the right to refuse any advertising. Contents of this publication either in whole or in part may not be reproduced without the express permission of the publisher.

**POSTMASTER:** Send address changes to **MarineNews**, 118 East 25th Street, New York, N.Y. 10160-1062.

**MarineNews** is published monthly by Maritime Activity Reports Inc. Periodicals Postage paid at New York, NY and additional mailing offices.

# Radome Environmental Control Unit

## Keep Your Equipment Cool

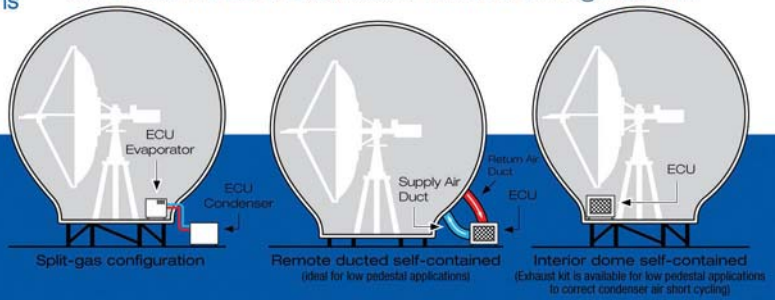
**Dometic**  
MARINE

Conveniently small, lightweight and easy to install, the **Radome ECU** is designed to exceed the cooling requirements of pleasure boat, commercial vessel, and military ship applications. Rugged construction with corrosion-resistant materials allows the unit to be operated in the most extreme conditions at sea. It's highly efficient yet powerful rotary compressor provides quieter operation, increased reliability, and reduced amperage.



Self-contained  
HSA16KCZ/1-417A shown

The Radome ECU is available in three configurations:



2301 NASA Parkway, Seabrook,  
TX 77586 USA  
Toll Free: 1.800.767.7606  
Fax: 281.474.2714  
Email: sales@aersupply.com  
www.aersupply.com

# KEMEL

## ST-77 Environmentally Preferable Stern Tube Lubricant



- ❑ **DOES NOT** cause a film, sheen, or discoloration of the water surface.
- ❑ **DOES NOT** cause a sludge or emulsion.
- ❑ **DOES NOT** violate water quality standards.
- ❑ Is a Polyglycol based lubricant that is classified as "**Environmentally Preferable**" under the new NPDES as stated in the VGP guidelines.
- ❑ Is used in Stern Tubes and CPP systems.

KEMEL USA INC.  
366 FIFTH AVE. SUITE 712  
NEW YORK, NY 10001, USA

TEL: 212-967-5575  
EMAIL: hawkins@kemelusa.com  
WEB: www.kemelusa.com

West Coast Office  
360-271-3791

East Coast Office  
757-482-2644

Gulf Coast Office  
251-661-5498

## EDITOR'S NOTE

keefe@marinelink.com



The primary focus of this issue of *MarineNews* is, appropriately enough, Marine Salvage & Recovery. While that obviously refers to one of the most important, but sometimes misunderstood aspects of the business, we also train our attention on the global economy as marine operators everywhere try to salvage a good year out of one that has been difficult on many fronts. Nowhere is that metric more applicable than in the domestic Offshore Service Vessel sector, where the drilling moratorium in the U.S. Gulf profoundly affected the offshore and coastal markets. On the front lines of the offshore and energy battles, Susan Buchanan weighs in not once, but twice, with a comprehensive report on the state of the OSV markets, as well as a recap of July's World Energy Day held in New Orleans. Her report(s) on the implications of slow BOEMRE permitting and what that means for OMSA and IMCA members and the diverse OSV markets they serve give *MarineNews* readers an unusually up-close and timely snapshot of U.S. Gulf Coast market conditions. Columnist Larry DeMarcay tells us that "Salvage business operators probably know and understand salvage law like the back of their hand." If that's true, then the rest of us probably need a legal primer – and that's just what he provides. Rounding our salvage coverage are three other articles, including Insights from ASA President Mauricio Garrido, who brings us up to speed on the world according to the American Salvage Association.

Rounding out this edition, along with all of our usual features, is an unusual but more than appropriate Boat of the Month selection. I won't spoil it for you, but this versatile platform works as hard as you do and is equally at home in deepwater as it is maneuvering in tight quarters, assisted by a handy bow thruster.

The August edition of *MarineNews* is my first as Editor. As I also happily note the first year anniversary of my employment here at New Wave Publishing, the opportunity to lead and help shape the workboat industry's leading BPA-audited publication is an added bonus. That said, you and I have more than a few things in common. As a licensed mariner also struggling with the nuances of STCW-related regulatory burdens, I'm still digging the dirt out from under my fingernails; the legacy of a career spent, in part, on the same docks that you now toil.

Finally, and also like you, I am quite aware that this sector of the maritime industry has changed measurably over the course of the past thirty years. Just as yesterday's typical workboat has surely been transformed from one of relatively simple equipment into today's DP-capable and sophisticated, highly technical platform, so too must the editorial coverage that brings all of that to light. As always, your business concerns will form the basis of our ongoing editorial coverage. Call it whatever you want — workboat, OSV, brown water, coastal, inland, patrol or Great Lakes — your market is ours, too. Don't hesitate to reach out and tell me what's on your mind and look for me to do the same.

A handwritten signature in blue ink that reads "Joe Keefe". The signature is fluid and cursive, with a large initial "J" and "K".

Joseph Keefe, Editor, keefe@marinelink.com

### Online Resources

#### SUBSCRIBE

Subscribe to the print or electronic edition of *MarineNews* at [www.marinelink.com/renewsusbscr/Renew04/subscribe.html](http://www.marinelink.com/renewsusbscr/Renew04/subscribe.html) or e-mail Kathleen Hickey at [mrcirc@marinelink.com](mailto:mrcirc@marinelink.com)

#### DAILY NEWS via E-MAIL

Twice every business day we provide breaking news, tailored to your specification, delivered FREE directly to your e-mail. To subscribe visit <http://maritimetoday.com/login.aspx>

#### POST & SEARCH JOBS

Job listings are updated daily and help match employers with qualified employees. Post a position or keep abreast of new employment opportunities at <http://www.maritimejobs.com>

#### ADVERTISE

MN offers a number of print and electronic advertising packages. To see our editorial calendar and advertising rates, visit [www.marinelink.com/AdvRates/Rates.asp](http://www.marinelink.com/AdvRates/Rates.asp)



# "Eastern Shipbuilding Group earned our business by earning our trust."

Since 1976, the Eastern Shipbuilding Group family has proudly built over 300 vessels at our two Panama City facilities, producing the most diverse product line on the U.S. Gulf Coast.



*"Eastern Shipbuilding Group has built three ships for us over the past two and a half years and we are very pleased with their performance. To us, trust is probably the most important component to any business relationship and Eastern earned our trust by doing what they said they would do, on time and on budget. In fact, they even delivered two of our ships ahead of schedule. We will definitely use Eastern Shipbuilding Group again and we won't hesitate to recommend them to anyone else who needs a great quality ship built."*

*Cliffe and Peter Laborde  
Laborde Marine - New Orleans, Louisiana*

Contact us at:

Tel: 850-763-1900 Fax: 850-763-7904 Email: [sales@easternshipbuilding.com](mailto:sales@easternshipbuilding.com)



**EASTERN SHIPBUILDING GROUP, INC.**

2200 Nelson Street, Panama City, FL 32401  
13300 Allanton Road, Panama City, FL 32404

[www.easternshipbuilding.com](http://www.easternshipbuilding.com)

New Construction – Repair – Conversion – Industrial Fabrication

# Mauricio M. Garrido

President, American Salvage Association

If the marine salvage business is one of the most intriguing parts of the greater maritime industry, then there is arguably no more appropriate person than ASA President Mauricio Garrido to tell their story. Follow along as T&T Bisso's chief executive and this year's voice of the American Salvage Association provides sharp insights into what makes this business sector tick.

**As current President of ASA, you are the best choice to give us your outlook on the global salvage and recovery markets. With that in mind, what kind of interaction do you have with the International Salvage Union (ISU); where do you cooperate on issues, and how?**

The ISU and the ASA are equally committed to supporting the continued growth and sustainability of a professional salvage industry. The interaction between the two organizations is positive and supportive and is cultivated through participation in conferences, membership meetings, and routine communications. In fact, more than half of ASA general members are also ISU members allowing for enhanced communications and cooperation. While the ASA remains actively committed to tackling specific issues concerning salvage and wreck removal in North America, both entities are currently focused in critical common issues such as responder immunity and the value of salvage in mitigating environmental damage.

**The implementation of the new USCG Fi-Fi rules was a huge step forward for response and recovery providers. This was something ASA worked very hard on, in concert with the U.S. Coast Guard. The Coast Guard says that these rules were implemented in a generally smooth fashion. What's your take on that and why are the new rules so important?**

Frankly, the USCG salvage and firefighting regulations represent a great achievement for the entire maritime community. The regulatory process has, in fact, catalyzed the improvement of salvage response infrastructure in the U.S., leaving shipowners and their underwriters, the end users of salvage services, with a "supercharged" emergency response system. The Coast Guard certainly looks at the rules from a different window than salvors and shipowners, but all in all, the process was fruitful. There were some



"Subsea technology continues to leap ahead every day and its integration into the traditional salvage toolbox has been very successful."

Mauricio M. Garrido  
President, American Salvage Association



## WE'RE MAKING WAVES BY REDUCING MAINTENANCE TIME AND COSTS

Face it. If your vessels are not in service, you're not making money. And that's why with Delo, along with the people, industry expertise and technology behind it, you can count on exceptional protection for your fleet. When it comes to maximizing engine life and managing the bottom line, it's no wonder fleets rely on Chevron's advanced lubricants and coolants. To find out more, visit [chevronlubricants.com](http://chevronlubricants.com).



# Delo<sup>®</sup>

## INSIGHTS

Our focus will continue to target the increased awareness of all stakeholders around America's coasts so they fully grasp the true benefit of subsea remediation while understanding that "Out of Sight" cannot be "Out of Mind" when dealing with the fragile marine environment.

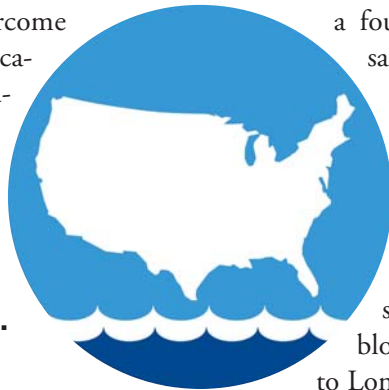
bumps in the road which were overcome through open and proactive communications between the regulated and the regulators. Now that we have obtained tank vessel regulations, we look toward non-tank vessel regulations.

**The second Wrecks of the World (WOW II) conference just wrapped up. ASA was a big part of that conference. Tell our readers about some of the advancements and developments that occurred since WOW I, almost two years ago. Is funding becoming more available to address these lurking, undersea oil-filled hulls? If so, from where will it come?**

The ASA is fully committed to marine environmental protection. We are firm believers that tackling potential polluting wrecks before they leak out to sea is a win-win strategy for all concerned. Our focus will continue to target the increased awareness of all stakeholders around America's coasts so they fully grasp the true benefit of subsea remediation while understanding that "Out of Sight" cannot be "Out of Mind" when dealing with the fragile marine environment. Subsea technology continues to leap ahead every day and its integration into the traditional salvage toolbox has been very successful. Last year some congressional funding was appropriated for NOAA to conduct some initial risk assessment. In addition, the USCG has just issued a public request for quotations to carry out the on site assessment of the S.S. MONTEBELLO which is sunk in about 900 feet of water outside the California coast. Funding is becoming available for assessments and depending on the findings, funding could be made available for actual oil removal operations.

**If you had to put your finger on one thing that troubles or concerns ASA members today, what would that be, why, and what could be done about it?**

The biggest challenge to our industry has always been the potential liability exposure when responding to casualties involving oil spills, coral reefs, or other third party impacts. Salvors are tasked with responding to save ship, cargo, and the environment under unique circumstances and abnormal conditions, ranging from a tanker on fire to



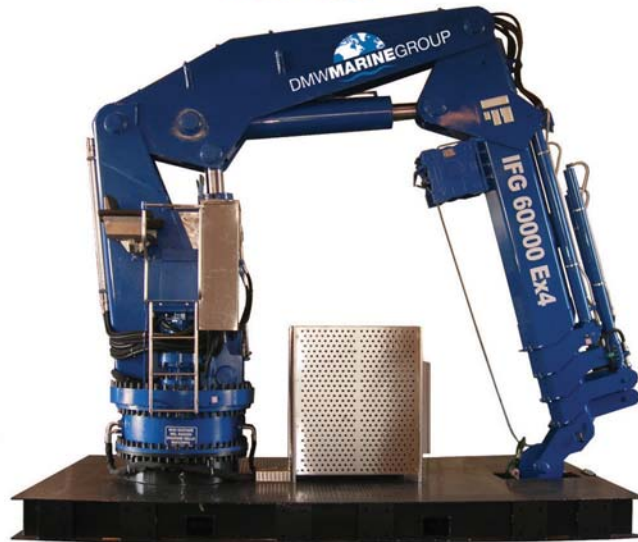
a foundering bulk carrier in 40-foot seas. If salvors are deterred, for fear of a lawsuit, from responding as they have for thousands of years, the entire maritime system will suffer. Those of us in the industry have no choice but to take this on and work relentlessly to raise the awareness of lawmakers and the public so they understand what happens when a ship sinks and blocks the Mississippi River or the entrance to Long Beach.

**Salvage as a profession has come a long way in a relatively short period of time. As a part of that, salvors are finally achieving the type of respect that reflects that metric. How did this come about and what are you doing – as ASA president – to ensure that this progression continues.**

Professional salvage has been around for a long time. As an industry, however, we failed to let folks know what we were all about and how important salvage is. The ASA has done a great job at getting the word out through our outreach programs to government. These include our USCG Training sessions and our USCG Quality Partnership participation. Our National Maritime Salvage and WOW conferences continue to successfully convey our keen desire to spread the salvage word and all the positives it brings to the table. As President I have encouraged our membership to now take a longer range look at the sustainability of our industry by focusing on Education of the younger generations to come. Our newly formed Education Committee is charged with bringing young Americans in touch with our industry.

*Mauricio Garrido is President of the American Salvage Association (ASA), a member of the SNAME Safety & Environmental Committee, as well as a member of the North American Marine Environmental Protection Association (NAMEPA) and the Lloyd's Open Form Subcommittee of the International Salvage Union (ISU). He also serves as President of T&T Bisso.*

WE SUPPLY THE BEST CRANES – ON TIME – FOR THE BEST PRICE



DMW MARINE GROUP 1123 St. Matthews Rd. • Chester Springs, PA 19425 • United States  
phone 610.827.2032 • www.dmwmarinegroup.com



To make it safely to harbor,  
it takes a strong and agile partner.

**Strength. Agility. Expertise. That's what counts in this business.**

Ask for Great American coverage for:

Marine Commercial Liability • Ocean Cargo • Hull/P&I  
Vessel Pollution • Terminal Operators • Vessel General Permit



www.GreatAmericanOcean.com | Contact Captain Ed Wilmot at 212-510-0135 | ewilmot@gaic.com

580 Walnut Street | Cincinnati, OH 45202

## BOAT OF THE MONTH

Willard Marine's

# 18m SAR

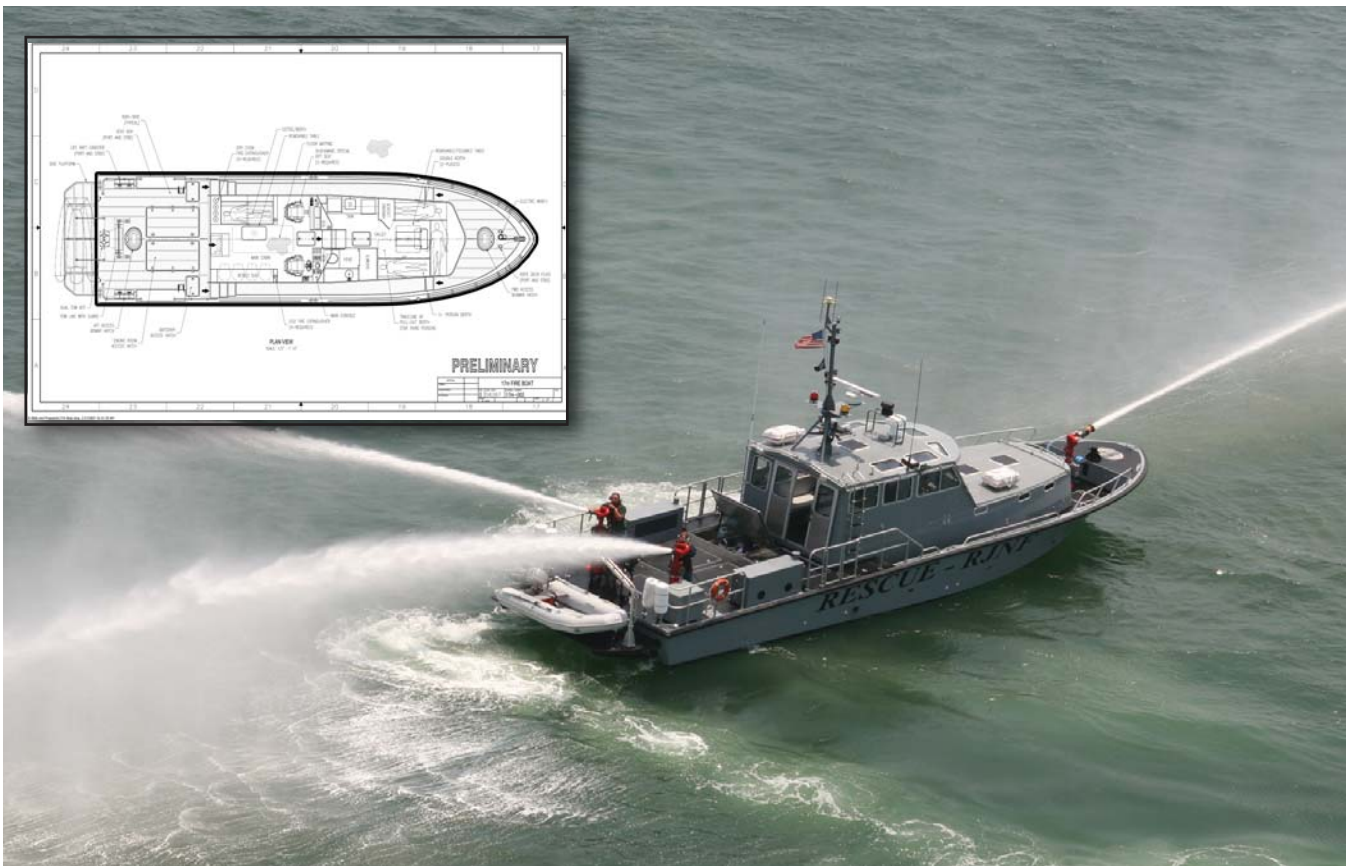
*Hard working, and plenty capable in offshore waters*

In July, Willard Marine delivered their latest 18-Meter Search and Rescue (SAR) boat to the U.S. Navy Office of Foreign Military Sales (FMS). Specially designed and custom built to meet the needs of the U.S. Navy, the enormously versatile vessel also demonstrates the capability of its builder to produce larger hulls, above and beyond its well known 7 meter range. Actually, and with state-of-the-art design, manufacturing and testing facilities in both Anaheim, California and Virginia Beach, Willard Marine produces a full range of aluminum and fiberglass boats for the U.S. Government and Coast Guard and non-military

clients.

Specializing in a versatile class of commercial and military 16' to 54' Rigid Inflatable Boats, 26' to 40' Personnel boats, High Speed Patrol Boats, Fire Boats and SOLAS approved boats, the firm's manufacturing expertise also attracts a myriad of worldwide commercial industry contracts.

Following successful Acceptance Trials at the Willard Marine facility, a Willard Marine team traveled with the Navy to conduct boat familiarization training and continues to provide post-delivery technical support. Willard



**18-Meter SAR Vessel in action; Inset: General arrangement of boat.**

Marine Director of Government Products, CJ Lozano, total MN in July, "Everyone is very excited about our new Search and Rescue, and Fire Boat platform as this vessel provides an enormous amount of capabilities from firefighting, to offshore patrol and offshore escort duties." In other words, the ideal workhorse and perfect candidate for this month's MarineNews Boat of the Month.

The 18-Meter SAR vessel – based on time-tested, proven design of the 56 ft. Septar Surface Target hull long in service for the U.S. Navy – integrates a number of complex systems to meet the requirements of the contract. These Include a fire fighting system powered by a Cummins 8.9 405 HP diesel engine driving a single Hale pump with one remote controlled fire monitor station at the bow and two manual stations on the stern,

capable of shooting water 250ft @ 100 psi and 145ft. @ 100 psi, respectively. A water curtain system is included which envelopes the boat with a water spray for fighting ship-board fires. A 27 kw generator operates two A/C systems as well as other electrical components on the boat including a full kitchenette, berthing

for seven and a full head, shower and MSD system. The propulsion system for this vessel is comprised of impressive twin Cummins QSC 8.3 600 HP diesel engines coupled to Hamilton 322 water jets, and a bow thruster.

On the WEB  
[www.willardmarine.com](http://www.willardmarine.com)



**CJ Lozano, Willard Marine Director of Government Products**

[www.marinelink.com](http://www.marinelink.com)

## Only one reel can anchor your business.

Maritime operations require equipment that maximizes efficiency, as well as safety on dock and on deck. Perfect for drydock operations, workboats and shipyards, Hannay Reels are durable, compact, and portable. We have reels available in thousands of standard configurations, and can also customize a reel to your unique needs.

Uses include:

- Welding
- Fire protection (foam and water)
- Lubrication (oil and grease)
- Food processing
- Audio/video cable
- Off-shore drilling
- Pneumatics and hydraulics

Hannay Reels deliver confidence by standing up to the most demanding jobs and providing lifetime value – proving that you can't buy a better reel. To find yours, go to [hannay.com](http://hannay.com) or call 877-467-3357.



Find the reel you need at the new [hannay.com](http://hannay.com)

 **Hannay Reels®**  
*The reel leader.*

# GO2 Nanoparticles to the Rescue

## *Diesel combustion catalyst decreases consumption, GHG emissions*

Cerion Energy, Inc., a developer and supplier of technologically advanced fuel additives has recently introduced its patented diesel fuel combustion catalyst called GO2. Currently being used by the commercial marine industry, GO2 is scientifically proven to decrease fuel consumption by 8-13 percent, decrease greenhouse gas emissions from 10-20 percent and decrease soot emissions by up to 40 percent. GO2 addresses a common design limitation of a diesel engine: uneven distribution of oxygen and fuel, which limits engine performance. Unlike gasoline engines, fuel is not pre-mixed with air in diesel engines, thereby resulting in areas of high and low oxygen concentration in the engine chamber. In areas of high oxygen concentration, the combustion creates NOX. In areas of low concentration, the resulting combustion creates un-burned hydrocarbons (soot). This uneven distribution of oxygen limits the maximum work output the engine can generate during each combustion cycle.

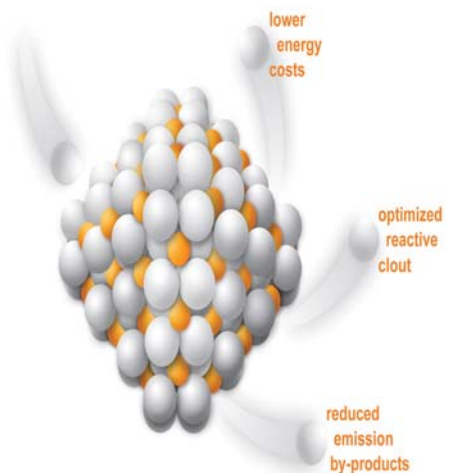
Cerion produces nanoparticles that are the active ingredient in the GO2 formulation. Because of their size and composition, the particles play a dual role in the combustion process. The nanoparticles provide oxygen in fuel rich areas in the combustion chamber which enables a more

rapid, complete and cleaner burn. The particles also shuttle oxygen for more uniform fuel/oxygen mixture on the order of 1 million times per combustion cycle. The Company's fuel additive formulations based on this technology offer increased combustion efficiency, thereby increasing fuel economy (i.e. MPG), while dramatically decreasing unwanted and harmful exhaust emissions.

Plaquemines Parish's Ferry Department located in Louisiana recently implemented the use of GO2 on their entire fleet. Before the implementation a test was performed on the Belle Chase Ferry M/V Plaquemines Pride. Two EPA-certified Portable Emissions Measurement Systems (PEMS) designed to record fuel use and emissions were brought in for this demonstration. The units were attached to the ferry and it resumed normal operations. Data was collected thirty days later and it was determined that fuel use was down by 6.8%, Carbon Monoxide emissions were reduced by 30%; Nitrogen Oxide emissions were reduced by 15%; and un-burned Hydrocarbons were reduced by approximately 30%. In order to confirm the findings, an independent third party was brought on to evaluate the use of GO2 in M/V Plaquemines Pride.

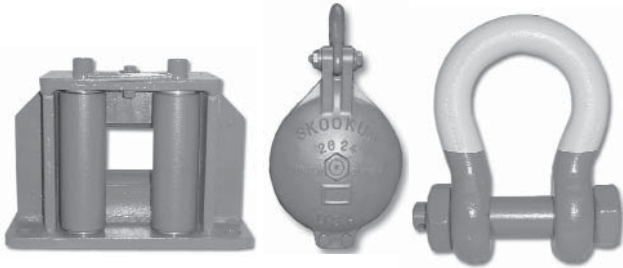


(Images courtesy: Cerion Energy Inc.)





**Now more than ever,  
Skookum signifies value in  
today's cost-conscious world.**



You've known us for quality rigging products since 1890. Our comprehensive block, fairlead, sheave and alloy forging lines have met the challenges of the most demanding applications around the world. And in the process, we've proudly taken part in the shaping of American history; from salvage operations at Pearl Harbor and construction of the Grand Coulee Dam to San Francisco's BART and the space shuttle.



**SKOOKUM®**  
Blocks & Rigging  
AN ULVEN COMPANY  
1-800-547-8211 • www.skookumco.com

Whatever your applications, we're committed to serving you with the finest in standard and custom engineered products. For further information contact your nearest dealer or call us at:

**503/651-3175**

Skookum  
PO Box 280, Hubbard, OR 97032  
FAX 503/651-3409

**Serious Air For Serious Places**

Confined  
Space Air  
Ventilators



8", 12" & 20"  
Models  
Portable  
Lightweight  
848-8000 CFM  
110/220V  
12V DC  
Pneumatic



**Americ Corporation**

785 Bonnie Lane  
Elk Grove Village, IL 60007  
For more information, call 800-364-4642  
or Fax 847-364-4695

www.americ.com

**TUTOR-SALIBA CORPORATION**

Contact: James Foster  
818-362-8391

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

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

**The first name in  
maritime training**

Mariner career training and industry learning  
backed by over 130 years of tradition.

Maritime College Professional Education & Training offers traditional and online training opportunities to professional mariners and nautical enthusiasts.

- Basic and Advanced Firefighting
- Bridge Resource Management (BRM)
- Automatic Radar Plotting Aids (ARPA)
- Radar (Original and Renewal)
- Basic Safety Training (BST)
- Able Seaman (AB)
- Lifeboatman/ Proficiency in Survival Craft (PSC)
- Tankship Person in Charge (PIC)
- 100 Ton, 200 Ton, Limited Master/OUPV
- Electronic Chart Display and Information Systems (ECDIS)
- International Ship and Port Security (VSO, FSO, CSO)
- Global Maritime Distress and Safety System (GMDSS)
- Online Marine Surveying Programs
- Flashing Light
- RFPNW Assessments
- First Aid and CPR
- Celestial Navigation

Both contract and scheduled training available.  
For more information, call (718) 409-7341 or  
go to [www.sunymaritime.edu](http://www.sunymaritime.edu) for more details.



**MARITIME COLLEGE**  
STATE UNIVERSITY OF NEW YORK

### Protecting

# Underwater Cultural Heritage

By Jim Shirley



Salvage and recovery, whether of modern vessels and cargoes or of treasure and artifacts from ancient shipwrecks, must always be performed with due care exercised to protect values. That is an obligation of the salvor in the law, serving to increase the reward

to which he is entitled. However, to avoid unintended consequences that result in greater harm than benefit, due care must also be exercised by those in a position to impose specific performance requirements on salvors.

#### ANCIENT HISTORY

During the 1970's, tugs and small survey vessels in Caribbean seaports commonly employed propeller wash nozzles on their after decks. These funnel shaped devices were usually hinged in such a way that they could be lowered and locked over the vessel's propeller to concentrate the wash, angling it to scour an area of the seafloor. This method of excavating imbedded shipwrecks and treasures was also destructive, because the propeller wash could not distinguish soft structural members of the imbedded vessel, artifacts or other objects of possible historical and cultural significance from the medium it was intended to disperse. It could, however, distinguish items of greater density, such as metal cannons and fittings, and those of greatest importance to the treasure salvors of the day, gold and silver items of sufficient mass.

As these were uncovered, greater care was used in further excavation, usually by divers using small air lifts or jet nozzles, or excavating by hand. It is impossible to tell how much antiquity has been lost over the years to this and similarly destructive processes. The need to change the situation – incentivizing treasure salvors to preserve more of the cultural artifacts, irrespective of commercial value – became clear. Much in the same way that the law of salvage has for more than 3,000 years served to prevent salvors from plundering vessels and cargoes in peril at sea, something was required to afford the same protection to ancient shipwrecks. As technology has enabled reliable

location of sunken relics of history at greater water depths as well as embedded deeper beneath the seafloor, these problems and the need to resolve them also became more pronounced.

#### LAWS, TREATIES AND POLITICS, TOO

Under U.S. law, the rights of a salvor who recovers property at sea that has been abandoned by its owner would be governed by the “law of finds” and the salvor would, after a proper court proceeding, become the rightful owner of the property. However, if the owner of the recovered property stepped in and was found by the court not to have abandoned the property, the salvor would have only a lien against the recovered property for the amount of the award the court determined was appropriate pursuant to the “law of salvage.” This distinction is usually of greatest importance when dealing with ancient, or at least older, shipwrecks and their cargoes that have long been on or embedded in the seafloor with no effort at recovery having been made by any putative owner.

The salvor's rights under either “finds” or “salvage” may, of course, be affected by court decisions, legislation, or international treaty. For example, courts may especially reward a salvor who has exercised special care in preserving the archeological value of the wreck site and the recovered property, and courts have done this in several modern cases. Coastal states may also use legislation to protect treasure and artifacts that lie within their territorial waters. The countries that border on the archaeologically rich waters of the Mediterranean Sea provide such legislative protection, as do many other countries, including U.S. Treaties that may also impose on the salvors of signatory states the duty to employ special care when handling artifacts wherever they may be found, as well as limitations on the use that can be made of such recoveries. The United Nations Law of the Sea Convention (UNCLOS) imposes a duty to protect “objects of archaeological and historical nature,” and the 1989 Salvage Convention enables similar protection by reservation.

Then, there is the “UNESCO Convention on the Protection of Underwater Cultural Heritage” (the UCH

Convention). While “a rose by any other name would smell as sweet,” the same is not true of legislation or treaties urged on us by lawmakers or diplomats. No person of good will can be against protecting underwater cultural heritage. Therefore, busy lawmakers whose advice and consent may be required for a nation’s ratification of this treaty may be advised by their aides (who may or may not have read the treaty and understood its ramifications) to agree for purposes of political expediency, if for no other reason because it would be difficult to explain negative votes to their constituencies.

On the other side of the spectrum, some professional salvors have looked at the title from which they inferred that the treaty applies only to treasure salvors, and then do not bother reading the treaty at all. What about the diplomats who drafted and finalized the language of the treaty? Did they fully understand the science with which they were dealing, or even the politics, and if they did, how much of that understanding or advice from experts had to be compromised in the diplomatic process of reaching agreement?

Some persons whose activities may be directly affected have questioned the wisdom behind a treaty that has the effect of leaving some items of “cultural heritage” in a destructive and damaging environment rather than encouraging their recovery and preservation. Professional salvors should have other concerns.

There are a number of provisions in the UCH Convention that could have adverse impacts on the operations of professional salvors. To start with, the definition of “underwater cultural heritage” (UCH) includes, among other things, “all traces of

human existence having cultural, historical or archaeological character that have been partially or totally under the water, periodically or continuously, for at least 100 years.” Further, the treaty applies not only to “activities directed at UCH” but also to “activities incidentally affecting

UCH” – or activities that may “physically disturb or otherwise damage UCH.” There is enough ambiguity and subjectivity in that language to keep litigators busy for years.

(Continued on page 21)

## LARGEST RENTAL FLEET OF SPUD, DECK AND MATERIAL BARGES



### BARGES 60' TO 400' LENGTH

- 16 Fleeting locations inland rivers, Gulf, East and West Coast
- Inland and Ocean towing services



**McDonough Marine Service**

**SINCE 1945**

**New Orleans**

**(504) 780-8100 • Fax (504) 780-8200**

**Norfolk**

**(757) 545-0100 • Fax (757) 545-8004**

**Houston**

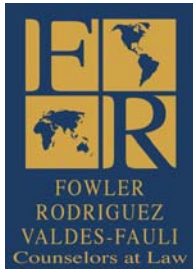
**(281) 452-5887 • Fax (281) 452-9682**

**[www.mcdonoughmarine.com](http://www.mcdonoughmarine.com)**

## Key to Avoiding Salvor Exposure

## Implementing a Salvage Plan

By Lawrence DeMarca, III



Salvage business operators probably know and understand salvage law like the back of their hand. For all others operating in the marine environment, U.S.-based salvage laws can be confusing. Add a crisis to the mix and you have the recipe for serious potential problems. As such, it may be helpful to gain an understanding about the various types of salvage; when a salvage claim exists and how to plan for a salvage situation prior to an unfortunate event occurring.

Salvage is the process of rescuing a vessel, its cargo, or other property from peril. Under general maritime law, salvage is a legal concept that tries to be fair to both distressed property owners and salvors alike. The law provides an inducement for mariners to save property that is in distress because it also provides for an award to the salvor.

## PURE SALVAGE

There are two types of salvage. “Pure salvage” occurs when the salvor is a volunteer. “Contract salvage” occurs when the salvor and the distressed vessel enter into an agreement concerning the salvage effort.

For a salvor to bring a pure salvage claim under the general maritime law, three elements must be satisfied. First, a marine peril – occurring when there is a reasonable apprehension that the property is in a situation that might expose it to loss or destruction – must exist. Secondly, the

“...ship owners and charterers should avoid signing an LOF unless they are in a catastrophic situation and have no time to negotiate a fixed compensation contractual agreement.”

salvage service must be voluntarily rendered and not required by an existing duty or by contract. A contract or other obligation between the salvor and the distressed vessel precludes voluntariness. Additionally, the salvor must have the express or implied consent of the vessel in distress before it renders aid. Consent is present if a reasonably prudent person would have requested or accepted the salvage services under the circumstances. A vessel that is abandoned by her master and crew does not require consent.

Salvage efforts must be successful. This element, called the “no cure, no pay” rule, means a salvage team could work for days, but if unsuccessful, the team would receive nothing for its efforts. The exception to the “no cure, no pay” rule involves potential environmental damage. The 1989 International Convention on Salvage gave salvors the incentive to minimize environmental damage even if they cannot save the property. For example, if salvors are not successful in saving a vessel, but still manage to prevent a major oil spill, they can obtain compensation from the owner to reimburse them for salvage expenses.

When a salvor meets all three requirements, they can receive an award based upon the value of the rescued property. Judges or arbitrators base the award upon a variety of factors, including the value of the vessel. Traditionally, only “maritime property” such as vessels, cargo, freight or bunkers can be the object of an act of salvage. A salvor can bring a pure salvage claim in rem against the property saved or in personam against its owner. Salvors have a lien upon the property saved, which enables them to maintain a suit in rem against the ship or cargo. A suit for pure salvage needs to commence within two years of the salvage service.

Salvors can be any volunteer who renders salvage services such as an individual, corporation or a government. Essentially, any person that performs an act of salvage, as long as he is not under a pre-existing duty to perform the act in question, may bring a claim for pure salvage.

“Salvage efforts must be successful. This element, called the “no cure, no pay” rule, means a salvage team could work for days, but if unsuccessful, the team would receive nothing for its efforts.”

As a rule, the vessel’s master and crew are not entitled to bring a claim for pure salvage because they already have a duty to preserve the ship and cargo. However, the vessel crew can become individual salvors if their employment contract terminates before the salvage service commenced. Several ways to terminate the crew’s employment includes the authorized abandonment of the ship under the master’s authority, the master’s discharge of the crew concerned, or the capture of the vessel in a hostile encounter.

In determining how much a judge or arbitrator should award for pure salvage, several factors are considered. These factors include:

- *the value of the vessel (prior to incident less cost of repairing any damage that occurred prior to and during the salvage);*
- *the skill and efforts of the salvors in preventing or minimizing damage to the environment;*
- *the measure of success obtained by the salvor;*
- *the nature and degree of danger;*
- *the skill and efforts of the salvors used in salvaging the vessel;*
- *the time, expenses and losses incurred by the salvors;*
- *the risks encountered by the salvors or their equipment;*
- *the promptness of services rendered;*
- *the availability and use of vessels/equipment intended for salvage operations; and*
- *the state of readiness and efficiency of the salvor’s equipment and the value thereof.*

The judge or arbitrator has significant discretion in considering these factors. Salvage awards, which cannot exceed the total value of the property saved, vary based on the facts of each claim.

#### CONTRACT SALVAGE

Parties often make an agreement for contract salvage via a wireless conversation between the master of the salvage vessel and the master of the distressed vessel. The performance of the salvage service is for a fixed price, often without regard to success. If a contract is entered into while the vessel was in extremis, the courts will give it close scrutiny and may set it aside if the compensation is grossly exorbitant; or if the salvor took unfair advantage or was guilty of fraud. However, if the parties fairly negotiated and the parties consented, the terms are enforceable.

Contract salvage is highly preferable to pure salvage. If the salvage effort is pure salvage, the potential award will be considerably higher because it is



**LOOKING  
FOR A  
SHIP,  
DREDGE,  
OR  
BARGE  
BUILDER?**

**LOOK  
NO FURTHER!**

Steelways, Inc. is located on the Hudson River only 50 miles from NYC. Utilizing a shipyard with 60 waterfront acres, and 3 sheltered harbors, Steelways, Inc. is the choice for Vessel, Ship, Dredge & Barge Construction.

**Let's get it started.  
(845) 562 0860**

401 S. WATER STREET • NEWBURGH • NY 12553  
[www.steelwaysinc.com](http://www.steelwaysinc.com) [info@steelwaysinc.com](mailto:info@steelwaysinc.com)



**STEELWAYS**

“For a salvor to bring a pure salvage claim under the general maritime law, three elements must be satisfied.”

determined by the court based upon several factors. On the other hand, parties negotiate contract salvage for fixed terms for services rendered.

Just because a ship owner requests and salvors in response furnish it, standing alone, does not create an implied contract. Salvors can still argue that they are entitled to a pure salvage award. The distressed vessel should make sure to negotiate the terms for the salvor’s work to ensure that the salvor is not proceeding on a pure salvage basis.

Vessel owners and charterers should also be aware of the Lloyd’s Open Form (LOF), which is the most popular standard salvage contract. Many towage vessels have blank LOF’s in their wheelhouse and often push for the distressed vessel to sign the LOF. However, the distressed vessel should negotiate a rate for the salvage services rather than signing the LOF.

Although the LOF is a contract, salvage services performed pursuant to the LOF are considered to be pure salvage, not contract salvage, because the LOF provides that the contract salvor is engaged on a “no cure, no pay” basis, and it leaves the reward amount open in the event of success. Accordingly, ship owners and charterers should avoid signing an LOF unless they are in a catastrophic situation and have no time to negotiate a fixed compensation contractual agreement.

The LOF also contains a choice of law provision for English law and an arbitration provision in London for contract disputes. However, U.S. courts have declined to enforce the arbitration provision when the salvage occurred in U.S. waters between U.S. citizens.

Unfortunately, incidents that place vessels in distress do happen. Therefore, vessel operators must have a plan in place to deal with these unplanned events. As vessel operators crave certainty and prefer to avoid litigation, they should, at all costs, avoid pure salvage situations where the salvage award is beyond the company’s control. The negotiation of contractual terms prior to the salvage operation will save the company and its underwriters a potential headache on the back end. - MN

*Mr. DeMarcey is a partner in the law firm of Fowler Rodriguez Valdes-Fauli. Based in New Orleans, LA, Larry is admitted to practice in Louisiana, Texas and Florida. His areas of practice include Commercial Litigation, Admiralty, Personal Injury, Transportation, Real Estate, Construction and Corporate Law. Mr. DeMarcey received his B.A. from the University of Florida, M.B.A. from The George Washington University and his law degree from Loyola University. Prior to attending law school, Mr. DeMarcey served on the Washington based legislative staff of Congressman Jimmy Hayes. On the WEB: [www.frvf-law.com](http://www.frvf-law.com)*



A hard hat, a flashlight and sound, professional judgement will always form the bedrock of effective classification services.

Setting the Standard for Service.



## SALVAGE

(Jim Shirley Column, continued from page 17)

The lack of clarity could result in delays or even prevent a timely salvage response to a recent vessel casualty that had the further misfortune of having occurred in a location where salvage efforts may arguably affect what someone believes to be UCH. There appears to be no room for proportionality except where that may be decided by a court or a panel of “specialists” set up for that purpose, and under the best of circumstances that might take until long after the salvage opportunity on the recent casualty has been lost. It gets worse – with greater ambiguity.

The UCH also provides that, “any activity relating to UCH to which this Convention applies shall not be subject to the law of salvage or law of finds,” unless certain conditions are met over which the professional salvor may have no control. The term “activity relating to UCH” appears to include “activities incidentally affecting UCH,” now threatening to suspend the law of salvage based on three levels of ambiguity. How can this be so? Suspension of the law of salvage would put this treaty in conflict with both the 1989 Salvage Convention and UNCLOS, the latter of which specifically does not permit the salvors’ archaeological duty to affect application of the law of salvage. Furthermore, the law of marine salvage, which dates back more than 3000 years, is itself an important part of our cultural heritage that should not be trifled with by persons who must resort to layers of ambiguity to find terms to which they can agree.

### COMMON SENSE SOLUTIONS

Before his death, the great salvage law scholar and author, Geoffrey Brice, drafted some very simple amendments to the 1989 Salvage Convention that would accomplish all the important points of the UCH Convention insofar as it relates to protecting and preserving UCH without the ambiguities that can get in the way. What is referred to as “The Brice Protocol” is now under consideration by the Comité Maritime Internationale (CMI) for recommendation, with the idea of eliminating any “need” for the UCH Convention.

CMI has collected recommendations of maritime law associations from around the world, as well as others interested in the law of salvage, UNCLOS, and international law generally, including the protection of UCH. For the reasons stated above and many more not stated because of space limitations, the professional salvage community should make itself heard on this subject. The UCH Convention is law for the 37 or so countries that have ratified it, but it can be changed, and it may be denounced by some countries that have already ratified. – MN.

*Jim Shirley is a Master Mariner, a former salvage master and retired maritime lawyer who specializes in maritime casualty and salvage matters. He now serves as legal counsel to the American Salvage Association and as Principal Consultant in JTS Marine LLC.*

www.marinelink.com

**global**  
*satellite*  
usa

#### IsatPhone Pro



Inmarsat's first global handheld satellite phone with bluetooth technology.

#### Fleet Broadband



Cost effective broadband connectivity providing voice & data simultaneously through the Inmarsat network.

#### MCG-101



Bring your entire office onto the Boat with our Iridium PBX!

**YOUR ONE-STOP GLOBAL  
SATELLITE PROVIDER**

iridium inmarsat



**Tel: +1 954 522 6260**

Email: [marinenews@globalsatellite.us](mailto:marinenews@globalsatellite.us)

Website: [www.globalsatellite.us](http://www.globalsatellite.us)

Head Office in Fort Lauderdale, Florida  
Regional Offices in Europe & Africa



## clear. safe. solutions.

Clarion provides the most highly refined white oils available to help protect your operation from costly fines, environmental damage, equipment failure, and downtime.

### EXPERIENCED

We have a 40-year history of processing white oils and continue to redefine the leading edge of industry innovation.

### SECURE

As an established national manufacturer, we know the importance of a strong supply chain. When you need our white oils, you'll be able to get our white oils.

### COMPLETE

Clarion Green Gear Lubes  
Clarion Green A/W Oils  
Clarion Green Form Oil  
Clarion Green HT EP Grease, No. 2

### COMMITTED

Our technical field support team is able to optimize your operation by creating custom solutions.

### RELIABLE

Clarion Environmental Lubricants are inherently biodegradable, and low-toxicity.

To learn how Clarion can refine your operation, call 855-MY-CLARION or visit [clarionlubricants.com](http://clarionlubricants.com).



# AWO Urgent Need for Uniform Federal Vessel Discharges Regs

The American Waterways Operators (AWO), the national trade association for the tugboat, towboat, and barge industry, urged members of the House Transportation and Infrastructure Committee to enact legislation that establishes a national framework for the regulation of vessel discharges at a Congressional hearing on July 13. Testifying before the House Coast Guard and Maritime Transportation and the Water Resources and Environment Subcommittees on behalf of the Shipping Industry Coalition, AWO President & CEO Thomas Allegretti told lawmakers that the current patchwork of authorities with respect to vessel discharges regulation is antithetical to environmental protection and economic growth. "Without Congressional action," Mr. Allegretti said, "the flow of essential maritime commerce will be constrained, American jobs will be jeopardized, regulatory burdens on businesses and workers will multiply, and American taxpayers will continue to foot the bill for duplicative and contradictory programs."

Under the current system, the U.S. Coast Guard regulates the discharge of ballast water under the National Invasive Species Act; the U.S. Environmental Protection Agency regulates ballast water and 25 other vessel discharges under the Clean Water Act's permitting program; and, because neither federal agency limits state regulation, dozens of states have established their own rules for vessel discharges, including ballast water. "This is simply not the right way to regulate an interstate industry that is vital to the American economy," Mr. Allegretti testified. "American com-

panies, mariners, and taxpayers deserve better and more streamlined standards from their government."

AWO and the Shipping Industry Coalition support the establishment of a consistent, practical, science-based federal framework for the regulation of vessel discharges. Such a framework, Mr. Allegretti told Members of Congress, is good for U.S. business and American mariners, good for the U.S. environment, and good for the American economy and jobs. Coast Guard and Maritime Transportation Subcommittee Chairman Frank LoBiondo (R-NJ) and Water Resources and Environment Subcommittee Chairman Bob Gibbs (R-OK) both recognized the need for the comprehensive regulation of vessel discharges. "The time has finally come to enact a clear, effective, and uniform national standard that utilizes available and cost-effective technology," Chairman LoBiondo said. Chairman Gibbs added, "We need a common sense approach that can be enacted quickly, protects the environment, reduces red tape, grows maritime jobs and opens the flow of interstate commerce." Other Committee members also called for Congressional action to solve the problem of vessel discharges regulation. Rep. Rick Larsen (D-WA), Ranking Member of the Coast Guard and Maritime Subcommittee, urged his fellow Members of Congress to resolve the uncertainty surrounding vessel discharges, adding, "The Coast Guard Subcommittee and the Water Resources Subcommittee can work together in a bipartisan way to develop legislation that effectively addresses discharges from ships and boats."



PROTECTING THE WATERS AS WELL AS YOUR REPUTATION.



ENVIRONMENTAL GRADE



We understand you're in a tough spot. You have to push every aspect of your on-water operations to its limit to get the job done and meet the bottom line. Yet you're just one leak or spill away from expensive fines and damaging headlines. That's why we created Clarion Green. Inherently biodegradable and low-toxicity, this full line of environmental oils, greases, hydraulic and gear lubricants provides uncompromising performance and anti-wear protection in the harshest operating conditions. Ready to eliminate risk from your horizon? Let Clarion show you how.

 **clarion.**  
Green  
clear. safe. solutions.

## Addressing the Wrecks &

# Salvaging the Environment

## Second WOW Conference Lays Down a Cogent Course for the Way Forward

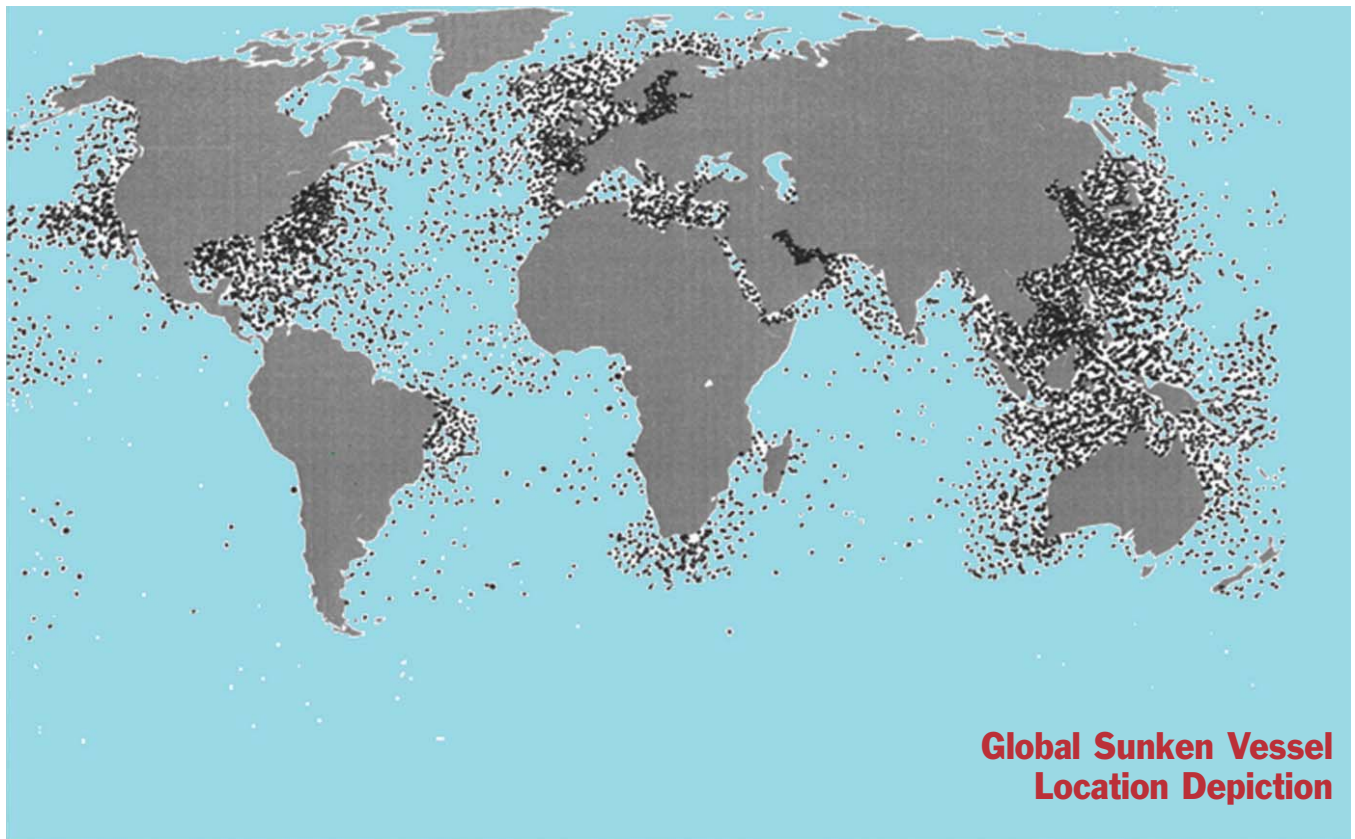
By Joseph Keefe

According to International Oil Spill Conference (IOSC) studies, more than 8,500 wrecks of large vessels litter the bottom of the world's oceans, containing as much as 15 million tonnes of oil and other hazardous materials. More disturbing is the realization that 78 percent of these wrecks are WW II-era or older and that almost 20 percent were pure tank vessels to begin with. With many sunk during World War II, these 60-year-old hulls are rapidly deteriorating and perhaps getting ready to discharge their deadly cargoes. Determining which ones represent the greatest eminent threat to the environment is Job 1 for government and industry researchers alike. That effort is well underway and yielding valuable data. What we do

with that data, says Dagmar Etkin of Environmental Research Consulting, will make all the difference.

### QUANTIFYING THE PROBLEM: TICKING TIME BOMBS

The world's inventory of undersea wrecks vary widely in their conditions, from leaking chronically (USS Arizona – 2 gallons per day) to those inexplicably leaking in an episodic fashion (“mystery” spills) to those with the potential to release oil in larger amounts after disturbance (hurricane / tsunami). And, of course, some have been found to be relatively intact while others simply have not yet been assessed. It's a massive undertaking. It's also necessary.



(Image courtesy: ERC)

**Global Sunken Vessel  
Location Depiction**

**Determining which wrecks represent the greatest eminent threat to the environment is Job 1. “What we do with that data will make all the difference.”**

**Dagmar Etkin of Environmental Research Consulting (ERC)**

**LOOKING BACK**

At the 2005 International Oil Spill conference (IOSC), the enormity of the task ahead was made apparent. Attendees were faced with the sometimes overwhelming realization that too many wrecks, involving too many legal and financial issues were out there. Beyond this, little in the way of formal guidance on how to deal with wrecks was available, nor was there a systematic approach to wreck risk assessment on the table. From these somewhat desperate beginnings, the international salvage community, with increasing interest from individual flag states, began the task of addressing perhaps the biggest environmental threat facing the world’s oceans in modern times.

In the distant wake of IOSC 2005, the 2009 Wrecks of the World Conference (WOW) took up the cause with renewed vigor. Sponsored by the American Salvage Association (ASA), the Association of Diving Contractors International (ADCI), the International Salvage Union (ISU), the Marine Technology Society (MTS), the Maritime Law Association of the United States (MLA), the Maritime Technology Alliance, the North American Marine Environmental Protection Association (NAMEPA), the Spill Control Association of America (SCAA), and the World Ocean Council (WOC), the conference provided an objective review and discussion of the current state of potentially polluting wrecks.

WOW I succeeded in raising the level of public awareness for the problem of sunken wrecks. In her Presentation to attendees, Dagmar Schmidt Etkin, PhD and founder of Environmental Research Consulting, identified an approach that involves the use of “cost-benefit analysis.” According to Etkin, who is widely recognized as an expert in many aspects of ecological risk assessment, that analysis involves many variables, including but not limited to:

- *Identifying the sunken wrecks;*
- *Prioritizing the most dangerous of these threats;*
- *Monitoring the wrecks for leakage or potential thereof;*
- *The impact of intervention on the environment versus “leaving it alone.”*



**TABLE 1**

**Age & Type of Global Sunken Wrecks (>400 GRT & tankers)**

Age Class	Non-Tank Vessels	Tankers	All Vessels
< 10 years	.83	.18	.101
10+ years	.268	.73	.341
20+ years	.210	.128	.338
30+ years	.224	.84	.308
40+ years	.325	.31	.356
50+ years	.320	.41	.361
WW II-era	5,303	1,065	6,338
70+ years	.63	.54	.117
80+ years	.53	.8	.61
90+ years	.72	.67	.139
<b>TOTALS</b>	<b>.6,921</b>	<b>.1,569</b>	<b>.8,490</b>

Source: Environmental Research Consulting Databases.

Etkins' 2005 presentation also defined the use of a proactive strategy that advocates the removal of oil from wrecks with greatest risk – the highest potential for leakage or spillage and highest damages – which also lower the ultimate costs and results in the removal of the risk itself. In contrast, she says, a Reactive Strategy “Deals with continuous leaking or sudden release oiling events and damages as they occur, resulting in greater costs for spill response and damages.” In the latter scenario, the risk also remains.

The WOW I conference also left attendees with many things to think about. In addition to the introduction of risk assessment strategies, Etkins was candid in the assessment that challenges remained. These include the large number of wrecks and the limited funding available for remediation. Often at issue when dealing with a long dormant wreck is the financial and legal responsibility associ-

ated with that operation, not to mention the risk to personnel in removal operations and the omnipresent potential for leakage during removal operations. Finally, the need to address every wreck was addressed. Etkin advises, “Remediation is unnecessary for many wrecks that are unlikely to leak or have too little oil left on board.

**LOOKING AHEAD – REAL PROGRESS;  
EVEN MORE POTENTIAL**

The momentum gathered primarily from the early conferences has blossomed into a global effort that involves various states and the salvage community itself. The WOW II conference, held in Maryland just this past June, served notice that while real progress was being made, much needs to be done. The conference also brought light to a number of specific programs already underway. These include: (See Table 2, below)

TABLE 2

## Current Global Efforts of Wreck Identification & Remediation

Ongoing Projects	Specific Efforts/Focus/Techniques
Scandinavian (Swedish Maritime Administration)	Beginning development of database of wrecks Analysis of legal situation of wrecks Case study: SS Skytteren (sank 1942)
France and Italy DEEPP project (CEDRE)	Unique international cooperation Library research Sea bottom exploration ROV investigation Wreck identification (to Database) Risk Analysis
Canada (Transport Canada)	1,000s of wrecks charted on Canada east coast Aerial surveillance (mystery spills) Work with CCG, industry, provinces, fishing community to establish contingency plans Case Study: Dredge Shovelmaster – decision to leave in place, monitor
South Pacific (UNEP PREP et al.)	Extensive mapping/identification of wrecks (particularly WWII-related) Development of comprehensive database UK (Maritime and Coastguard Agency) Pollution risk (oil, chemical) Safety risk (unexploded ordnance)
Norway (Kystverket)	No details available at press time.
US “Wreck Oil Removal Project” (NOAA/USCG)	First Phase: approach to identifying and prioritizing wrecks and abandoned vessels in U.S. waters.

Source: Environmental Research Consulting Databases

## THE AMERICAN APPROACH: “WRECK OIL REMOVAL PROJECT” (NOAA/USCG)

In 2009, ASA and NAMEPA, assisted by ERC, made requests for appropriations for NOAA-directed programs to minimize the risk and costs of pollution from sunken wrecks and abandoned vessels in US waters. Led by Senator Barbara Mikulski (D-MD) and Congressman Elijah Cummings (D-MD), the program received \$1 million in federal seed money. Work on Phase 1 of the proactive plan commenced in April 2010.

The Wreck Oil Removal Program (WORP, as it is known outside of government) is intended to identify and assess risks from sunken wrecks, primarily oil tankers and those larger than 400 gross tons. At this time, the program is still in Phase I, which involves assessment and research. To date, WORP and NOAA personnel have identified from a total of several thousand wrecks, a preliminary list of 573 vessels, from which 233 have been now identified as meeting the criteria to be potentially polluting wrecks. Of the 233, approximately 40 are identified as higher priority at this time. NOAA will eventually produce and pass along to the U.S. Coast Guard a risk assessment for each district, that provides historical information about each vessel as well as a regional economic and environmental risk assessment. These risk assessments will identify which wrecks are appropriate for monitoring over time, and which may need assessment or potential remediation and removal of pollution threats. According to NOAA's Lisa Symons, “Once we hand the risk assessment information over to USCG they can access the Oil Spill Liability Trust Fund, if there is a significant threat of pollution. However, having another source of funds to go out and assess vessels for which can't yet make that determination, would be useful and would be where additional appropriated funds (whether to NOAA or USCG) would be helpful.” Phase II funding (hopefully as much as \$2 million) has not been appropriated yet. If it ever does come, this could involve the use of ROV's and other technology to further evaluate risks from targeted wrecks. Phase II would also involve outreach and educational programs to inform the public and stakeholders on risks of wrecks and reasoning behind methodical approach and risk criteria and finally develop strategies for wreck removal/salvage operations. The danger of losing momentum to the task at hand – failing any additional funds – is very real, says Etkins.

### WHAT'S NEXT?

On this side of the pond, at least, one of NOAA's goals is to depoliticize the process; that is to say, look at things [www.marinelink.com](http://www.marinelink.com)

from a federal perspective and try to eliminate the pitfalls of political pork decision-making that could affect which wrecks are attacked first. Beyond that, it is also hoped that a competitive (and formal) bidding process between potential savors will result in a cost-effective and efficient remediation process, once that final phase begins to gather steam. For this reason, and others, NOAA will avoid recommending one project over another, instead leaving that decision to local Coast guard COTP's and others now in possession of the NOAA risk evaluations.

WOW 2 also highlighted many technological developments and breakthroughs, some as a byproduct of field experience with removal projects, legal developments and the all important financial considerations necessary to making it possible to remediate the most dangerous of these wrecks. With the dangers now clearly illuminated, the overarching task of finding the money to deal with the problem arrives at center stage. And, while optimism for future funding is dimming – especially given the magnitude of the financial crisis now threatening the U.S. Treasury – it seems silly not to address the wrecks before they manifest into something bigger. Dagmar Etkin calls this the “proactive approach.” We call it smart thinking that will eventually salvage our coastlines.

#### On the Web

[www.americansalvage.org/Presentations/wow2/index.html](http://www.americansalvage.org/Presentations/wow2/index.html)  
[www.environmental-research.com](http://www.environmental-research.com) • [www.noaa.gov](http://www.noaa.gov)

## DIVERSIFIED Engine Exhaust Systems



ABS Certified • Bureau Veritas Qualified

**HAPCO**  
ENGINE AND  
ENVIRONMENTAL  
PRODUCTS

**HARCO MANUFACTURING CO.**  
1000 Industrial Pkwy • Newberg OR 97132  
800-394-7571 • Fax: 503-537-0601  
[www.harcomanufacturing.com](http://www.harcomanufacturing.com)  
email: [sales@harcomanufacturing.com](mailto:sales@harcomanufacturing.com)

## Offshore Vessel Operators

# Suffer with GOM Output Sag

By Susan Buchanan

BP's gushing well was capped more than a year ago but life is hardly back to normal in the U.S. Gulf--where rigs and vessels remain underutilized. At least ten rigs have moved overseas since last summer. Gulf oil production is below pre-spill levels and won't recover anytime soon, analysts say. Issuance of drilling permits picked up this spring as operators agreed to use oil-containment systems but permitting lags earlier rates.

Paul Candies, president and CEO of Otto Candies,

LLC, in Des Allemands, La., said offshore activity has increased recently, and "we expect to see a slow trend toward more drilling." But the marine industry shouldn't get lulled into a false sense of security. "We need to continue to push for more permitting of rigs and simplification of that process," he said. Candies gave a positive report about his company, saying "all of our platform supply vessels are committed at present for extended periods. We have three inspection, maintenance and repair vessels on long-term commitments, and should have a fourth IMR vessel committed by year end." Otto Candies is a marine transportation and offshore services company.

At Laborde Marine Management, LLC, in New Orleans, managing member Cliffe Laborde said "I think the worst is over, but we're a long way from getting back to where we were shortly before the Macondo spill." Laborde Marine, with operations in Morgan City, La., services the deep and shallow water drilling industry.

### GULF ASSETS MOVE OVERSEAS

Laborde provided some recent history, and explained how promising times in the Gulf had turned sour. "In early 2010, as the economy emerged from a two-year recession, the Gulf energy industry was beginning to bloom," he said. "Utilization rates for deepwater support vessels were high, and charter rates were rising again. The outlook was very good, but then came the spill and the market has languished since."

Laborde continued, saying "many deepwater vessels and rigs have moved out of the GOM to foreign areas, and

**"I think the worst is over, but we're a long way from getting back to where we were shortly before the Macondo spill."**

Marine Management, LLC managing member Cliffe Laborde (left), with Peter Laborde



Chart from "Economic, Employment and Energy Benefits of Restoring Oil and Gas Production in the Gulf of Mexico," authored by IHS Global Insight and IHS CERA, July 2011.

many vessels and rigs that stayed in the Gulf are idle now, waiting on BOEMRE to issue new permits." The granting of new drill permits has been "alarmingly anemic," he added.

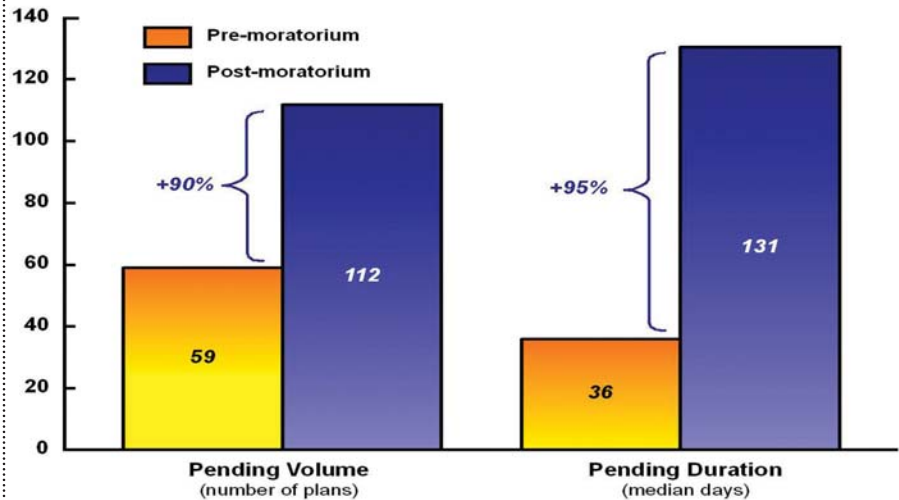
Rigs are underutilized in the Gulf this summer. The fleet utilization rate for all 52, offshore Gulf platforms was 40.4% on July 22, less than half the worldwide usage rate for platforms, according to ODS-Petrodata, Inc. Utilization of mobile rigs in the Gulf stood at 53.7% on July 22.

Meanwhile, other drilling regions in the world are closer to full capacity. In Europe and the Mediterranean, 96.3% of all platform rigs and 87.7% of mobile rigs were in use in late July. Oil and marine companies can't afford to keep assets in waters where they're not needed. Since the start of the deepwater moratorium in May 2010, at least ten rigs have left the Gulf of Mexico, and headed to Angola, Egypt, Congo, Nigeria, French Guiana, Liberia, Brazil and Vietnam. One of those rigs returned to the Gulf in March, however, and another is slated to come back this fall.

#### SHALLOW WATER ACTIVITY COULD SLOW FURTHER

In Morgan City, La., Dave Barousse, business development director at Fleet Operators, Inc., said "in the shelf market, or non-deep water at depths of 1,000 feet and less, we have not seen an increase in business because of the end of the moratorium. However,

Figure ES-1  
Gulf of Mexico Pending Plans Volume and Duration



Source: BOEMRE, IHS CERA analysis.

Note: Pending volume pre-moratorium represents an average number of plans pending without a final action as of April 10 of each year from 2005 to 2010. Pending volume post-moratorium represents the number of plans pending without a final action as of April 10, 2011. Pending days refer to the median number of days that these plans have been pending without a final action.

10610-54



**90% Engine Mechanical Wear Occurs At Cranking**  
**ONLY PRELUBE HELPS ELIMINATE THE DAMAGE**



**Prelube Marine Applications To:**  
**\$ Increases Efficiency**  
**\$ Extend Overhaul Intervals & LIFE of Equipment**  
**\$ Protects Investment**  
**TURNKEY PUMPS/MOTORS**  
**CIRCULATING PUMPS**  
**CONTROL SOLUTIONS**

**VARNA Products**  
**www.VARNAProducts.com**  
**530-676-7770**

**AHEAD TANK™**

**New IMO and USCG Certified Type II Sewage Treatment Plant**



- Compact
- Simple Installation
- Lightweight
- Easy Maintenance
- Corrosion Resistant
- Customer Friendly
- Odor Free
- Cost Effective

**AHEAD Sanitation Systems**

Office: 337-237-5011  
 Email: headflusher@aheadtank.com  
 Web: www.aheadtank.com

business has been steady as a result of the normal construction and maintenance work offshore that generally takes place during the summer months.”

But, he said, activity is considerably slower than before the deepwater moratorium.” Fleet Operators owns and charters supply vessels for the offshore oil and gas industry. And Barousse said “we’re preparing for things to slow down tremendously once winter weather is upon us. The outlook is not very positive at the moment, and will be even worse by the end of the year.”

### GULF OIL OUTPUT PROJECTED TO DECLINE

Crude oil production from the federal Gulf of Mexico is expected to shrink from 1.64 million barrels per day in 2010 to 1.49 million bpd this year and 1.38 million bpd in 2012, according to the U.S. Energy Information Administration’s short-term energy outlook, released in July. Gulf output should drop by 150,000 barrels a day this year and another 110,000 bpd in 2012.

The EIA said this year’s decline stems from lower production in existing fields, last year’s drilling moratorium and a subsequent delay in issuing new drilling permits. Even before the BP spill and the drilling ban, the EIA expected Gulf oil output to fall this year.

Issuance of Drilling Permits Lags Pre-Moratorium Pace  
Jim Adams, president and chief executive of Offshore Marine Service Association, an industry group in Harahan, La., said the Administration’s approval rate for exploration and development plans is down 85% from pre-moratorium levels, and the number of drilling permits covered by exploration and development plans is off nearly 65%. He cited a study called “Restarting the Engine--Securing American Jobs, Investment and Energy Security,” released by IHS CERA and IHS Global Insight in late July. Adams said “no industry can operate with that kind of shutdown.” He said the Obama Administration is

sending rigs, boats and jobs overseas in an indefensible policy. OMSA represents more than 250 member companies, including about 100 firms that own and operate marine-service vessels. “The offshore marine industry remains in a state of crisis, almost as if the drilling moratorium was never lifted, and the only relief from excess capacity is overseas opportunities,” Adams said. “The Administration has strangled offshore drilling, and until that changes, we can’t look for better times in the marine industry.” Adams said Washington has choked the Gulf shallow sector though it never had any significant spills. “There’s no reason that shallow water permits shouldn’t be 100% of what they were in the spring of last year, but we’re not even close,” he said. “The Administration isn’t interested in shallow-water or deepwater exploration.”

OMSA sent a letter to President Obama in February complaining about suspended offshore drilling and its impact on marine industry jobs. “We never heard back from the Administration and that’s because they know we’re right,” Adams said. According to OMSA, more than 50,000 wells have been safely drilled in the Gulf of Mexico over the past fifty years.

### PROBLEMS WITH RIG PERMIT NUMBERS

Adams said “BOEMRE numbers on Gulf drilling permits are completely misleading. We need to know how many wells are brand new that will lead to exploration and how many wells are being re-permitted from last year.” Someone looking at BOEMRE’s website might think that new wells are keeping pace with pre-moratorium levels, but they aren’t, he said. He added that oil and marine industries need to be able to compare how many exploratory wells are permitted. “It takes an average seven permits for a well to start producing,” he noted. In March, Senator David Vitter (R-La.) also sent a letter to U.S/ Interior Dept. Secretary Ken Salazar and BOEMRE direc-



Utilization of mobile rigs in the Gulf stood at 53.7% on July 22. Meanwhile, other drilling regions in the world are closer to full capacity.

In Europe and the Mediterranean, 96.3% of all platform rigs and 87.7% of mobile rigs were in use in late July.

MV Grant Candies



tor Michael Bromwich, complaining about inaccurate, federal information on Gulf drilling permits.

In their July study, IHS CERA and IHS Global Insight said an analysis of BOEMRE data provided several findings. "The current pace of plan and permit approvals is significantly below historical norms and indicates that the process is not working smoothly," researchers said. And "the growing backlog of plans awaiting approval indicates that the industry remains ready to invest as quickly as it is permitted to do so."

#### RIGS AND VESSELS ADOPT OIL CONTAINMENT SYSTEMS

One way to get your vessel hired in the Gulf is to outfit it with spill-response equipment. After BP's accident, BOEMRE issued new regulations requiring that rig operators be able to respond to subsea leaks and surface spills. In late July of this year, two Hornbeck Offshore Services vessels were added to the fleet of ships that can respond to a Gulf accident, the Marine Spill Response Corp. said. MSRC is a non-profit company that was established in 1990. Hornbeck's HOS Centerline and HOS Strongline are vessels with oil-skimming systems, ocean boom, support boats and navigational systems that can support skimming at night and in stormy weather.

Hornbeck, based in Covington, La., in late May posted its first quarterly loss in over six years, but said it was diversifying by moving vessels into foreign markets. This summer, BOEMRE director Bromwich said his agency will issue more safety measures for Gulf rigs soon. At the fifth, annual World National Oil Companies Congress in the U.K. in late June, he said "offshore drilling in the U.S. and around the world will

never be the same as it was a year ago. Changes that we have put in place will endure because they were urgent, necessary and appropriate." More regulations will be issued, but not at the frantic pace of the past year, he said. In late July, a U.S. team examining the causes of the BP spill delayed the release of a final report as it continued weighing evidence. BOEMRE and the U.S. Coast Guard were expected to issue results of a joint investigation on July 27 but said they needed more time. The Gulf marine

industry wants additional rigs to start drilling soon. Laborde said "the oil companies, the rig operators and the energy-service companies are all anxious and ready to get back to work. This would create jobs, improve the economy, increase government revenues through royalty income and taxes, and enhance our national security by lessening dependence on foreign oil." Where the Gulf oil and marine industries go from here is up to decision makers in Washington, he said.

## Affordable Luxury When You're Anchored in Boston

The antiquity and charm of the original Mariners House has been updated to include all the modern amenities, featuring completely renovated private rooms, private baths, elegant common rooms and all the in-room necessities of modern life. Rediscover us.

Starting at

\$65

per night including breakfast. Lunch and dinner offered daily. Guests must be active seafarers with proof of service.



### MARINERS HOUSE

160 Years of Hospitality and Guidance to Professional Mariners

11 North Square, Boston, MA 02113

Voice (617) 227-3979 Fax (617) 227-4005

inn@marinershouse.org www.marinershouse.org

To Make a Reservation, call 1-877-SEA-9494

## Focus on Drilling, Transfer Terminal And Venice Port

# Louisiana Energy Day

By Susan Buchanan

Drilling in the U.S. Gulf has picked up, but hasn't fully recovered from last year's federal ban, speakers at Louisiana Energy Day said in New Orleans this week. Plans to build the Louisiana International Gulf Transfer Terminal and enhance the Venice Port Complex are nevertheless on track. Green initiatives, particularly at U.S. military bases, have gathered steam. The conference, held at Tulane University on July 18, was sponsored by the Energy Leadership Forum.



### DRILLING: GOOD NEWS & BAD NEWS FOR THE SERVICE SECTOR

Don Briggs, president of the Louisiana Oil and Gas Association, said "government drilling permits are slowly being issued in the Gulf. Thirty-three deep and shallow water rigs are drilling in the GOM today, versus 61 before the drill ban." He continued, saying "we never should have had the moratorium. It's a sad day now, and next

year production will still be down a half million barrels per day compared to before the moratorium."

On a brighter note, Briggs pointed to Exxon's announcement this spring of giant, deepwater discoveries off the Louisiana coast; Shell's decision to drill ten, deep-water wells off Alabama; and McMoRan's ultra-deep, gas plays off Louisiana. McMoRan's Davy Jones project ten miles south of Louisiana could be one of the biggest on the Gulf shelf in decades, he said. The discovery is over 28,000 feet deep, with wells drilled in 20 feet of water.

"Independent companies account for 46% of deepwater production in the Gulf, and majors provide the rest," Briggs said. Both pay high insurance rates because of hurricanes. "And with burdensome, new BOEMRE regulations and general uncertainty, independents won't be reinvesting much in Continental Shelf exploration," he

**"The largest ships can't get into the mouth of the Mississippi River, which can currently only handle ships with about 8,200 TEU containers."**

**La. State Senator A.G. Crowe, R-Slidell**

added. "Instead, they'll invest in plays onshore, where it's economically better for them." BOEMRE is the Dept of Interior's Bureau of Ocean Energy Management, Regulation and Enforcement.

Briggs said "it costs McMoRan \$100 million to drill an ultra-deep, gas well in the offshore Gulf today. We'll need to pass incentives in the state to encourage development of these deep gas plays." At the federal level, Briggs said "oil-and-gas companies don't get subsidies from Washington, rather they receive investment incentives for the risk of oil exploration, and these must continue." Turning to Florida, he said the state has substantial oil reserves off its coast. "Real estate values are down, the economy is suffering and Florida needs new sources of income," he added. "I predict that drilling will eventually happen off of its

west coast.”

#### **VENICE PORT COMPLEX: A MAJOR OIL-AND-GAS HUB?**

As for Louisiana's Plaquemines Parish, President Bill Nungesser said, “plans to make the Venice Port Complex a major oil-and-gas hub for the eastern Gulf, including Mississippi and Alabama, are progressing. Service for off-shore drilling can't all be run out of Port Fourchon” in South Louisiana. But Nungesser also insists, “three, big things need to happen first to help the Venice port. The Baptiste Collette Bayou has to be deepened. A cost-sharing plan between the Army Corps and our parish to raise the height of 34 miles of non-federal levees--to provide 100-year protection between Venice and New Orleans--needs to be completed. And we have to build a road bypassing Belle Chasse for trucks and equipment.”

All of those projects are in the works, he said. Ground should be broken this summer on the bypass road, which will create a route connecting South Plaquemines with Jefferson Parish, avoiding traffic in the city of Belle Chasse. The Army Corps of Engineers should begin work on the stretch of levees from Venice to New Orleans next year, and a study to deepen Baptiste Collette is under way.

Nungesser stressed that local input is needed in federal-decision making in South Louisiana, especially since the BP spill. As BOEMRE develops new rules for rigs, he has recommended that the agency “put someone on each rig whose only job is to look after safety.”

#### **LIGTT: FULL SPEED AHEAD**

Also speaking at the conference, La. State Senator A.G. Crowe, R-Slidell, said construction of the Louisiana International Gulf Transfer Terminal Authority or LIGTT should be completed by 2015, when widening and deepening of the Panama Canal is finished. LIGTT is a planned, public-private transfer port east of Southwest Pass in the Gulf at the entrance to the Mississippi River. “The largest ships can't get into the mouth of the Mississippi River, which can currently only handle ships with about 8,200 TEU containers,” Crowe said. In comparison, Danish business conglomerate Maersk ordered ten, 18,000 TEU ships early this year, with an option to buy more. A TEU is a twenty-foot container.

The Port of New Orleans and the state have invested heavily in building the city's container facilities, and have expanded market share, Crowe said. “However, as container ships get larger, they will be less able to reach ports upriver.” LIGTT and the Port of New Orleans have agreed that LIGTT will only accept vessels that can't travel to the Crescent City.

www.marinelink.com

“The long-term strategy is to maintain and enhance container-cargo market share at New Orleans by drawing the biggest ships to LIGTT,” Crowe said. “From there, development of the Asian, inland tug-and-barge model should begin for the benefit of New Orleans and ports in 33 states, establishing a supply chain connecting South America to Canada through the U.S. interior.” Crowe added that the LIGTT will serve as the catalyst so that container traffic at New Orleans continues to increase.

Crowe estimated the Gulf transfer terminal will cost \$250 million to \$500 million to build, based on a 250-acre footprint, with no public or government funds needed. Members of the LIGTT board have met with executives from Maersk, Wal Mart, grain exporters, tug-and-barge companies and ship builders interested in participating in the project, and will meet with Chinese companies and investors, along with port authorities in Shanghai and Yangtze, this summer, he said.

#### **ENERGY: AND PORT SECURITY, TOO...**

Another speaker at the conference was David Welker, special agent in charge of the New Orleans Federal Bureau of Investigation office, discussing the fight against terrorism. He said “Al Qaeda has made it clear that it's going after major economic targets, including the maritime industry and oil-and-gas entities and platforms.” But, he said “they're conflicted because they're also pursuing attacks on anniversaries of past attacks and other key dates.”

Welker said that Al Qaeda has divided into smaller units--which he likened to the Baby Bells that resulted from AT&T's breakup. “AQ hasn't had a successful maritime or oil-and-gas attack since 2002,” he said. Nonetheless, maritime and energy assets, particularly oil tankers, remain vulnerable. The busy, Lower Mississippi River is susceptible. “The Dept. of Homeland Security is working with industry at substations to harden vulnerabilities, while the FBI is conducting investigations and making arrests,” Welker said. Today's high-tech world is borderless, and terrorists can find information they need online, Welker said. “For instance, blueprints for the World Trade Center in New York were on the internet,” he noted. Domestic, extremist groups and radical environmentalists are as threatening as foreign terrorists. “Extremism, not religion, is at the core of terrorism,” he said.

(Continued on bottom of page 39)

## VESSELS

### Metal Shark 40 Fearless – Why Settle for Exceptional?



Photo courtesy Metal Shark

Metal Shark breaks out of the world of bland and boring with its 40-foot, twin-step Fearless. Built on the company's heralded commercial and military underpinnings, the 40 Fearless blurs the line between recreational and commercial. Built to protect the men and women of the military, the all-aluminum vessel was conceived as the next-generation standard for border protection, port security, and drug interdiction. The 40 Fearless is also ideally-suited for civilian boaters looking to make a break from the conventional.

The Fearless' durable construction and wide assortment

of standard features make it ideal for any number of applications, but it's the boat's twin-stepped hull, outstanding fuel efficiency, raw horsepower, and unparalleled strength that set it apart from the rest. Sleek, well-appointed, and built to withstand brutal offshore conditions and near-shore runs alike, the 40-foot Fearless is built on a high-performance, twin-stepped tunnel hull – an industry first in aluminum boats designed for civilian use. When it's time to get up and go, the Fearless responds instantly to the Livorsi throttle controls by unleashing up to 1,400 horsepower for top speeds in excess of 70 miles per hour.

Built of lightweight 5086 marine-grade aluminum alloy, the 40 Fearless also creates a stir in the coves with its jaw-dropping lines, and is tough enough to stand up to almost any level of abuse. Give the Fearless' 3/4-inch hull a beating; it'll thank you for the privilege and come back begging for more.

Metal Shark also offers custom bow seating configurations built to customer specifications. Added comfort comes courtesy of the boat's huge, cantilevered T-top, which provides exceptional protection from the elements. A fully-enclosed berth also keeps occupants dry in foul weather conditions, and a full head is available.

## Moose Delivers M1-44 Patrol Boat

Moose Boats, an aluminum boat manufacturer, has delivered a M1-44' catamaran to the US Park Police in New York Harbor. The M1-44' all aluminum catamaran is powered by twin 600hp Cummins diesel engines coupled to twin Hamilton 322 water-jets with Hamilton Blue Arrow Controls and includes a second full upper station. The boat features an extra wide fully enclosed cabin complete with a mini-galley, large work station, dinette and three shock mitigating seats. The cuddy cabin offers a full size berth and head compartment. This vessel attains a top speed of 40 knots, cruises at approximately 30 knots and will be used for security patrol of the Statue of Liberty and Ellis Island. The Marine Patrol Unit acquired a 32' aluminum Cat from Moose Boats in the spring of 2003 and it has been in service in Jamaica Bay ever since. The 44' Vessel will replace a 41' aluminum patrol boat that was donated by the USCG in 2002 and will function as 40-knot Harbor Patrol Boat in New York Harbor, NY providing maritime safety, port security as well as environmental response and protection. This M1-44 is equipped with twin Cummins turbo-diesel QSC engines coupled with Hamilton 322 water jets.



Photo courtesy Moose Boats

# ACL's Queen of the Mississippi

## Construction Nine Weeks Ahead of Schedule

American Cruise Lines ([www.americancruiselines.com](http://www.americancruiselines.com)) announced in July that the construction of its brand new 150 passenger sternwheeler, Queen of the Mississippi, currently being built in Salisbury, Maryland, is nine weeks ahead of schedule for its summer 2012 inaugural season. Weighing at approximately 500 tons apiece, both halves of the hull have been moved from the fabrication buildings to the launchway where they were joined last week, making way for the next important steps in the construction including the completion of sections of the fourth and fifth decks. The first riverboat built for the Mississippi River in nearly 20 years will also boast oversized state-rooms larger than those of any former Mississippi riverboats, with private balconies and all of the amenities today's travelers expect, while maintaining the traditional style and feel of the Victorian riverboats of the past. "We have magnificent plans for this ship. From the inside out,



Photo courtesy Moose Boats

Queen of the Mississippi will exemplify the highest level of quality," said Timothy Beebe, Vice President, American Cruise Lines. "Building a riverboat of this class is no easy task, but we are fortunate to have a dedicated team of experts who know how to build with meticulous attention to detail."

## Harvey Gulf Orders Construction Boat

Harvey Gulf International Marine recently launched the first in a series of three Green 300 ft offshore support vessels at Eastern Shipbuilding, Panama City, Fla. It took the launch ceremony as the occasion to announce it has reached agreement with Eastern to build a 310 ft multi-purpose light construction vessel. And it said it plans to build two dual fuel platform supply vessels.

The just-launched vessel, the HARVEY SUPPORTER, scheduled for delivery this November, will be the first OSV in the U.S. to be constructed to the demanding standards required for "ENVIRO+, Green Passport (GP)" certification by ABS. This, says Harvey, makes her the most environmental friendly OSV in Gulf of Mexico.

Among other enhancements, the Green 300 ft vessels will be exclusively constructed with certified environmentally friendly materials that can either be completely recycled or broken down without harm to the environment, high-tech alarms for fuel tanks and containment systems, and will be continuously manned with a certified Environmental Officer. The just-ordered 310 ft light construction vessel, scheduled for delivery in April 2013, will also be ENVIRO+, Green Passport (GP) certified.

Harvey Gulf also announced that its next phase of Green construction will include 2 dual fuel 300' PSV's that will

be powered by LNG, or diesel. Harvey Gulf will meet with the U.S. Coast Guard concerning the regulations for this new class of vessel and plans to begin construction as soon as the regulations are released, which is anticipated early this summer.

## Kvichak Delivers Seattle-built Boats for U.S. Army's TACOM

Kvichak Marine Industries, of Seattle, WA, recently delivered three Bridge Erection Boat (BEB) prototypes to the United States Army, Tank-Automotive & Armaments Command (TACOM). Kvichak along with two other companies were chosen to construct prototype boats. Each boat is currently undergoing extensive testing and evaluations at the Army Test Center in Aberdeen, MD. The testing process will last for up to 270 days.

TACOM intends to award a contract for a fleet of approximately 440 BEB crafts to replace its existing fleet. The contract is expected to be awarded in 2012. "Kvichak Marine has offered a technologically advanced boat meeting TACOM's objectives for evaluation and testing which we feel offers the best value solution," said Tim Kolb of Kvichak. "Once evaluations and testing are completed, Kvichak looks forward to competing for the final production contract."

## PEOPLE & COMPANY NEWS



**Kolb**



**Deterding**



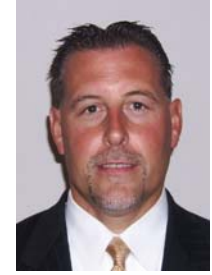
**Schlueter**



**Headley**



**Miller**



**Lonardi**

### **Kvichak Marine Industries Appoints Kolb to Sales Team**

Kvichak Marine Industries in Seattle Washington announces the appointment of Tim Kolb to their sales team. Tim has been with Kvichak for 5 years as a project manager. His most recent projects included three 72' pilot boats for the Dutch Pilotage Organization in the Netherlands and the Bridge Erection Boat prototypes currently undergoing testing by the US Army, Tank-Automotive & Armaments Command. Tim brings to us 10 years of experience in the aluminum boat building business.

### **DONJON Shipbuilding Names Deterding as GM**

Donjon Marine, Co., Inc., a global marine services provider based in New Jersey, has announced that Paul Deterding has been named General Manager of Donjon Shipbuilding and Repair, LLC, located in Erie, PA. Deterding will oversee the daily operations of the facility, including production, engineering, plant maintenance and administrative duties. Deterding has more than 25 years of experience in the marine, electrical and fire protection industries, serving most recently as Vice President and Part Owner of SEC Fire, LLC, and before that as Operations Manager for Hiller Systems, Inc. He also served in the U.S. Navy from 1972-

1984 as an electrician, recruiter, instructor and Quality Assurance Supervisor. He is a graduate of Faulkner University in Montgomery, AL. "We are very pleased to welcome Paul to our shipbuilding team. He brings a wealth of great experience to the General Manager position and we look forward to an even brighter future with him at the helm," said John A. Witte, Jr., Executive Vice President, Donjon Marine Co., Inc.

### **Crowley's Ed Schlueter Announces Retirement**

Ed Schlueter will retire on December 31, 2011, after 35 years with Crowley. He started with the company as a Port Engineer (Hull) in Seattle and is currently Vice President, Vessel Management Services, Inc. (VMSI). Over the years, Ed has held numerous positions, including Engineering Project Manager, Manager of Engineering, and Director of Engineering. He has lived in Seattle, Jacksonville, Copenhagen and California. Ed has been involved with and overseen the delivery of nearly 70 new building projects at Crowley. Some of those projects have included the Sea Wolf class container ships, the 455-series deck barges, the three classes of ATBs, the Ocean Class tugs, and all five classes of tractor tugs. Ed will continue to support Crowley after his retirement as a consultant and oversee any

new construction projects outside the US, and he will be available as a resource for the current new building and other engineering related projects.

### **AMPOL's Headley Wins 2011 Gulf Coast Area Annual Award**

American Pollution Control Corp. (AMPOL) President Kirk Headley was named the winner of the 2011 Gulf Coast Area Ernst & Young Entrepreneur of the Year® Award in the Environmental category. Headley was one of 34 finalists in eight categories for the Gulf Coast region. Awards are given to entrepreneurs who demonstrate extraordinary success in the areas of innovation, financial performance and personal commitment to their businesses and communities. Headley was nominated by past recipient Dick Alario, President of Key Energy Services, and was interviewed and evaluated by a prestigious panel of judges made up of business, academic and community leaders. "I am truly honored and humbled to have received this award," said Headley. "The success of AMPOL has and will always be a team effort, so this honor will be celebrated with my family, friends and colleagues." Headley received the award during the Ernst & Young 25th celebration of the program at the Houston InterContinental Hotel on Wednesday, June 22.

### Harrington Hoists, Inc. Announces New Board Members

Harrington Hoists, Inc. has announced the appointment of two new members to their Board of Directors. Carlo A. Lonardi, VP Sales and Marketing and Scott D. Miller, VP of Operations will now serve as directors on the Board and will provide the solid leadership needed for the continued expansion and long-term success of the company. Other members of the Board include Harrington's Edward W. Hunter, President & CEO; Yoshio Morita, Vice President Administration and Toru Suzuki, Deputy General Manager Business Division America of Kito Corporation. Harrington Hoists, Inc. is a Kito Group Company located in Manheim, PA and Corona, CA. and is a leading manufacturer and supplier of electric and air powered chain hoists, electric wire rope hoists, lever hoists, manual hand chain hoists, push and geared trolleys, overhead cranes, crane accessories and a full line of replacement parts.

### International Offshore Services, LLC selects MarineCFO



MarineCFO Inc., a provider of Marine Software including On-Vessel, Marine Operations, Personnel, Fleet Maintenance and Financial Management Software Solutions to the Marine Transportation Industry, announced in July that International Offshore Services has chosen to implement the full MarineCFO Enterprise software suite. International Offshore Services, LLC was formed in 2006 by combining International Marine (started in

1996) and International Construction Group. Through its wholly owned subsidiaries International Offshore Services provides a comprehensive range of offshore services including construction barges and offshore support vessels. International Offshore Services employs over 450 individuals, has the largest number of utility boats in the Gulf of Mexico, and is headquartered in Larose, La. "We are committed to leveraging technology to improve operating data and control across all of our business segments," said Richard Currence, CEO of International Offshore Services. "After reviewing the market, MarineCFO was the clear choice for International Offshore Services. We chose MarineCFO Enterprise because it is a flexible, yet robust, platform that can handle the differing aspects of our business and has the ability to grow as our business grows."

"Whether it is in our boat business or marine construction business we see technology as a means to better serve our clients," added Currence. "During the decision process, MarineCFO demonstrated that they have the software and the experienced team to make our project successful."

### Atlas Copco Acquires Spanish Generator Manufacturer Gesan

Atlas Copco SAE has acquired Grupo Electrógenos GESAN S.A. of Spain, a manufacturer of diesel and petrol generators sold through a global distributor network. The deal strengthens Atlas Copco's product portfolio, especially for customers in emerging markets. Gesan, which is privately owned, had revenues in 2010 of MEUR 56 (MSEK 510). The company employs about 160 people and is based in Zaragoza,



**Geert Follens, President of Atlas Copco Portable Energy, and Luis San Gil, former President of Gesan**

Spain, where it has a production and assembly facility. Its generators are used for primary power supply and for standby purposes, ranging in sizes up to nearly twice as high as Atlas Copco's current offering. The distributor network reaches more than 85 countries, with Europe, Africa and Russia as the most important markets. Atlas Copco will keep the Gesan brand in line with its brand portfolio strategy. The Group also sells generators under the Atlas Copco and Chicago Pneumatic brands. Atlas Copco's generator business operates within the Portable Energy division (formerly Portable Air), which since July 1 is part of the Construction Technique business area.

### Sanchez Joins Ship and Oil Cleaning Firm BIS

BIS Services LLC (formerly known as Bertucci Industrial Services), is pleased to announce their newest team member, Joseph A. Sanchez. Mr. Sanchez brings over 25 years of maritime knowledge to this rapidly growing company to better serve the various construction and ship services needs of their clients. Joe was previously with Wilhelmsen companies for over 14 years. Mr. Sanchez will serve as International Sales Manager to ensure continued responsible and efficient solutions pertaining to a host

## PEOPLE & COMPANY NEWS

of maritime related services and needs, specializing in the U.S. Gulf region. He will support BIS' core business of providing experienced logistical, administrative and supervisory support for the following areas of expertise: ship, barge and cargo space cleaning and preparation; de-watering, slops removal and water discharge permits; hydro-blasting, sand-blasting and cargo space coating; cargo lashing, dunnage removal, disposal, store gangs co-ordination; environmental response and remediation; oil spill boom placement and tendering; cleaning consultants; mobile command centers (HazMat, ORSO, and BOA); and coastal restoration and industrial cleanup projects. On the WEB: [www.bisnola.com](http://www.bisnola.com).

### **Detroit/Wayne County Port Authority Opens Public Dock & Terminal**

The Detroit/Wayne County Port Authority formally opened its \$22 million state-of-the-art Public Dock and Terminal that is part of a maritime revival for the city on the Detroit River on Monday, July 18. Participating in the dedication program were U.S. Senator Carl Levin, U.S. Congressman Hansen Clarke, Detroit Mayor Dave Bing, Wayne County Executive Robert Ficano and other state, local and maritime officials. A new destination on the Detroit RiverWalk, the new 21,000-square-foot public Terminal facility and 250-foot off-shore wharf will be able to accommodate a variety of vessels including cruise ships and naval frigates, offer space for public events, and serve as the new headquarters for



**View of new DWCPA Public Dock and Terminal.**

the Port Authority that oversees commercial and recreational activities along the full 32-mile stretch of the river in Wayne County from Lake St. Clair to the Wayne/Monroe County border, as well as the commercially navigable portion of the lower Rouge River.

## 30' Oil Skimmer Joins Kvichak Lease Fleet

KMI Leasing Co., LLC recently added a new 30' Rapid Response Skimmer – Wide version outfitted with a Kvichak/Marco Filterbelt oil recovery module to their lease fleet. The Kvichak 30' rapid-response skimmer is a high quality, shallow-water capable, near shore skimming vessel and is ideally suited for use on oil spills in waterways, bays, and harbors. The all-aluminum skimmer is 31' – 3" long, with a beam of 9' - 8", and a draft of 2' - 6" and is easily trailerable. Powered by twin 90hp outboards, the skimmer is capable of a response speed of over 17 knots, and a recovered oil capacity of 1200 gallons of recovered product. Recovery rates are up to 427 bbls/hr for groups 3&4 persistent oils. This highly specialized skimming system is adaptable to a variety of marine spill scenarios and is able to recover a very wide range of spills, from light sheens to thick weathered oils contaminated with debris.





### **DONJON-SMIT Client Receives 1st Response Plan Approval Under New Regs**



**Paul Hankins**

A Donjon-SMIT client received the first Tank Vessel Response Plan (TVRP) Salvage and Marine Firefighting (SMFF) Update Approval issued by the U.S. Coast Guard under the new SMFF regulations. The SMFF regulations, effective as of February 22, 2011, required that plan-holders revise their TVRPs with numerous new salvage and

marine firefighting response procedures to be supported by extensive additional contracted response resources. The rules also required documentary evidence of compliance, including an SMFF Contract and Funding Agreement and Vessel Pre-fire Plans.

Donjon-SMIT's innovative approach to SMFF regulatory compliance documentation locates a substantial segment of the newly required information and documents on the web, simplifying the TVRP update submission process by minimizing the paperwork. "Our goal has been to ensure our clients full compliance with every element of the SMFF regulations. That goal has guided our unique approach to the specifics of TVRP SMFF documentation requirements," said Donjon-SMIT President Paul Hankins. "Our system maximizes web-based efficiencies, providing our clients with an SMFF compliance documentation product that is both comprehensive and user-friendly."

### **IHC Merwede and BAE Systems to Jointly Service OSV Market**

IHC Merwede, international supplier of innovative offshore vessels and equipment, and global defence and security company BAE Systems will enter into a cooperation agreement to meet the demands of the offshore construction vessel market in the USA.

The partnership enables IHC Merwede to enter new markets and also allows BAE Systems to increase vessel new construction in its commercially focused shipyards. According to the agreement, IHC Merwede will be responsible for the design and build of the vessels.

Their Houston office, IHC Merwede America Corp. will be responsible for the sales and business development activities. BAE Systems will provide the production facilities for IHC Merwede at its shipyards in Mobile, Alabama and Jacksonville, Florida. The vessels will be built in compliance with US regulations for coastwise trade (Jones Act).

---

## **Louisiana Energy Day** (Continued from page 33)

### **TOUCHING ALL THE BASES: GOING GREEN IN LA**

Meanwhile, efforts to conserve energy have made headway in recent years, with implications for fossil fuels, speakers said. Dave Robau, executive director of the Gulf Coast Energy Network, and Bryan Ancell, engineer at Eaton Corp., a diversified industrial manufacturer, pointed to initiatives by U.S. military installations to reduce energy use. As the country's top energy consumer, the federal government has considerable buying power, Robau said. Starting in 2013, all new buildings on military bases are required to reach LEED or Leadership in Energy and Environmental Design silver standards, set by the U.S. Green Building Council. A few bases have done better already, earning the LEED Gold standard for their structures. The U.S. Dept. of Defense is trying to reduce energy demand across the agency. "It costs \$400 a gallon to bring gasoline into Afghanistan, and they want to bring that down to better use taxpayer money," Robau said.

The Energy Independence and Security Act of 2007 requires a 30% cut in energy use in federal buildings by 2015 from a 2005 base, speakers noted. And President Obama signed an executive order in 2009 calling for net-zero-energy requirements for federal buildings by 2020. A net-zero building produces as much energy as it uses, Ancell of Eaton Corp. explained. And, Conference moderator Tucker Crawford, chief executive and founder of South Coast Solar, LLC, perhaps summed it up best when he said that greater New Orleans has been a leader in "renovating with green in mind," especially in the six years since Hurricane Katrina.

## PRODUCTS

### AXI: New Equipment & Engineering Catalogue

ALGAE-X International (AXI) announces their new catalogue of programmable automated fuel filtration and tank cleaning systems, fuel conditioners, filters, fuel sampling and testing supplies, and accessories. The catalogue showcases AXI's products which include STS Automated Filtration Systems; SMART FPS Fuel Polishing Systems; MTC Mobile Tank Cleaning Systems; LG-X In-Line Fuel Conditioners, and the AFC-705 Fuel Catalyst. AXI's Fuel Quality Optimization & Maintenance Systems solve the problems caused by diesel fuel instability and degradation. AXI provides innovative high-quality equipment and engineering services to customers worldwide.

[www.AXIFuelConditioning.com](http://www.AXIFuelConditioning.com)



### New Service Cart & Diesel Transfer Pump

Reverso Pumps introduced a 3-in-1 Diesel Fuel Service Cart, designed to remove water and bacterial growth from diesel fuel. Developed to polish diesel fuel in storage tanks as it is dispensed or after it has been in the tank, the compact, lightweight Cart can be operated one person, has maintenance alarms, clogged filter & water level shutdown features. The PIUSIBOX Diesel Transfer Pump transfers diesel fuel and prevents spillage and contamination. The all-in-one, portable PIUSIBOX includes a 12V DC powered diesel pump (24V available), delivery/suction hose, locking foot valve to prevent leakage..



[www.reversopumps.com](http://www.reversopumps.com)

### Separ Filter Equipment: Complies with ABS, SOLAS

The steel construction diesel fuel/water separators from Separ Filter have been designed to comply with new American Bureau of Shipping (ABS) and Safety of Life at Sea (SOLAS) requirements. Separ SWK 2000 series steel filters (model SWK-2000/18 shown) feature flow rates ranging from 79 to 2060 GPH (300-7800 LPH).



[www.separfilter.com](http://www.separfilter.com)



### New DNV Data Analytics Tool

DNV Petroleum Services has released Fuel Insight, a new data analytics product for bunker fuel designed to provide real-time information on worldwide deliveries. Launched at Nor-Shipping 2011, Fuel Insight is a subscription-based web application developed to tap into the shipping industry's extensive DNVPS 'live' bunker quality database. Fuel Insight can "distill complex data on fuel prices, \*ISO 8217 quality parameters and regulatory compliance into accurate insights for supplier evaluation and purchase decision-making, helping ship charterers, operators and owners optimize costs and reduce risks."

[www.dnv.com](http://www.dnv.com)

### Puradyn's Oil Filtration System

Puradyn Filter Technologies Incorporated has received certification for ISO 9001:2008, validating its Quality Management Standards process. Puradyn's oil-filtration system traps all kinds of contaminants – solid, gaseous and liquid – down to one micron in size. Greatly reducing the frequency of oil changes while maintaining proper viscosity, it continuously cleans lubricating oil and maintains viscosity to safely and significantly extend engine life. Used by three ferry services on New York's Long Island, PuraDYN® was selected for a US DoE in a three-year evaluation to research the performance, benefits and cost of bypass oil filtration technology.



[www.puradyn.com](http://www.puradyn.com)

### RTE: SMART Sense for Oil Viscosity

Rivertrace Engineering launched a Viscosity System that addresses operational concerns of ships switching between Heavy Fuels and Distillates. The SMART Sense Viscosity System is designed to monitor oil viscosity and temperature to prevent engine wear and higher emissions attributable to feeding through fuel of the wrong viscosity. Global bunker fuel densities vary and relying upon temperature measurement alone will not guarantee that the oil injected into the engine will achieve maximum combustion efficiency. SMART Sense features standard flanges for easy installation, and operates at a low frequency outside the ranges generated by engines and generators.

[www.rivertrace.com](http://www.rivertrace.com)

### Klüber's New Synthetic Lube Line

Klüber Lubrication offers a line of speciality synthetic lubricants, designed to protect the maritime environment and reduce operating costs. Klüberbio RM 2-150 is non-toxic stern tube oil for fixed-pitch and controllable-pitch propellers. Klüberbio EG 2-150 is synthetic ester oil, designed for use in thrusters and rudder propellers offering the reliability needed for demanding lubrication requirements. Klüberplex AG 11-462 is a white adhesive lubricant used on winches, cranes, davits and steel ropes on many types of ships, including but not limited to off-shore anchor handling vessels and cruise ships.

[www.klueber.com](http://www.klueber.com)

### JMP's Sea Water Strainers

JMP's Sea Water Strainers are offered in five models, sized to meet the needs of various applications, with custom specifications available. These bronze-bodied strainers feature stainless, chrome-plated baskets. Its hand grips and central load were intended for easy install and removal. At 8mm thick, the cylinder is strong yet transparent with an air cap to remove air.



[www.jmp.co.kr](http://www.jmp.co.kr)

### Volvo Penta Launches Marine Diesel Engine

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](http://www.volvo.com)

## Cerion Energy Real Science. Real Results.

Cerion Energy's diesel fuel additive, GO2, was developed by scientists formerly with Eastman Kodak. With over 400,000 hours of operation, GO2 has been proven to reduce fuel consumption by 8-13%, greenhouse gas emissions by 10-20%, and particulate matter emissions by up to 40%. Contact us today to inquire about previous test results from current commercial marine customers and how your company can benefit from a FREE DEMONSTRATION of our product on one of your vessels.



**Cerion Energy**  
1 Blossom Road  
Rochester, NY 14610  
(585) 271-5630 ext 115  
[www.cerionenergy.com](http://www.cerionenergy.com)  
GO2@cerionenergy.com

### Marex AMC Alarm System

Rexroth has recently launched its new Marex AMC alarm and monitoring system, applicable on workboats and yachts alike. The system, which has been approved by major classification societies, features an engineer call function designed for unattended engine room operation. Additional functions include ship automation with door surveillance, digital visualization of fire alarms, and navigation and pump controls.



[www.boschrexroth.com](http://www.boschrexroth.com)

### Kroil Loosens Frozen Metal Parts

Based on scientific discoveries at Kano Laboratories, Kroil creeps into millionth inch spaces, dissolves rust and lubricates to loosen frozen metal parts. Kroil's unique molecular structure facilitates penetration while maintaining a structure that breaks bonds due to either corrosion or compression. Kroil is now available in 8 sizes including a new 16.5oz. economical industrial size. Guaranteed to meet your expectations whatever they may be. Kroil is available in aerosol and bulk.



[www.kanolaboratories.com](http://www.kanolaboratories.com)

## BY THE NUMBERS

Workboats, offshore, inland, coastal, Great Lakes, brown water or shallow draft – call it whatever you want – **your** market is **OUR** market, too. In this version of *MarineNews' By The Numbers*, we dispel the notion that the U.S. merchant fleet is on the decline. Actually, the commercial U.S. fleet in terms of numbers alone increased by 1,535 units, or 4 percent since 2004. That's not all. The domestic mariner population continues to rise – by almost 25,000 mariners or 13 PCT over the last decade – primarily in the shallow draft, lower tonnage and specialty credentials. It should not be any secret to anyone on this side of the pond that the U.S.-flag so-called blue water fleet has been in decline for a long time. But, that doesn't mean that the U.S. merchant fleet, as a whole, is suffering from the same malaise. **Table 1 shows the precipitous, steady decline of U.S-flag, blue water fleet in the years since 1943.**

ERA	WW II '43	Korea '51	Viet Nam '65	1974	1997	2002	2006	2009
Total Ships	644	1268	952	578	302	257	197	196
Tankers	260	455	279	288	145	92	75	58

Paralleling an era where the domestic blue water fleet has suffered dramatic losses, credentialed U.S. mariners have experienced a 13 PCT gain. How can that be? No ships, no mariners, right? Look closer – the numbers do make sense, after all. That's because unlimited tonnage/horsepower deck and engine licenses comprise just 11 percent of the total marine demographic. Conversely, the numbers of so-called “lower tonnage” or “limited” tickets continues to climb. It turns out that 99 percent of the U.S. flag fleet of nearly 40,000 vessels is comprised of Coastal & Waterways, Offshore Supply and Laker vessels. That's **your** market. A vibrant one, as it turns out.

U.S. Domestic Mariner Snapshot	2001	2004	2005	2006	2011
<b>Total Population – all mariners</b>	<b>193,000</b>	<b>204,835</b>	<b>208,003</b>	<b>209,800</b>	<b>217,875</b>
Domestic Ratings (MMC/MMD)	73,000	66,870	67,637	65,900	123,742
Unlimited Ratings	11,131	Not avail.	Not avail.	27,500	47,280
Licensed Mariners (total)	85,000	95,789	99,023	102,100	145,292
Unlimited Deck Licenses	8,721	9,178	9,171	9,200	11,524
Unlimited Eng. Licenses	9,680	10,500	11,925	11,500	13,271

**Source: United States Coast Guard National Maritime Center & Prior Research.**

Don't let anyone tell you that we have no boats and/or sealift capabilities, either. As depicted below, a vibrant domestic waterborne commerce industry still exists in this country. That's **your** market – **ours**, too. The backbone of our nascent shortsea shipping is our inland and coastal fleets. Tug & Barge numbers are up sharply, and the inland/coastal fleet continues to grow, as well. That said; note the decline in ferry vessels – boats integral to reducing traffic snarls and getting trucks off the roads. **Someone should tell the U.S. Department of Transportation. Tell Marad, too, while you are at it.** We do have a merchant marine; you just need to know where to look for it. The pages of *MarineNews* are a good place to start.

TYPE OF VESSEL							PCT Change (*)
Fleet Year	2004	2005	2006	2007	2008	2009	2004-2009 (*)
Ocean / Deep Draft	~ 230	Not avail.	197	197	197	196	-14.8
Lakers	50	49	48	48	48	48	-4.0
Offshore/Supply (*)	518	532	629	652	689	688	32.8
Inland/Coastal	37,209	37,936	38,078	37,589	37,214	38,553	3.6
•Tugs	5,314	5,290	5,285	5,356	5,424	5,735	7.9
•Tank & Dry barges	31,266	32,027	32,187	31,629	31,212	32,214	3.0
•Ferries	629	619	606	604	578	604	-4.0
<b>Total</b>	<b>38,392</b>	<b>39,156</b>	<b>39,387</b>	<b>38,903</b>	<b>38,578</b>	<b>39,929</b>	<b>+ 4.0 PCT</b>

**Source: Marad. (\*) offshore/supply numbers may contain foreign registered (but U.S.-owned) vessels.**

Post Your Resume for Free • Energize Your Job Search @ [MaritimeJobs.com](http://MaritimeJobs.com)

# MaritimeJobs.com

where employers and job seekers connect

The Maritime Industry's Leading Employment Website. For more information contact: Jean Vertucci at [vertucci@marinelink.com](mailto:vertucci@marinelink.com)



## MARINE SALES REP

Exciting opportunity to represent one of the world's leading manufacturers of oil spill response and recovery equipment. [Applied Fabric Technologies, Inc.](http://AppliedFabricTechnologies.com) and its parent company, [DESMI Ro-Clean](http://DESMIRo-Clean.com), produce a broad range of oil containment booms, pumps and skimmers that presently perform in more than 70 countries around the globe. Led by an experienced management team and supported by cutting-edge technology, we are looking for an accomplished self-starter with marine sales background to cover the Texas Gulf/Louisiana coast.

We have a major presence throughout the North America and Caribbean market. We offer above average commissions and a terrific opportunity for success.

Resumes can be faxed to **716.662.0636** or e-mailed to John O'Brien - [obrien@afti.com](mailto:obrien@afti.com)

## THE VANE BROTHERS COMPANY

NEW YORK ★ PHILADELPHIA ★ BALTIMORE ★ NORFOLK ★ CHARLESTON



### On Course For the Future

The Vane Brothers Company is recruiting qualified candidates for positions on our state-of-the-art marine transport vessels operating along the Atlantic Seaboard.

Tug Masters and Mates, Marine Engineers and Tankermen opportunities are available.

Learn more at [www.vanebrothers.com](http://www.vanebrothers.com) or contact fleet recruitment at 410-735-8212.



**Find a Mariner.com**  
Professional Mariner Directory  
\* Advanced Mariner Search  
\* Post Maritime Job Listings  
\* Accept Applications  
[www.FindAMariner.com](http://www.FindAMariner.com)



**Marine Classified Sales**

Well hello! We're glad to see you decided to read this. You just proved that Classified Advertising works. Marine News has the highest circulation serving the workboat industry giving your Classified Ad the highest exposure at the lowest cost.

- ★ Cost Effective Advertising
- ★ Lower Cost = Higher Frequency
- ★ Higher Frequency = More Visibility
- ★ More Visibility = Higher Sales
- ★ Higher Sales = Happy Advertisers

[www.marinelink.com](http://www.marinelink.com)

## MASSACHUSETTS MARITIME ACADEMY

Founded in 1891, the Massachusetts Maritime Academy is the nation's oldest and finest co-ed maritime college. The Academy prepares young women and men for exciting and rewarding careers on land and sea. Our graduates have been at the very top of seagoing, engineering, environmental, and international business professions.

### POSITIONS AVAILABLE

International Maritime Business Faculty  
Director (Center for Maritime and Professional Training)  
Third Assistant Engineer

The Academy is located in Buzzards Bay at the mouth of the scenic Cape Cod Canal and is a special mission college within the Massachusetts university college system.



For information about this positions and how to apply, visit the employment quick link on our web page at [www.maritime.edu](http://www.maritime.edu).

Massachusetts Maritime Academy is an AA/EEO employer. Under-represented groups are encouraged to apply.

# Vessels for Sale

**Southern Recycling**

We buy barges, ships, and other marine vessels and structures for scrap.  
We adhere to the highest ES&H standards.  
Serving the rivers and coasts of the U.S.

MOBILE • MORGAN CITY • NEW ORLEANS  
• AMELIA • HOUSTON  
CALL 800 - GO SCRAP

**RASMUSSEN EQUIPMENT COMPANY**

Used Vertical Warping Capstans

MODEL SA1817-22H  
18" Barrel, 22 hp, 1300 PSI/30 GPM, Sacrificial steel doubler plates.  
Location: Seattle, WA  
Price: \$30,000 ea., As Is

Tel: 206-762-3700  
Fax: 206-762-5903  
[www.rasmussenco.com](http://www.rasmussenco.com)  
We've been serving the general & marine construction industries for over 70 years.

# Vessels for Sale



**Building superb vessels since 1979**  
**Email: david@geoshipyard.com**



**www.geoshipyard.com**

4817 South Lewis St.  
 PO BOX 9622  
 New Iberia, LA 70586-9622

Phone: (337) 367-1541  
 Fax: (337) 364-7493

**Survey Boats**  
**Patrol Boats**  
**Crew/Supply Boats**  
**Pilot Boats**  
**Passenger Ferries**  
**Seismic Boats**  
**Push/Tug Boats**

**MARINE BUSINESS EXCHANGE**  
 Mergers, Acquisitions & Divestitures  
[www.marinebusinessexchange.com](http://www.marinebusinessexchange.com)

Are you ready to sell your business or are you ready to expand your business through a merger or acquisition? We presently have investors who are seriously interested in all types of marine and marine related companies worldwide.

9786 Timber Circle, Suite A  
 Daphne, AL 36527  
 Ph: 251-626-0713  
 Cell: 504-650-5000  
 Fax: 251-447-0423  
 E-mail: info@marinebux.com



The industry's premier online news source

**MarineLink.com**

- contracts
- offshore
- security
- company news



# Marine Marketplace

**US Coast Guard Approved (STCW-95) Basic Safety Training**

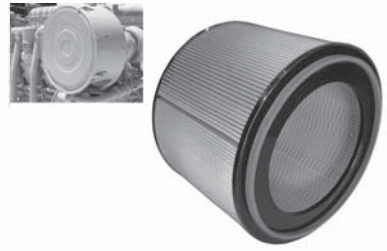
- Basic Safety Training
- Medical PIC
- Proficiency in Survival Craft
- Tankerman PIC
- Advance Firefighter
- Vessel Security Officer

**El Camino College**  
 Workplace Learning Resource Center  
 13430 Hawthorne Blvd. • Hawthorne, CA 90250  
 Ten (10) minutes from LAX • Twenty (20) minutes from LA Harbor  
 Call for Information & Registration  
 (310) 973-3171/47 • [www.businessassist.org/wplrc/coast.html](http://www.businessassist.org/wplrc/coast.html)



## NEW PRODUCTS

**Introducing High-Performance Air Filters for Caterpillar® 3500 Series Engines & Gensets.**



**AIRSEP®**  
 Walker Engineering

818.252.7788 [www.walkerairsep.com](http://www.walkerairsep.com) [sales@walkerairsep.com](mailto:sales@walkerairsep.com)

**RASMUSSEN EQUIPMENT COMPANY**



Berger Fairleads • Anchor • Spud Winches • Skagit  
 Clyde • Manitowoc • Deck Winches

(800)227-7920 • [equipmentsales@rasmussen.com](mailto:equipmentsales@rasmussen.com)

Standard rental/rate terms and conditions may be viewed on the homepage at our website, [www.rasmussen.com](http://www.rasmussen.com)

# Marine Marketplace

## NEW PRODUCTS

**FSCENCO/FAST**  
a division of Bio-Microbics, Inc.  
Certified Marine Sewage Devices (MSD)  
[www.MarineFAST.com](http://www.MarineFAST.com)

### CORROSION & WALL THICKNESS GAUGE

The TI-25M measures wall & corrosion thickness on all metals, ceramics, glass and most rigid plastics from only one side—**ultrasonically!**

*Ideal for ships' hulls and bulkheads, storage tanks, metal plates, pipes, more.*

Measuring Range  
0.025 – 6.000 inches  
0.60 – 150.0 mm

**FIVE-YEAR WARRANTY**


• Many other models available including—  
**THRU PAINT  
DATALOGGING  
UNDERWATER**

Call Toll Free 1-800-645-4330

ELECTROMATIC Equipment Co., Inc.  
600 Oakland Ave., Cedarhurst, NY 11516  
Tel. (516) 295-4300 • FAX (516) 295-4399  
[www.checkline.com](http://www.checkline.com)

**CHECKLINE®**

### PORTABLE DIESEL EMERGENCY PUMP



DIESEL AMERICA WEST with over 25 years of experience offers a QUALITY ocean service, emergency de-watering - transfer - trash pump that is portable rugged - & light weight.

- #304 Stainless Steel Frame (1" welded sq. tube)
- Heavy Duty "Non-Metallic" Trash Pump End
- Seal is Severe Service s/Steel & Viton Shaft Seal
- YANMAR 5 & 7 H.P. Diesels, Aircooled
- 2" x 2" or 3" x 3" N.P.T. • 42 P.S.I. Max
- Heavy Duty Vibration Isolators
- Long Life Marine Components Throughout

*A Serious, Portable, Saltwater Service Emergency Pump*

Diesel America West Inc.  
P.O. Box 968, Friday Harbor, WA 98250  
Phone (800) 343-7351 or (360) 378-4182  
Fax (360) 378-3315 (24hr line)  
[www.dawest.com](http://www.dawest.com)

## WHEN YOU NEED LONGEVITY, YOU NEED WING.

At Wing, we take pride in our design, construction and quality. That's why we are the provider of choice for replacement sponsons by agencies around the world. Some of our more than 200 existing replacement sponsons designs include:



**U.S.C.G. Replacements**  
Zodiac 540™  
Zodiac 630™  
Zodiac 640™  
Zodiac 733™

**S.O.L.A.S. Replacements**  
Willard 670™  
Zodiac 670™

**Military Replacements**  
BCGP Impacts™  
Moose Boats™  
SeaArk™  
US Marine Inc. 11m Split Bow™  
Willard 730™  
Willard 11m™  
Zodiac™

**Commercial Replacements**  
Almar™  
North River™  
Northwind™  
Zodiac™

Contact Wing for a complete listing of existing replacements or for a custom replacement quote.

**WING**  
INFLATABLES  
Designed Smarter. Built Tougher.

1220 5th Street • Arcata, California, 95521 Phone: 707.826.2887 • [www.wing.com](http://www.wing.com)


**Cooley** Wing uses fabric coated with Coolthane®— an advanced polyurethane coating manufactured by Cooley. 50 Esten Avenue, Pawtucket, RI 02860 • 1-800-333-3046 • [www.cooleygroup.com](http://www.cooleygroup.com)

## TideSlide®

### Mooring Products & Systems

"Your Berth Control is Our Business!"

1(800)780-6094 +1(989)695-2646 [www.TideSlide.com](http://www.TideSlide.com)



**VB1 Vessel Based TideSlide Systems**


- \*Free Valuable Deck Space
- \*Improve Crew Safety
- \*Pier Height Line Positions
- \*No Maintenance
- \*Moored Any Ship, Any Pier Worldwide
- \*Completely Automatic Deployment
- \*Safe Sea-State Mooring
- \*Increase Mooring Efficiency
- \*Integrated Systems or Retrofitted for Any Vessel

**VB1 Vessel Based & Pier Based Mooring Systems**

## ATLASS INSURANCE

QUOTE LINE: 800-330-3370

TUGS | BARGES | RIGS | CREW  
SIGHTSEEING | WORK & SUPPLY BOATS



**ATLASS INSURANCE**

ESTABLISHED 1981

[WWW.ATLASSINSURANCE.COM](http://WWW.ATLASSINSURANCE.COM)

# Marine Marketplace

## NEW PRODUCTS

### PORTABLE DIESEL FIRE PUMP



DIESEL AMERICA WEST with over 25 years of experience offers a QUALITY ocean service, lightweight, portable diesel fire pump that exceeds U.S.C.G. specifications

- #304 Stainless Steel Frame (1" welded sq. tube)
- Pump End w/Bronze Impeller
- Severe Service s/Steel & Viton Shaft Seal
- YANMAR 7 H.P. Diesel Aircooled Engine
- 2" x 2" N.P.T. • 150 G.P.M. • 90 P.S.I.
- Heavy Duty Vibration Isolators
- Long Life Marine Components Throughout

*A Serious, Portable, Saltwater Service Fire Pump*

Diesel America West Inc.  
P.O. Box 968, Friday Harbor, WA 98250  
Phone (800) 343-7351 or (360) 378-4182  
Fax (360) 378-3315 (24hr line)  
www.dawest.com

### METAL FABRICATING MACHINERY

**SHEARING-PUNCHING-DISHING  
BENDING-ROLLING-FLANGING  
IRONWORKERS  
SECTION BENDING ROLLS  
PRESS BRAKES & SHEARS  
PLATE BENDING ROLLS  
ALL TYPES, SIZES & CAPACITIES**

410-933-8500  
sales@comeq.com  
**WWW.COMEQ.COM**

### SHORE POWER Plugs & Receptacles



Maximum performance in wet, corrosive environments

Safe to make & break under full load up to 200A, 600V

FREE Samples Available

www.Meltric.com • 800.433.7642

### USCG License Software

Affordable - Merchant Marine Exam Training  
<http://hawsepipe.net>  
Freelance Software  
39 Peckham Place  
Bristol, RI 02809  
(401) 556-1955 - sales@hawsepipe.net

BOOKS FOR THE SHIPPING INDUSTRY  
[www.nauticalmind.com](http://www.nauticalmind.com)



The Nautical Mind Bookstore  
email: books@nauticalmind.com  
toll free: (800) 463-9951

### MARINE DUTY PORTABLE SURFACE PREP EQUIPMENT



Pressure Washer Systems Up to 7,000 PSI Shipped Worldwide

**WATER CANNON**  
WATERCANNON.COM  
1-800-333-WASH(9247)

Anchors  
Barges  
Compressors  
Cranes  
Crew Boats  
Dredges  
Engines/Gears  
Ferry Boats  
Fishing Vessels  
Generators  
Landing Craft  
Passenger Vessels  
Propellers  
Ship Parts  
Tugs  
Winches  
Work boats  
Yachts/  
Pleasure Craft  
"Scrutonize Your Inventory"

### Scruton Marine Services

Peggy or Mike Scruton  
MARINE BROKERS  
49 John Street  
Port Dover Ontario,  
NOA 1N7  
Website:  
[www.scrutonmarine.com](http://www.scrutonmarine.com)  
Email:  
sms@scrutonmarine.com  
Ph: (519) 583-1636  
Fax: (519) 583-2189

Sea water intake filters,  
strainers and screens  
866 - 265 - 0502  
Yankee Wire Cloth Products, Inc.  
221 W. Main St.,  
West Lafayette OH 43845  
Fax: 740-545-6323  
[www.maritimefilter.com](http://www.maritimefilter.com)



**MARINE ALUMINUM**  
SHEET, COIL, PLATE  
5052/5454/5083/5086  
H116/H321/ABS/ASTM B928  
20 MILLION POUND INVENTORY  
NATIONWIDE DELIVERY  
1-877-752-5052  
FAX: 214-905-3900  
E-MAIL: jayson@mandelmetals.com  
WEB: [www.mandelmetals.com](http://www.mandelmetals.com)

Many Styles Available

100% Glare Reduction  
5 Mils thick  
Mylar Sun Screens  
Bunk Curtains  
Fire-Retardant  
IMO Certified

**Porthole Curtains**  
IMMEDIATE DELIVERY on selected styles  
(718) 983-5600 (800) 336-6857 Fax (718) 983-9127  
Website: [metromarine.com](http://metromarine.com) E-mail: sales@metromarine.com  
METRO MARINE DESIGN ASSOCIATES MADE IN THE USA



# Marine Marketplace

## PROFESSIONALS

**We've Got a Boatload of Experience**

Put our 35 years of experience to work on your next offshore exploration, production and marine transportation project.

- Design/Engineering Services
- State-of-the-Art Technology
- Project Management
- Legal/Arbitration
- Negotiations
- Surveys

Alan C. McClure Associates, Inc.  
Naval Architects • Engineers

Phone: (713) 789-1840 • [www.acma-inc.com/mn](http://www.acma-inc.com/mn)

**C. R. CUSHING & Co., INC.**  
NAVAL ARCHITECTS • MARINE ENGINEERS • TRANSPORTATION CONSULTANTS

30 VESEY ST 1968 **40** 2008 Ph: (212) 964-1190  
7TH FLOOR ANNIVERSARY Fax: (212) 285-1334  
NEW YORK, NY info@crcco.com  
10007 www.crcco.com

  
**genoadesign**  
international ltd.

"Production Lofting & Detail Design"

Servicing marine and offshore industries internationally.

- Barges • OSVs • Towboats • Tugs
- Ferries • Tankers • Workboats

[www.genoadesign.com](http://www.genoadesign.com)

**2011 Update  
GHS Version 12.50**

Over 50 new features, 15 template enhancements and nine new system variables. Additional support for progressive flooding and flow calculations. Further refinements in probabilistic damage, oil outflow and MODU criteria. Crane modeling with detailed graphics supporting both standard and knuckle booms. Extended handling of open hoppers including sliding and solid cargo with several modes of water over cargo. Well over 100 small improvements that further advance the performance and reliability of this software.

**GHS Load Monitor (GLM)**, the onboard configuration of GHS, gives naval architects the ability to provide their clients the best combination of features including the latest damage stability requirements.

**GHS**  
General HydroStatics  
Ship Stability and Strength Software

GHS ..... Full-featured naval architect's system  
GHS Load Monitor (GLM) ..... Onboard configuration  
GHS/Salvage ..... Salvor's package  
BHS ..... Basic hydrostatics and stability

**Creative Systems, Inc.**  
Creators of GHS™

P.O. Box 1910 Port Townsend, WA 98368 USA  
phone: (360) 385-6212 fax: 385-6213  
email: sales@ghsport.com  
[www.GHSport.com](http://www.GHSport.com)

For 39 years, the software naval architects love.

Engineering And Design  
Marine Casualty Response  
Marine Survey And Inspection  
Port Engineering Services

**JMS**  
NAVAL ARCHITECTS  
SALVAGE ENGINEERS  
JMSnet.com • 860.536.0009

New! >   
JMS applications for your iPhone.  
U.S. Navy Salvor's Handbook  
Go to > [www.JMSnet.com](http://www.JMSnet.com)


 **SAMS®**

**Society of Accredited Marine Surveyors®**

An International Organization of Professional Marine Surveyors

For SAMS® surveyors in your area, CALL  
**1-800-344-9077**  
<http://www.marinesurvey.org>  
4605 Cardinal Blvd. • Jacksonville, Florida 32210

**Classes forming NOW!**




**STCW'95 TRAINING  
BASIC SAFETY AND  
AB ADVANCEMENT**

**WWW.FMTA.COM**  
**(772) 242-FMTA (3682)**

**MORRELLI & MELVIN  
DESIGN & ENGINEERING, INC.**  
30 Years of Vessel Experience

Workboats, Fast Ferries,  
Charter & Support Vessels



[www.morrellimelvin.com](http://www.morrellimelvin.com) | [info@morrellimelvin.com](mailto:info@morrellimelvin.com)  
4952 Warner Avenue, Suite 205  
Huntington Beach, CA 92649  
TEL: (714) 861-1320 FAX: (714) 840-0538

## BARGES FOR RENT

**TUGS/BARGES FOR RENT  
BARGES SIZED FROM 8'x18' TO  
45'x120' ALSO "SHUGART"  
SECTIONAL BARGES  
"TRUCKABLE TUGS" HERE**

**Smith Brothers Inc.,  
Galesville, MD 20765  
(410) 867-1818  
[www.smithbarge.com](http://www.smithbarge.com)**

# ADVERTISER INDEX

Page#	Advertiser	Website	Phone#	Page#	Advertiser	Website	Phone#
20	ABS	www.eagle.org	(281) 877-5861	5	KEMEL USA INC.	www.kemelusa.com	(212) 967-5575
5	AER SUPPLY	www.aersupply.com	(800) 767-7606	31	MARINERS HOUSE	www.marinershouse.org	(617) 227-3979
29	AHEAD SANITATION SYSTEMS	www.aheadtank.com	(337) 237-5011	17	McDonough Marine Services	www.mcdonoughmarine.com	(504) 780-8100
15	AMERIC CORPORATION	www.americ.com	(800) 364-4642	C4	R.W. FERNSTRUM & CO. INC.	www.fernstrum.com	(906) 863-5553
41	CERION ENERGY, INC.	www.cerionenergy.com	(585) 271-5630	1	SCANIA USA	www.scaniausa.com	(210) 403-0007
9	CHEVRON LUBRICANTS	www.chevronlubricants.com	Please visit our website	C3	SEAKEEPER	www.seakeeper.com	(410) 326-1590
22,23	Citgo Petroleum -Clarion	www.clarionlubricants.com	Please visit our website	15	SKOOKUM	www.skookumco.com	(800) 547-8211
11	DMW MARINE GROUP	www.dmwmarinegroup.com	(610) 827-2032	19	STEELWAYS, INC.	www.steelwaysinc.com	(845) 562-0860
7	EASTERN SHIPBUILDING, INC.	www.easternshipbuilding.com	(850) 763-1900	15	SUNY MARITIME COLLEGE	www.sunymaritime.edu	(718) 409-7341
21	GLOBAL SATELLITE USA	www.globalsatellite.us	(954) 522-6260	3	TUFLEX RUBBER PRODUCTS	www.tuflex.com	(800) 770-6008
11	GREAT AMERICAN INSURANCE	www.GreatAmericanOcean.com	(212) 510-0135	15	Tutor-Saliba	Please call us at	(818) 362-8391
13	HANNAY REELS	www.hannay.com	(877) 467-3357	29	Varna Products	www.varnaproducts.com	(530) 676-7770
27	HARCO MANUFACTURING CO.	www.harcomanufacturing.com	(800) 394-7571	C2	YALE CORDAGE	www.yalecordage.com	(207) 282-3396

Your advertising dollars go further with...



# Marine

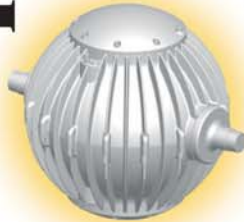
## News

Total Workboat  
Market Coverage!

www.marinelink.com

*The listings above are an editorial service provided for the convenience of our readers.  
If you are an advertiser and would like to update or modify any of the above information, please contact: [productionmanager@marinelink.com](mailto:productionmanager@marinelink.com)*

# ELIMINATE BOAT ROLL



Imagine total stabilization while in port or offshore—providing you and your team with an onboard safety experience like no other. That is why we engineered the most effective anti-rolling device ever made—the Seakeeper® Gyro. Requiring only 3 kW of power, the Seakeeper Gyro operates quietly and efficiently to eliminate boat roll on vessels of all sizes while allowing for unprecedented safety on the job for crews whose livelihood and survival depend on top performance in poor weather and heavy seas. Seakeeper gyros give you the ultimate advantage.

- **ELIMINATES 60-80% OF UNCOMFORTABLE BOAT ROLL**
- **NO DRAG-PRODUCING EXTERNAL FINS**
- **SIMPLE INSTALLATION**



“When we retrieve torpedoes, we like to have as flat and stable a platform as possible...”

— RICHARD BOTTALICO, MARINE ENGINEER FOR THE NAVAL UNDERSEA WARFARE CENTER



**SEAKEEPER**®

WWW.SEAKEEPER.COM



# R.W. FERNSTRUM & COMPANY

FERNSTRUM®  
GRIDCOOLER®

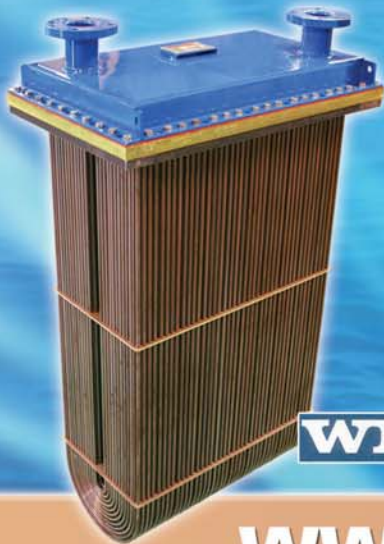


## FERNSTRUM - WEKA - TRANTER®

R.W. Fernstrum & Company now offers more heat transfer products to the marine industry than ever before. With FERNSTRUM® GRIDCOOLER® keel coolers, Weka Boxcoolers, and TRANTER's Plate & Frame, Platecoil® and Shell & Plate heat exchangers, Fernstrum can provide a cooling solution to meet your needs.



FERNSTRUM®  
GRIDCOOLER® KEEL COOLER



**WEKA** BOXCOOLERS



[www.fernstrum.com](http://www.fernstrum.com)

Phone 906.863.5553 • Fax 906.863.5634 • Export Fax 906.863.5203

E-mail [sales@fernstrum.com](mailto:sales@fernstrum.com)