

# Marine

## News

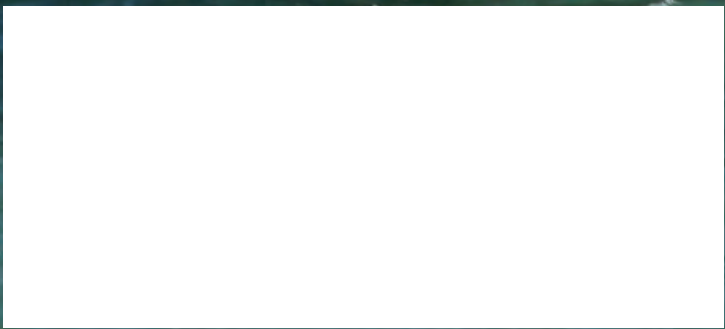
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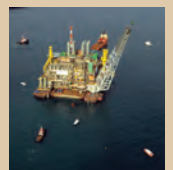
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## On the Cover

*Brunswick Commercial and Government Products (BCGP) delivered a 39-ft. rigid hull inflatable boat (RHIB): the 1200 Impact to be stationed in South Florida where it will be used for patrolling offshore and Intracoastal areas and performing general law enforcement activities.*

*Full Combat Craft coverage starts on page 28.*



(Photo: Brunswick Commercial and Government Products (BCGP))

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## EDITOR'S NOTE

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The approaching mid-year finds the marine industry – particularly those players in the brown water side of the equation – on a steady course towards recovery and indeed, prosperity. Unlike the oceangoing liner, bulk and tanker trades, where charter rates are not yet at a level that will support sustained growth, the inland and offshore oil support sectors report robust equipment utilization. That's not to say that there won't be stray storms to avoid along the way. Actually, there are.

This edition of *MarineNews* appropriately focuses on variables that might otherwise cause the rapidly recovering sector(s) that we serve – Offshore, Inland, Coastal, Great Lakes and Patrol – to veer off course. What they all have in common is the tsunami of regulatory change lurking just over the horizon, as well as a host of challenges already here. You'll find not one, but five entries in this edition that touch upon all of it; from mariner credentialing to EPA VGP's, ballast water treatment standards, a seafarer criminalization survey, an executive report from the National Maritime Center and a Subchapter M saga update. This is one primer that you can't afford to miss.

As a headline focus, we then turn our attention to Combat Craft, specifically those smaller platform entries that are fast becoming the maritime standard in the war on terror, piracy and port security tasks. These small, agile, speedy and hi-tech boats can't fully replace the 600-foot assets of the world's collective Navies, but it's also true that their bigger cousins can no longer do the job without them. Literally hundreds of these craft – from fabrication yards located on the East, Gulf and West Coasts – are being churned out annually. To my way of thinking, it is just this type of craft that may well save U.S. shipbuilding.

As an industry, we don't often get things right, and when we do, we usually fail to spread the good news to the general public. It's (in part) why our marine highway and shortsea shipping programs are stuck in neutral and the federal government continues to pour billions of dollars into high speed rail and highway projects to the general detriment of the most powerful island nation in the world and its waterfront. Nevertheless, *MarineNews* contributor Bob Kunkel this month shares the story of an INCAT training vessel being built largely on the goodwill of the maritime industry itself. Follow along as Kunkel describes a new Maritime Aquarium research vessel that will eventually deliver educational benefits to thousands of children in the Tri-State area of New York, Connecticut and New Jersey. It comes to fruition because maritime businesses and shipping have answered the call.

Rounding out our coverage is an array of innovative (did I mention green, too?) propulsion ideas and high-tech gadgetry that promise to change the small boat platform forever; and, for good. Without a doubt, there IS a lot of good coming from the maritime sector lately. You just have to look for it. *MarineNews* is an excellent place to start.



A handwritten signature in blue ink that reads "Joe Keefe". The signature is fluid and cursive.

Joseph Keefe, Editor, keefe@marinelink.com

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## JUSTICE FOR SEAFARERS? Not by a long shot

No good deed goes unpunished. At least, that’s the verdict delivered by a far-reaching survey of the experiences of seafarers facing criminal charges. According to the survey recently produced by the international legal research centre Seafarers’ Rights International (SRI), seafarers complained of unfair treatment, intimidation and a lack of legal representation and interpretation services. Conducted in eight languages, the effort polled 3,480 seafarers during a 12-month period and encompassed responses from 18 countries and 68 different nationalities of seafarers.

To achieve a random and representative survey, responses were collected by sampling seafarers using the same country proportions of seafarers as contained in BIMCO’s Manpower 2005 Update, the Worldwide Demand for and Supply of Seafarers (“BIMCO 2005”). The survey responses were then weighted to incorporate new observations as contained in BIMCO’s Report of Manpower 2010 Update in 2011 (“BIMCO 2010”). The data, troubling enough by itself, also provides ample proof that recruitment and retention of mariners is only going to get tougher in the long run. Here’s why:

SURVEY CATEGORY	%	SURVEY CATEGORY	%
Seafarers Facing Criminal Charges	8.27	Seafarers acting as witness in a prosecution	3.94
Seafarers knowing colleague facing charges	32.77	Seafarers Charged & Having Rights Explained	11.40
Masters facing criminal charges (highest)	23.33	Oilers Facing Criminal Charges (lowest)	1.59
Charges Dropped (PCT)	67.03	Seafarers Convicted (PCT)	32.97
Vessels Searched	44.28	Cabins Searched (no warrant)	63.75
Seafarers Searched	43.55	Seafarers Bodily Searched	29.24
Seafarers Charged Without Legal Representation	86.75	Seafarers Charged; provided interpretation services	91.20
Facing charges who thought they were treated fairly	18.75	Seafarers facing charges who did not feel threatened	20.00
Considering quitting profession because of criminalization	41.58	Reluctant to cooperate in accident investigation	46.44

Source: SRI SEAFARERS AND CRIMINAL CHARGES survey

From these statistics it can be calculated that the odds ratio of a seafarer facing criminal charges is 18.87 times higher if the seafarer is a master than if he is an oiler. Beyond this, it was found that being in the rank of master is one of the most important determinants of the probability of facing criminal charges; and of being convicted. Not surprisingly, having legal representation was found to be of the most important determinants of the probability of not being convicted of a charge. The trend is troubling in more than one way: 46.44% of seafarers who responded to the question (35.06% of the total seafarer population) said that they would be reluctant to cooperate fully and openly with casualty inquiries and accident investigations. Often, those respondents justified that answer by insisting, “Anything you say can be used as evidence against you.” To gain a broader view of criminal charges faced by seafarers, SRI also carried out a review of all incidents involving criminal charges against seafarers reported in the trade press for the 12 year period from 2000 – 2011. There were 415 incidents reported in this period, involving 1,580 seafarers. Significantly over the period under review, the numbers of maritime criminal incidents and the numbers of detained seafarers showed a tendency to increase. "The voices of seafarers are expressing real fears and concerns over criminal charges and it must be in the interests of the whole maritime industry that these are addressed and seafarers adequately protected. The prospect of criminal charges is daunting for any human being, whether in your own country, or even more so in a foreign country, and so for seafarers entering foreign ports on a daily basis, the risks are high and the consequences can be dire if fair and due process is not followed," said Deirdre Fitzpatrick, SRI Executive Director. For *MarineNews* readers who might wonder how a worldwide survey on mariner criminalization relates to the U.S. mariner population which is, today, by and large, a brown water demographic; they need to look no further than the U.S. Department of Justice trending of cases based on “the Migratory Bird Act” and other obscure legal tactics. Add to this the crushing weight of a dozen current and coming regulatory changes, and the prospect of going to sea must look much different today than it did just 10 years ago.

SRI was launched in September 2010, on World Maritime Day. The full report of the survey will shortly be available on SRI’s website: [www.seafarersrights.org](http://www.seafarersrights.org)

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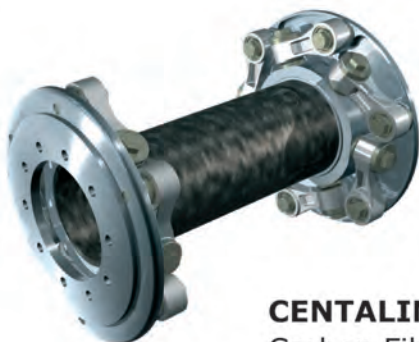


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# Captain Anthony Lloyd, Commanding Officer

## U.S. Coast Guard National Maritime Center

*Captain Anthony Lloyd is the Commanding Officer of the National Maritime Center (NMC). He assumed that position in September of 2010 after serving three years as the Coast Guard's Program Manager for marine environmental response. The nationally-focused Officer in Charge of Marine Inspection (OCMI) tasked with implementing the Coast Guard's Mariner Credentialing Program, the NMC, and the 20 field units under Lloyd's direct control, are comprised of around 370 military, civilian and contract personnel serving throughout the U.S. and its territories. Located in Martinsburg, WV, NMC is responsible for credentialing the 210,000 U.S. mariners to ensure the safety, security and stewardship of the Maritime Transportation System (MTS). As the point man for the Coast Guard's ongoing effort to streamline its mariner credentialing programs, Lloyd weighed in this month with MarineNews and answered some tough questions on the future of the National Maritime Center and its important missions.*

**In the years following the consolidation of credentialing duties of the last Regional Examination Center (REC), the National Maritime Center had an arguably rocky start in the eyes of some commercial mariners, but has since found its sea legs. Give our readers some perspective of where NMC is today.**

The successful centralization of mariner credentialing at the NMC, while in many ways largely complete, continues to play out as the "effects of centralization" impact the MTS. For example, our focus on customer service is central to developing and maintaining good relationships with individual mariners. With centralization credential processing has become faster with higher consistency but there is a need to ensure mariners understand exactly what the suite of support tools can do for individual mariners. We have field units where mariners can test, seek assistance with their application, and find out additional information. Our call center is open with extended hours for west coast mariners and the customer service center staff can answer most mariner questions, over 90%, without having to transfer the call. Additionally, we have two additional customer service center staff available to handle medical issues. Mariners need only call and ask for the medical help desk to access this service. Our website is also an excellent source of information. We are constantly ensuring the accuracy of our website info and invite



mariners to spend some time looking at the NMC's website. We have a customer satisfaction survey and absolutely need all of our customers to fill that out to rate us on our performance. Currently, on a scale of 1 to 5 we are averaging around 4.3 but certainly are not satisfied that every thing that needs to be improved is complete. There is always room for improvement.

**NAVC 04-08 – the Coast Guard's new medical examination protocol – is a sometimes contentious policy that is affecting mariners. What percentage of mariners are actually being found to be not physically competent to be credentialed at this time? In comparison to the old system?**

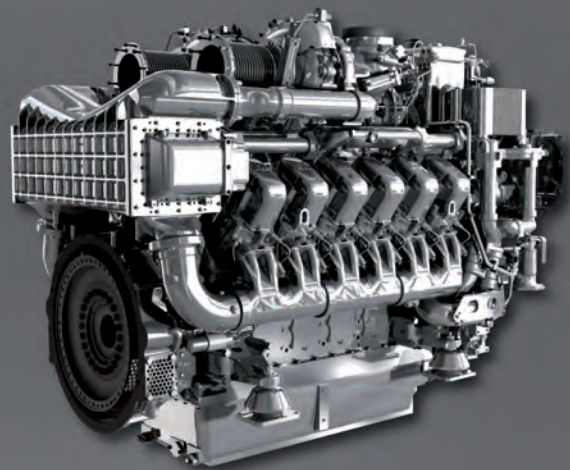
Our estimate of denials based upon medical issues is just below two percent of the approximately 60,000 applications we see per year. It's a rough estimate but one that we explain on the NMC's website. We have only been able to

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## INSIGHTS

track denials in this fashion since centralization (records prior to that either aren't fully accurate or available). On the web site you will find the top conditions that we are seeing as causal for denial with Cardiac conditions arising from Coronary Artery disease as the most frequent reason. Behind that condition are Uncontrolled Diabetes Mellitus and Chronic use of Narcotics, Benzodiazepines, Sedative-hypnotics Medications. Additionally, the NMC medical staff has found that Uncontrolled Sleep Disorders, Unstable Mental Health Conditions, and Seizures are the next most likely conditions that result in denial. This issue is resonating at the highest levels of the industry, the Coast Guard, and in government which is why the Coast Guard is relying on the Merchant Mariner Medical Advisory Committee (MMMAC) to assist with revising the current medical guidance; Navigation and Inspection Circular – (NVIC 04-08). The Coast Guard announced the 2nd MMMAC Meeting to address these issues. It took place on May 8-9.

### **Regarding the new medical policy – has your staff been augmented to the point where they are keeping up with the pace of applications and issues?**

The Medical Staffing and processing improvements that were implemented a year ago continue to work well. As you recall, several changes within the Mariner Medical Evaluations Division were made to improve customer service. The turnover of government medical evaluations personnel, coupled with a transition to a new medical services contractor, prompted the need for strong intervention by the NMC staff. That occurred and has been successful. We feel we have worked through most of the inventory and cycle time issues and continue to more fully able to address mariner concerns, specifically related to the medical portion of the application review. We took additional steps to assign full-time, on-call medical experts to receive calls from mariners and their physicians. These positions handle calls relating to mariners who have submitted a medical fitness application. Additionally, we are currently fully staffed with 35 permanent government, and contract, medical screeners, evaluators, and reviewers. The work for medical personnel in the Mariner Credentialing Program is primarily in the field of Occupational Health Medicine, and their focus is on consistency and fairness while keeping maritime safety in mind. Subsequent to the work last year on filling and stabilizing staff, we have focused on revisions and improvements to our internal guidance documents. Additionally, we've made adjustments to the review and processing of medical applications in conjunction with our

numerous audits to improve the consistency of reviews.

### **Mariners are hearing a lot about a proposed rulemaking that eventually involves a medical “certificate of fitness.” How will NMC be structured to handle this increase in paperwork – and the fact that this may come at a more frequent timeframe – two years versus the current five.**

Centralization is definitely the best way to handle any increases, or changes, which may occur. To recap, on November 3, 2011, the Coast Guard publicly announced the availability of recommendations from MERPAC and the MMMAC concerning the SNPRM derived from the NPRM published to incorporate all effective amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW Convention) and Seafarer's Training, Certification and Watchkeeping Code (STCW Code) in the federal register. (76 FR 68202). The 30-day public comment period closed on December 5, 2011. On January 4, 2012, the Coast Guard published a notice of policy informing the public that the 2010 amendments to the STCW Convention entered into force for all ratifying nations on January 1, 2012 (77 FR 232). The notice also encouraged vessels operating in foreign ports to implement provisions of the 2010 amendments concerning hours of rest and security training to minimize potential port state control detentions. That is the current status regarding the proposed rulemaking that can be stated at this time. The NMC has extensively planned and coordinated with the regulations staff at Coast Guard Headquarters and this question perfectly illustrates the wisdom behind the centralization and restricting of the program. We are more consistent now because of centralization, which aids with the proper implementation of all our guidance, to include medical reviews. We've made plans, implemented appropriate revisions and training, and are conducting ongoing coordination to prepare for when full implementation arrives.

### **What advice would you give mariners who are getting ready to submit documents for renewal, original documents or upgrade?**

The primary piece of advice I'd give to any mariner who is putting together a mariner credential application is that you are not alone. The CG NMC has multiple resources for all mariner applicants to aid them in ensuring an application package is complete as I pointed out earlier. Visiting one of our 17 Field Offices, logging onto our comprehensive website, or contacting our Customer

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## INSIGHTS

Service Branch(1-888-IASKNMC, IASKNMC@uscg.mil) are all ways that mariner applicants can have their application preparation questions answered. All of these services come at no cost to individual mariners or stakeholders. It's a good deal and can help mariners gain better understanding of what is required without having to pay any fees prior to submission of the application.

Regarding current challenges on applications for the month of March 2012, the primary incomplete applications reasons were: (1) Additional physician information needed; (2) Additional sea service information needed; (3) CG719K Physical Exam Report missing or incomplete; (4) CG719B Application form incomplete; and, (5) DOT Chemical Testing results missing or incomplete. The particulars of each of these scenarios could, in most cases, have been resolved beforehand by utilizing the information tools available listed above, thus resulting in less delays for the applicant and quicker receipt of their merchant mariner credential. That is important for all to know and an area we will be focusing on for the next year or so.

**The marine safety/credentialing track has, in the past, not been one that's conducive to advancement within the USCG. Today, are you getting renewed interest from within the USCG to get new blood into the program or is NMC moving more towards a civilian-civil service approach, using people with industry experience. In other words, how are you growing and training to achieve expertise – is it an organic process or are you hiring from outside the service?**

This has absolutely been a concern of mine as well and interest is up. Fortunately, we'll be able to improve our expertise by both hiring outside talent and integrating the credentialing track into the larger Prevention program to bring in talent from throughout the Coast Guard. In fact, currently a large number of credentialed mariners are assigned and working at the NMC. Our training and assessment division, for example, has a combined 150+ years of maritime experience focused on course oversight and approval. That's impressive. For our military members at the NMC, we've started meeting as a group on a regular basis to discuss topics critical for career management and professional growth. Additionally, we've stepped up our interaction with career management and assignment personnel as well as program managers at Coast Guard Headquarters and the training center in Yorktown, VA. All of the officers that have come into the NMC recently have been excellent candidates with great experience, plus they wanted to come to the NMC precisely because it is a great place to work. Right now we are help-

ing to revise curriculum used to train inspectors and investigators at the Yorktown training center so that all credentialing information is up-to-date. Further, we are revising processing guidance, and talking to Coast Guard commands about it, to improve awareness of what we do while also seeking further gains in processing times. This is especially true for Local Limited, First Class Pilot, and restricted tankermen credentials which require the coordination of local Officer in Charge of Marine Inspection (OCMI) approvals to ensure leadership at Coast Guard Sectors are aware of, and have approved, important aspects of these credentials. It's important professionally for our Prevention Career Specialists to have the latest information on credentialing and to understand that things are more different now than at any time in the past 10 years.

**A primary goal of your predecessor, Captain Stalfort, had been to rid the credentialing process of as much paper as was possible. How is this effort to provide an "e-documentation" process going?**

We remain focused on that goal. Your readers may recall Captain's Stalfort's article in the June 2008 issue of the Proceedings of the Marine Safety Council. That story relates the experience of a fictional Captain Scott who interacts with the credentialing process while underway in the Malacca straits. Five years later that story remains an apt description of where we are headed. We have an ongoing project with the Coast Guard's Operation System Center to implement this improvement. Today's system remains a hybrid system but our focus is on this future experience. Currently, mariners are submitting applications that must be processed into our system. Pushing that user input interface directly to the mariner is the largest technical challenge and the heart of the envisioned future. Current performance is actually working quite well and we continue to see improvements through strong leadership and talent, good old fashion hard work, and innovative thinking throughout the NMC. For February and March: we held our net processing time (defined as the time that the NMC staff is working on a credential) to below 12 days for two solid months. For those two months, we produced approximately 14,000 credentials while keeping our inventory below 2,500 credentials in process. Most mariners are receiving their credential in less than 30 days and the significant majority receives it in less than 2 weeks. Our desire for the future, in an effort to build upon this significant progress, is to go from our current time frame of reference of Months, Weeks, Days to Days, Hours, Minutes in processing time.





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## BOAT OF THE MONTH

# The Reward IS Shipping

By Robert Kunkel

*A New Maritime Aquarium research vessel, delivering educational benefits to thousands of children in the Tri-State area of New York, Connecticut and New Jersey comes to fruition because maritime businesses and shipping have answered the call.*

In October of 2011, the Maritime Aquarium of Norwalk, Connecticut faced a difficult decision. Since opening its doors in 1988, the Aquarium had operated a research vessel on Long Island Sound providing a platform for marine science and environmental education, environmental monitoring as well as exploration and research on Long Island Sound. That vessel, now 30 years old and facing USCG regulations reducing its ability to carry more than twenty-five passengers, needed replacement. And as in any other shipping decision, the cost to renew tonnage was an issue.

The Long Island Sound is a designated Estuary of National Significance and one of the most productive ecosystems on earth. In addition to the virtually priceless environmental services that it provides, the Sound is a rich natural resource of staggering beauty and immense economic value, in both commercial and recreational terms. The Maritime Aquarium's research vessel delivered that message to over 5,000 children annually in the Tri-State area of New York, Connecticut and New Jersey. An over-age vessel, increased costs of maintenance and regulatory burdens threatened to silence that important message. Connecticut's shipping industry was not ready to lose the local and national focus on the importance of science education and the stewardship of coastal marine ecosystems.

That message simply could not be lost.

Led by Co-Chairs Per Heidenreich of Heidenreich Innovations and James A. Barker of SeaStreak LLC, a nine member committee of leaders in Connecticut's maritime industry was charged with the task of raising funds and completing the design and construction of a new research vessel for the aquarium. With a target budget of \$2.5 million dollars, the design requirements were not simple. Deliver a "floating classroom" capable of carrying a full school bus of students during a single voyage – 65 young scientists traveling on a catamaran platform propelled by an environmentally clean propulsion system. Alternative Marine Technologies of Stamford, Connecticut contracted to supervise the design and construction for \$1, and after considerable analyses with the committee and the aquarium staff, Incat Crowther's 65-foot research vessel design was selected.

The propulsion system is provided by Northern Lights Inc combining high-performance Luger diesel engines with a HybriDrive Propulsion System. In service in over 3,500 applications worldwide, the system is world's most successful series hybrid using a Propulsion Control System to efficiently direct power produced from the electric generator and harnessed within a Lithium Energy Storage System to provide clean, quiet power without the engine

INCAT vessel depiction



and without emissions. The system can be customized to fit a myriad of marine applications.

“The entire package is designed to be clean, quiet and environmentally responsible,” advises Northern Lights vice president Mike Maynard. “Our hybrid-marine solution eliminates wet stacking and will reduce both energy waste and fuel costs.”

The new Incat Crowther vessel will effectively double the classroom capacity, expanding the aquarium’s program under a new business and marketing plan to serve 10,000 children annually during 200 cruises year-round. The boat will continue to provide public education and school programming to underserved students. High school and college internship opportunities will provide direct insights into marine science and maritime jobs. Meanwhile, water quality and biodiversity monitoring as well as research partnerships will be expanded in conjunction with several regional colleges and universities. Together with the University of Connecticut, Save the Sound and the New York-based Citizens Campaign for the Environment, the Aquarium submitted and won a \$60,000 grant that will fund a survey and framework for coordination of citizen-based water quality monitoring around the entire Sound on both the Connecticut and New York sides.

The Committee has raised \$1.23 million to date and has been invited by the TeeKay Foundation to submit a \$500,000 funding request. There is another \$250,000 in pending requests outstanding from other members of the International shipping community. The committee has identified an additional 120 individual, corporate and foundation prospects for the project. Close collaboration with the maritime indus-

try and the Connecticut Maritime Association (CMA) has resulted in the level of support experienced to date. In this fleet renewal – shipping receives the reward. That reward entails 10,000 children are annually provided with the opportunity to learn just how important our oceans

and coastal shores are to the environment. And shipping has answered the call. For more information, please contact the Norwalk Maritime Aquarium’s Jamie Dickinson at 203-852-0700 ext. 2263 or Bob Kunkel at Alternative Marine Technologies at 203-406-0106 / ext 3720.



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# Capstone LNG Micro Turbines

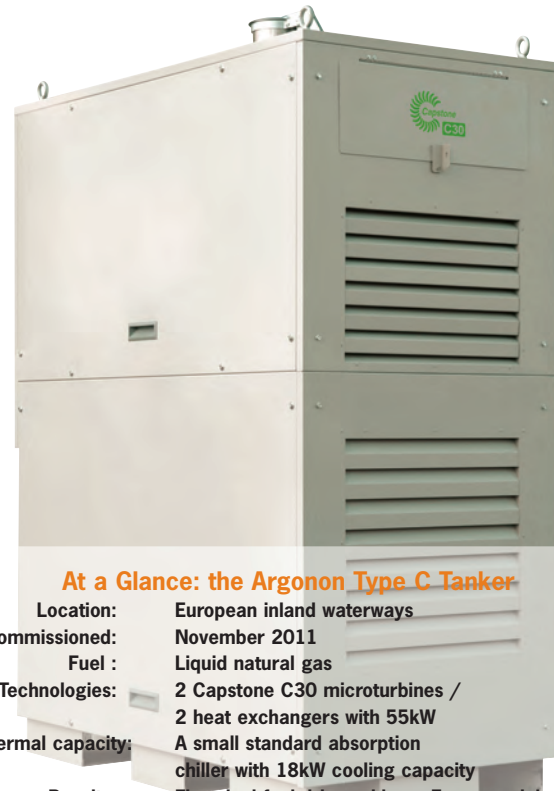
**European shortsea shipping operations powered in part by Lloyd's approved CTC green technology. Next stop: North American inland waters?**

Ports around the world are instituting strict emissions requirements, fueling a high-tide demand for environmentally friendly vessels. In response, Capstone Turbine Corporation has plunged into the marine industry to help navigate the stringent regulations and support green ship innovations. Recently, the first dual-fuel ship on European inland waterways installed microturbines. In an effort to limit greenhouse gas emissions, two Capstone C30 liquid natural gas (LNG) MicroTurbines were installed by the Dutch distributor Pon Power on a dual-fuel Type C Tanker for inland shipping. This innovative project is the first of its kind for a Type C Tanker.

Today, the “Argonon” cleanly cruises the Rhine River in compliance with Central Commission for the Navigation on the Rhine (CCNR) regulations. Its main engines run on an environmentally-healthy mixture of 80 percent natural gas and 20 percent diesel, achieving significant NOx, CO, CO2, and CH4 emissions reductions. This sustainable ship relies on its two Lloyds Register approved Capstone microturbines for auxiliary power and to further reduce emissions and fuel costs. For this project, these units can meet strict emission regulations without additional exhaust aftertreatment. The result is a marked reduction in service requirements, maintenance, and operational costs.

While the 330-foot Type C Tanker smoothly traverses the Rhine River making stops at storage depots in the Netherlands, Belgium, Germany, and Switzerland, the microturbines operate in an N+1 setting and serve as the electrical power supply onboard. The microturbines' exhaust is captured in a heat exchanger to heat water onboard. The resulting hot water is diverted to heat the LNG vaporizer, which provides fuel to the microturbines and main propulsion engines. Additionally, the hot water produces heat for the boiler and domestic hot water system and also is used for central heating. The heat of the microturbines also is fed to an absorption chiller for the air conditioning system.

When compared to traditional diesel generator sets, the Capstone microturbines on board the Argonon have extreme low NOx emissions and produce a negligible amount of particulate matter. The CCHP system provides



**At a Glance: the Argonon Type C Tanker**

<b>Location:</b>	European inland waterways
<b>Commissioned:</b>	November 2011
<b>Fuel :</b>	Liquid natural gas
<b>Technologies:</b>	2 Capstone C30 microturbines / 2 heat exchangers with 55kW
<b>Thermal capacity:</b>	A small standard absorption chiller with 18kW cooling capacity
<b>Results:</b>	First dual-fuel driven ship on European inland waterways to install microturbines.

a high overall fuel economy for auxiliary power, which further reduces the ships overall carbon footprint and the microturbines' absence of lubricant also prevents surface water pollution. Additionally, the microturbines can run on natural gas, require minimal maintenance when compared to traditional diesel generators, and can easily integrate with existing equipment. The microturbines ensure onboard comfort since there's essentially no vibration and very low noise.

According to Gerard Deen of Deen Shipping, “Argonon Shipping strives to be an innovative, socially responsible company and Capstone microturbines absolutely fit our mission to have a clean-and-green profile. Microturbines are rapidly expanding into a number of industries and will certainly be substantial power sources for inland navigation.”

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# Appeal Overload

## *In the Merchant Mariner Credential Program*

By Captain Andy Hammond



It has now been just over three years since the U.S. Coast Guard completely restructured the Merchant Mariner Credential certification program and centralized the process. As the United States continues to grapple with the requirements of being a Party to the

International Maritime Organization (IMO) and its most recent 2010 Manila Amendments to the Convention on the Standards of Training, Certification and Watchkeeping (STCW), mariners also continued to struggle with this new world order. Although some readers may be too young to remember, there was once a day when all a mariner had to hold was a license, a merchant mariner's document and nothing else.

Mariners could make a trip to their local Regional Exam Center (REC), review their file and deal with the person who would be authorized to issue those same credentials. In those "simple days," MMDs were issued for life and licenses had numbers on them to indicate how many you've held and at what capacity. It was not a perfect system but it was a system that allowed the mariner direct and open contact with the Coast Guard.

In today's more complicated regulatory times you need a portable filing cabinet to hold all of your required certifications just to step foot aboard the many different classifications of ships; in any capacity. In the not-too-distant future, you will also need a Medical Certificate that will be issued for a 2-year period, if you intend to serve on vessels subject to the STCW convention.

The 2010 STCW Amendments came with a requirement that mariners prove they are physically competent every two years, instead of once every five years. This will add another "credential" to your bulging file box, issued by the National Maritime Center (NMC). NMC will have this added burden, in addition to all of its current missions, which include but are not limited to maintaining records, approving courses, producing Coast Guard exams, security screening, medical evaluations, and professional qualification evaluations.

Ensuring a properly submitted application, complying with increasingly stringent medical fitness policies, exam-

ination policy changes, TWIC card enrollment, onboard assessments, and continuously amended training requirements all continue to cause mariners to lose sleep and have concerns about their future. Mariners have more Treaties, Conventions, Laws, Regulations, and "policies" governing the way they make their livelihood than your average citizen, in addition to trying to maintain their livelihood in a maritime industry that is not yet back from the depths of a prolonged downturn. The paperwork burden is not making things any easier.

I began helping mariners (in a private capacity) in the fall of 2006 after spending the previous eight years as the Coast Guard's Regional Examination Center Chief in Boston. From 1998 until 2006, there were many changes, but like your perception of time as you age, the changes since that period appear to be accelerating. The National Maritime Center continues to work on its processes and must adapt to these future changes as well. Just when you think you have it "down", drastic changes in the form of a huge regulatory package, currently working its way through the Federal Regulatory approval process will require NMC and the industry to "adjust fire" and find a way to implement these large and fundamental changes. The scope of the current proposed rule making makes the Oil Pollution Act of 1990 (OPA 90) look like a minor amendment. Throughout these last few years, NMC has made some positive changes in grappling with the task of handling every mariner in the United States. Some areas are – borrowing a term from the WEB site programming world – still under "construction." As technology improves, the mechanism for filing applications and seeking approval should improve with it. However, this effort needs to be backed up by common sense regulations and policies. Remember, flashing light is still required as a measure of the competence for certain deck officers!

One negative side effect to this new structure is the burden on Coast Guard Headquarters, specifically the "Prevention Policy Directorate" (CG-54). This division deals with many of the traditional marine safety programs with one section designed to work on the mariner credentialing system. The Prevention Policy Directorate is now the final agency decision maker when a mariner needs to

appeal a decision made by NMC. This change in process appears not to have come with the resources to handle the volume of appeals now being filed. Previously, a mariner had three levels of appeal before it reached the Headquarters level. The local Regional Exam Center Chief, the local Coast Guard Officer in Charge of Marine Inspection (OCMI), and the District Commander were all in the decision chain and more often than not, a ruling made at one of those levels determined the final outcome of the case. Today, you have two bites at the proverbial apple. The first step is to ask for "reconsideration" by the OCMI (Commanding Officer at NMC), followed by an appeal directly to the Prevention Policy division for review and "final agency action." Due to the backlog of appeals at Headquarters, some cases have taken up to a year to rule on. Recognizing that they are unable to keep up with the workload, Headquarters has begun authorizing extensions of the validity of some mariner's credentials, while they wait for a final decision. This amendment was part of the Coast Guard Authorization Act of 2010 and was a direct result of hurricane Katrina and the need to give the Coast Guard the flexibility of extending the 5-year credential period, due to acts beyond the control of the mariner. While appeal delays were not envisioned by this amendment authors, the effect can be just as devastating to a

mariner's livelihood. New and highly stringent medical standards coupled with various interpretations of current Coast Guard policies and regulations have proven to be a potent recipe for overloading the Coast Guard appeal system. One of the goals of restructuring and having one office handle all of the applications in the country was to standardize the process and bring consistency to a previously "inconsistent" program. However, consistency remains an elusive target as long as sweeping regulatory changes continue – and they will – and a system that is not fully equipped to deal with the individual nature of mariners and the maritime industry itself, remains the norm. Even as the Coast Guard and its marine safety, inspection and credentialing missions try to get back on track, the industry's perception that they can right the ship back at the National Maritime Center, remains guarded. Rapid regulatory change(s) continue to outpace reforms at the operational and policy making levels. The hangover from the now long forgotten consolidation of 17 REC's into one centralized building therefore promises to be long and burdensome.

*Andy Hammond is the former Chief of the U.S. Coast Guard's Regional Exam Center in Boston, MA.*

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# Don't Sail Into Trouble this Summer

By Randy O'Neill



The cold, hard lesson to remember is that when there are encounters between commercial vessels and pleasure craft, the professional mariner will always be held to a higher standard of care.

*They're back! And, even earlier than expected.*

The air and water temperatures have begun their steady climb upwards with each passing day. As we move towards the late spring and early summer, recreational boaters are prepping their power boats, sailboats, canoes, kayaks and jet skis for the season. In fact, with this year's mild winter weather, many of these vessels are appearing even earlier than normal on the nation's waterways. And while that might be exciting to the recreational boaters who are looking forward to an extended season, professional mariners who work those same harbors, rivers, sounds, bays and lakes need to be extra vigilant as they compete for space and safe passage for their oversized vessels. It is a safe assumption that many of those operating these private pleasure craft and various non-motorized boats are not well-versed in the Rules of the Road that professional mariners operate under. The result? A wide array of marine incidents from collisions, allisions, capsized boats, groundings, wake damage and many, many more near misses. And what's almost certain is that when a professional mariner gets involved in an incident with a recreational boater, the authorities will be predisposed to find fault with the professional mariner "who should have known better." And if the Coast Guard investigators believe a message needs to be sent to its license holders involved in one of those incidents, charges of negligence leading to suspension and revocation (S&R) proceedings are a distinct possibility. Our MOPS claim files tell the tales of many of these "David vs. Goliath" type incidents between recreational boaters and professional mariners, and, sadly, many impacted mariners believe they are placed in a "guilty-until-proven-innocent" posture when defending their actions.

### NOT FERRY GOOD

A quick review of a typical encounter between a com-

mercial vessel and a pair of sailboats in a popular waterway fronting a picturesque New England town illustrates the uphill battle a professional mariner and his or her attorney have when things go wrong.

The master of a high-speed catamaran-style ferry was plying his course westbound across the bay with a full load of passengers when he spotted two sailboats off his port bow in parallel courses preparing to cross under the suspension bridge spanning the bay. Both sailboats were proceeding north, crossing his bow from port to starboard. He continued west on his trackline to take their sterns well clear of his vessel. Suddenly, sailboat number 1 – approximately 200 yards ahead at this point – jibed back across his bow, 180° to the south. Recognizing the change in conditions, the ferry's captain came to starboard to take the stern of sailboat which had reversed course. As sailboat number 2 maintained its northerly course, he came to port to take its stern. When only about 80 yards separated the ferry from sailboat 2, it jibed, coming hard about to port, approximately 180°-200° off its previous northerly track.

When he saw the second sailboat turning to an impending course, at one point bow on to the ferry, the captain went hard to port while simultaneously taking the ferry out of gear and dropping astern to reverse power. That evasive action notwithstanding, the ferry was still making slight headway. The cat's captain then grabbed the hailer and repeatedly warned the skipper of sailboat number 2 to "tack away". He got no response and the sailboat made contact with the high-speed catamaran as she was backing full. The sailboat struck the ferry on its starboard side bow, damaging its mast and fiberglass hull. The ferry captain immediately reported the incident, and the Coast Guard promptly responded and towed the powerless sailboat into port. Marine Casualty Incident Reports (2692) were completed and submitted by the ferry's Master with



the assistance of his assigned maritime attorney who had been contacted minutes after the incident and was waiting on the dock when the ferry landed.

### USCG's HOBSON CHOICE

Four months later, the ferry captain received a "Warning in lieu of Suspension & Revocation" letter from the Coast Guard for a violation of Law or Regulation (46CFR 5.33), i.e. "while serving as operator of said vessel, you failed to adhere to Inland Navigation Rule 18 by failing to keep out of the way of a sailing vessel while underway."

The captain's MOPS attorney had earlier requested the Marine Safety Officer's (MSO) file of the incident via the Freedom of Information Act (FOIA), but had not received same before receipt of the Coast Guard complaint. After discussing the pros and cons of accepting the proposed Letter of Warning (LOW) sanction (and earlier being denied the opportunity to make further protestations when the 2692 was submitted), both the professional mariner and his attorney decided to accept the LOW rather than take the chance of losing an argument before an Administrative Law Judge over what constitutes a "safe

speed" and getting a more severe penalty including a significant license suspension.

### PREVENTION IS SAFEST COURSE

There's no moral or happy ending to cases like the one described above. There is also no way to avoid competing for space with the recreational boaters who are currently peeling away the vinyl or removing the tarps from their vessels as they prepare to launch. The cold, hard lesson to remember is that when there are encounters between commercial vessels and pleasure craft, the professional mariner will always be held to a higher standard of care.

**So, proceed with extra caution.**

*Randy O'Neill is Senior Vice President with Lancer Insurance Company and has been Manager of its MOPS Marine License Insurance division since 1984. Over the past 28 years, Mr. O'Neill has spoken and written on many occasions on the importance of USCG license protection. He is a regular contributor to MarineNews magazine. E-mail: roneill@lancer-inc.com*

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# Credentialing, UTV's & You

*Have you adequately crewed your uninspected towing vessel? MarineNews contributor Larry DeMarcay provides a needed primer.*

By Lawrence R. DeMarcay, III



There are great differences as to how different crews can operate the same or similar vessels. A highly competent crew of two or three could easily perform the operations of a similar crew of four or six and still perform the operation safely. That said, and to prevent vessels from operating with inadequate crews, the Coast Guard provides detailed requirements that all operators of Uninspected Towing Vessels (UTV) must adhere to when manning their vessels. As the rules change and apply differently to vessels depending upon where they are operating, vessel operators have a difficult time determining what crew is required under the statutes, regulations and the Navigation and Vessel Inspection Circular. And ignorance is not a valid plea when an operating executive is seated at the end of the long green table.

The first step in the process is to ensure that all crew members have obtained an appropriate Merchant Mariner's Credential (MMC). A MMC is required for all mariners employed aboard vessels operating on navigable waters. Mariners who have obtained MMCs fall into two classifications: unlicensed and licensed. The MMC combines the individual's Merchant Mariner's document, license, certificate of registry, and the Standards of Training, Certification, and Watch-keeping Endorsement.

The MMC serves as the mariner's qualification document, certificate of identification, and certificate of service.

With regard to unlicensed mariners, the subgroup is further broken into qualified and unqualified positions. Qualified positions include Able Seaman (AB), Lifeboatman (LBMAN), and Qualified Member of the Engineering Department (QMED). These qualified positions require a minimum amount of sea time to obtain the rating. The unqualified positions for entry-level employees include Ordinary Seaman (OS), Wiper (WI), or a member of the stewards department. Furthermore, under 46 CFR 10.203(b), each person holding an MMC shall also hold a valid Transportation Worker Identification Credential (TWIC) card. Each MMC is valid for five years from the date of issuance. The MMC does not have to be posted in a conspicuous place aboard the vessel as long as it is readily available. During the hiring process, it is important to verify that the mariner actually has the credential that he or she claims to have. A copy of the MMC, with its endorsements, should be placed into the employee's personnel file for safekeeping.

## MATCHING SKILLS TO TASKS

After determining that all employees have obtained their MMC, it is important to determine the type of licensed personnel that are needed to operate your particular vessel

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in the areas and on the routes where the vessel operates. The scope of the vessel's operation must be taken into account when determining the proper crew. The requirements change for vessels operating in areas designated as: Oceans, Near Coastal, Great Lakes-Inland, Western Rivers or a limited local area.

At the top of the chart, every UTV of at least 26 feet in length must be under the command of an officer that is properly credentialed. Pursuant to 46 CFR 15.610, officers with the endorsements of Master of Towing Vessels, Master of Inspected Self-Propelled Vessels greater than 200 GRT, with either an endorsement for towing vessels or accompanied by a completed Towing Officer's Assessment Record (TOAR), or Master of Towing Vessels (Harbor Assist) or (Limited) for vessels operating within the restrictions on the credential. Under the rules, only one Master needs to be aboard the vessel at any given time; however, the vessel's navigation and maneuvering functions can also be performed by a Mate when the Master is off watch.

At the next level, the Coast Guard mandates that each person in charge of the navigation or maneuvering of a UTV of at least 26 feet in length must include one of several officer endorsements. Under 46 CFR 15.610, these endorsements include: Mate (Pilot) of Towing Vessels, Mate of Inspected Self-Propelled Vessels greater than 200 GRT with either an endorsement for towing vessels or accompanied by a completed TOAR, or Mate of Towing Vessels (Harbor Assist) or (Limited) for vessels operating within the restrictions on the credential. Depending upon the size of the crew, vessel operation duties are often shared between the Master and the Mate pursuant to the hours of service

regulations applicable to the vessel.

In addition to making sure that you have the proper number of officers on board, you must also make sure that the officers on board have the proper route endorsements. According to the Coast Guard's Navigation and Vessel Inspection Circular, the following

route endorsements apply to towing vessels: a Master or Mate who has obtained an endorsement for Oceans is authorized to operate on oceans and on the subordinate routes of the Near Coastal and Great Lakes-Inland Waters without any additional endorsements. A Master or Mate who

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**QUALIFICATION REQUIREMENTS:**  
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2. An endorsement as Radar Observer; and
3. A Federal Communications Commission Marine Radio Operator permit (Radio-telephone operator certificate - restricted)
4. Completion of the Department of Transportation (DOT) on-the-job training course in operating and/or piloting of Staten Island Ferry vessels in accordance with the Safety Management System. Satisfactory completion of this course must be attested to in writing by at least two Captains (Ferry) responsible for training the candidate. Training will be provided after hiring but before full status of Assistant Captain is obtained.

**MEDICAL/PHYSICAL REQUIREMENTS:**  
Medical guidelines established by the U.S. Coast Guard apply to the position of Assistant Captain. Candidates will therefore be required to undergo a medical examination prior to appointment and yearly thereafter, pursuant to Coast Guard regulations. Candidates must also pass a drug screening to be appointed. Assistant Captains are subject to random drug and alcohol testing during their employment.

A valid Transportation Worker Identification Credential (TWIC) must be maintained.

**Essential Skills**

**PREFERRED QUALIFICATIONS:**  
Two year's experience as a ferry captain, or equivalent seagoing experience, including but not limited to master's or chief mate's experience on a comparably sized vessel U.S. Coast Guard inspected vessel or comparable experience on a vessel of a sea service of the U.S. Armed Forces, is preferable.

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## LEGAL

has obtained a Near Coastal credential is authorized to operate on Near Coastal routes and the Great Lakes-Inland Waters. A Master or Mate with a Great Lakes-Inland Waters credential is only authorized to operate on the Great Lakes-Inland routes. A Master or Mate with a Western Rivers credential is endorsed to operate on the Mississippi River, its tributaries, South Pass, and Southwest Pass to the navigational demarcation lines dividing the high seas from harbors, rivers, and other inland waters of the United States. A Master or Mate with a limited credential is limited to the local geographic area as described on the credential. A mariner with a Harbor Assist credential allows for the operation of harbor towing vessels.

There is an exception to the rule for Masters and Mates operating on the Lower Mississippi River. Under 46 CFR 15.812(b), an officer of a towing vessel with an endorsement for Oceans, Near Coastal, or Great Lakes-Inland Waters may operate a towing vessel in the Lower Mississippi River if he or she meets one of the following requirements:

- 1.) holds a First Class pilot's credential for the route;
- 2.) has made four round-trips through this route while operating a light boat or tow of uninspected barges on at least four occasions with at least one of the trips at night and has made at least one round-trip within the last five years; or
- 3.) has made twelve round-trips over this route while operating a tow of tank barges with at least three of the trips at night with at least one round-trip within the last five years.

An officer who meets one of these requirements does not need to obtain an endorsement for Western Rivers on his or her credential. However, they must maintain evidence of having completed the required route experience. If the vessel is equipped with radar, each Master or Mate must also hold an endorsement as a Radar Observer. The certificate of training must be readily available to demonstrate that the endorsement is currently valid.

### MINIMUM MANNING LEVELS

After you have confirmed that you have the right employees operating the vessel, it is important to determine how many of these employees are needed based upon the operating parameters of the vessel.

All crew members on UTVs that operate on navigable waters, or weigh over 100 gross tons, must possess a Merchant Mariner document. In an effort to ensure that the crew is experienced, 46 USC 8702 mandates that at least 65 percent of the deck crew, excluding individuals serving as officers, must be qualified crew such

as an Able Seaman. For vessels that maintain a two-watch system, the percentage of qualified crew may be reduced to 50 percent.

A credentialed Master or Mate operating a UTV may not work more than 12 hours in a consecutive 24-hour period except in an emergency. As such, UTVs operating more than 12 hours per day in any 24-hour period require a second officer holding a credential as a Master, Mate (Pilot) of Towing Vessels, or Mate (Pilot) of Towing Vessels, Limited. Furthermore, an officer can only take charge of deck watch when leaving, or immediately after leaving, port only after the officer has been off-duty for at least 6 hours within the 12 hours immediately before the time of leaving port. In determining how to schedule watches, the type of voyages that your vessel will accomplish is important. A three-watch system is required for UTV crew when at sea on voyages greater than 600 nautical miles. If the voyage is less than 600 nautical miles, the crew can be scheduled in two watches. The penalties for non-compliance can be severe. 46 USC 4106 states that if a UTV operates in violation of the applicable laws or regulations, the owner, charterer, managing operator,

agent, individual in charge, and master are each liable for civil and criminal penalties. As such, compliance with these rules and regulations is of the utmost importance. If penalties are assessed, the vessel is also liable in rem for the amount of the penalty as well. In addition to these government imposed penalties, an owner or operator could also be held liable in a civil matter arising out of any accident that relates to the staffing issue. Although the operator of each particular vessel has the best idea as to how a vessel could be operated safely, the Coast Guard rules and regulations dictate the number and type of crew that must be aboard the vessel, as well as the area of service and the number of hours that can be worked. As the cost of non-compliance can be severe, it is important to spend some time analyzing the makeup of your crews to make sure that you are in compliance with the applicable rules and regulations. Think you know your crewing requirements? Think again. And then check it twice.

*Mr. DeMarcey is a partner in the law firm of Fowler Rodriguez Valdes-Fauli. Based in New Orleans.*

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# Combat Craft

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The use of small craft by terrorist organizations and domestic terrorist cells is a worldwide threat as demonstrated by the bombing of the USNS COLE. The attack on Mumbai, India, in November of 2008, brought the danger to the forefront. Nations realized that to combat this asymmetrical small craft threat, a similar small craft defense – not replacing, but in parallel with traditional larger platforms – is required.

The world's littoral areas have become porous entry and exit points for the criminals, smugglers, pirates, and terrorists. Every nation with a coastline, including lakes and rivers, struggles to secure these areas. Beyond this, the demand for coastal and littoral defense increases daily. As economic conditions sometimes cause large international navies to reallocate resources closer to home, smaller

nations – with new vulnerabilities – find themselves rethinking their own homeland defense arrangements.

Rogue states have built and continue to build vast fleets of asymmetrical threat small high-speed craft and, of course, the scourge of piracy is on the rise. As the need for an effective defense becomes more evident, the ability to anticipate threat assets and to move quickly to design and outfit craft to neutralize those assets is at the very tip of the spear. Enter the small combat craft: it comes in many shapes and sizes, domestically built and ready for a full range of missions. And, there are numerous experienced and innovative U.S.-based firms ready to deliver.

Late last year, **Metal Shark Aluminum Boats** was awarded a contract to replace the U.S. Coast Guard's fleet of Response Boat – Small (RB-S) vessels. The substantial

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contract could eventually involve the delivery of up to 470 boats across the Coast Guard fleet, with an additional 20 boats will be available to U.S. Customs and Border Protection. Still another ten are slated for purchase by the U.S. Navy. The \$192 million contract is one of the largest boat buys of its kind for the Coast Guard. RB-S comes weapons-ready, with multiple weapons racks and an integrated weapons-ready mounting system at the bow. The forward-mounted gunner's platform provides 180-degree firing capability while a pass-through hatch leads to the cabin for easy access in any conditions.

Based on Metal Shark's exceptional defiant platform, the 28-foot RB-S is powered by twin 225-horsepower (hp) Honda outboards for speeds exceeding 40 knots with a minimum range of 150 nautical miles. The boat is road transportable for service between missions, and may also be transported via C130 aboard a specialized trailer. RBS also includes a full complement of communications and navigation gear, as well as shock-mitigating seats for enhanced crew comfort. The crew is further protected from foes - and the elements - by a fully-enclosed cabin enhanced with ballistic materials.

Also well known by the military, state, and law enforcement agencies for their performance, agility, responsiveness, stability, and speed is **Ribcraft**. Responding to the increase in demand for small agile and versatile vessels from US and international entities, Ribcraft developed lighter weight performance oriented RIBs for shipboard operations such as the Ribcraft 7.0, and the recently introduced Ribcraft 5.7. These two vessels represent a lightweight alternative delivering higher top end speeds, while still providing the highest level of safety and operational reliability. As *MarineNews* went to press, Ribcraft reported a contract to deliver

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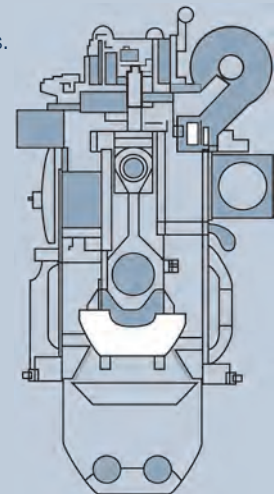
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several of the 5.7s to a large naval contractor who will use the RIBs aboard large ships – no doubt to increase the capabilities and agility of a much larger naval presence. The Ribcraft 5.7 is designed for shipboard operation, the 5.7 is easily deployed for rescue responses, marine interdictions, security, personnel transfers, and search and seizure operations. With an overall length less than 19', the compact size of the Ribcraft 5.7 allows for the vessel to meet the tightest of shipboard stowage constraints while still meeting operational requirements. Agile and responsive, this RIB delivers unmatched performance for

**Silver Ships, Inc.**



any waterborne response. The 5.7 is available with a variety of I/O diesel engine options capable of operating on JP5 or JP8 with the choice of stern drives or water jets.

Ribcraft President Brian Gray told *MarineNews*, “Our team has put a tremendous amount of time and resources into designing and building the new 5.7 to meet the emerging shipboard requirements of twenty-first century naval vessels.”

**Silver Ships, Inc.**, of Theodore, AL, was recently awarded a contract to build six Riverine Patrol Boats (RPB) by the U.S. Navy Foreign Military Sales Agency (FMS)

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which includes the design, construction, delivery, reactivation and training for maintainers and operators. The RPB is 40 feet LOA and is powered by twin Yanmar diesels coupled to Hamilton water jets. The RPB draws less than 24" of water and has a cruising speed in excess of 30 knots when fully loaded with a range greater than 250 NM. Ballistic protection for crew, troops and machinery spaces are incorporated into the design and the RPB has the capability of firing multiple weapons systems including several fixed positions.

The RPB's command and control (C4SIR) systems allow the craft to operate independently at night in an undetected mode. Until the course of action has been decided by the boat commander to control the fight, the boat has the ability to be seen by friendly forces. The electronics suite includes sophisticated navigation and communications equipment housed in a secure and environmentally protected space.

Separately, Silver Ships continues their R & D efforts of innovative armor solutions and C4SIR capabilities. The company has delivered many tactical water craft throughout the various agencies of the Department of Defense as well as the Department of Homeland Security and numerous federal, state and local law enforcement agencies.

**Tampa Yacht Manufacturing** is currently supporting governments bordering the Indian Ocean, Arabian Gulf, Gulf of Aden, Yellow Sea, and inland border lakes. Their small high-speed craft employ water-jet and surface drive propulsion, for shallow draft, high speed, and low signature applications. These fast interceptor craft now being employed are more agile and faster than their predecessors.







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only, that this demand is being driven by international governments, coast guards and law enforcement.” He added that this included the increasing need for multi-mission craft. “Clients desire flexible platforms in their designs, based on their intended use. Boats are no longer single task vehicles.”

Boksa’s experience in the small, multi-mission combat craft arena is deep. Partnering with Workskiff to design a 31’ Patrol Boat for West African country’s law enforcement, he helped devise a system complete with surface drives for shallow river patrol, and an armored cabin with forward machine gun mounting. Collaborating with Hann Powerboats, Inc., he assisted in the development of a high speed, 25 meter offshore patrol and defense boat fitted with ballistic protection.

The multi-mission trend, according to Boksa, is also being driven by security and defense planners, working under budgetary constraints. From the builder’s perspective, combined advancements in technology and better engineering allow them to deliver – for example – harbor patrol boats that can also act as search and rescue vessels. Current events – here and abroad – dictate that the trend is here to stay. And, for their part, boat builders are clearly up to the task of providing innovation, in volume and in a timely manner to meet that requirement. That’s good news for the maritime business sector. It also means that the bad guys are about to meet their match. Big results do come in small packages, after all.

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# Brazil

## Supplying the booming OSV Market

Courtesy of Petrobras

*Local equipment suppliers reap dividends, but there's room for foreign businesses – if they know how to play.*

**By Susan Buchanan**

After huge oil finds in recent years, Brazil's need for offshore vessels continues to expand and could double between now and the end of the decade. Brazil's state-run oil company Petrobras wants to extract billions of barrels of oil while also developing its shipbuilding and service industries to create jobs. Meanwhile, Brazil is trying to use locally made vessels and equipment, but foreign companies are benefiting from the nation's oil bonanza too.

“Recent oil discoveries off Brazil’s Atlantic coast—reportedly the largest in the Western Hemisphere in 30 years—have established Brazil as an oil producer of global significance,” said Leo Freitas, business development manager at V.Ships Offshore in Rio de Janeiro. “Because of new oil fields, Petrobras’ exploration, production, growth and spending plans are highly ambitious, and are supported by the government and international oil companies and operators.” Petrobras, based in Rio de Janeiro, is 55-percent government owned.

### **GROWTH: OFFSHORE OIL – AND NOW – THE OFFSHORE SUPPORT SECTOR**

“All areas of Brazil's offshore sector have experienced growth, and we believe the number of offshore support vessels will continue to increase,” Freitas said. His company figures that around 290 OSVs and special vessels are operating in offshore Brazil now and predicts that number could reach 440 vessels by 2013, 450 by 2015 and 570 by 2020. “Deep-water oil discoveries require a number of high-technology and high-capability vessels to work in the sea,” Freitas said, and added that V.Group plans to cater to those needs in Brazil.

Raphael Moura, safety division head at Brazil's National Petroleum Agency or ANP, said “we're experiencing an important boost in offshore exploration and production activities in Brazil, which will lead to relevant OSV market growth. Our output from deepwater fields is around 25 percent of global oil production, and these figures will increase significantly because of the pre-salt discoveries.

Heavy investments in all offshore-related segments are needed--platforms, drill ships, OSVs, pipelines and shipyards."

In 2006, Petrobras made giant discoveries in the pre-salt layer located between the states of Santa Catarina and Espírito Santo, where volumes of light oil exist. Last July, OSX, a publicly-held Brazilian company, began building the biggest yard in the Americas--the Açú Shipbuilding Unit in the São João da Barra Industrial District in Brazil--with technology from its partner Hyundai Heavy Industries.

While Petrobras needs drilling and support vessels, the government is committed to raising local content in equipment and vessels to boost employment. Singapore-based oil services company Sembcorp Marine Ltd. is building its first shipyard in Brazil as Petrobras awards more contracts to local suppliers. Sembcorp is competing with other companies for billions of dollars of drilling vessels that Petrobras will deploy in the Atlantic this decade.

In late 2006, Louisiana-based Edison Chouest Offshore opened its Estaleiro Navship yard in Navegantes, Brazil, where it has 1,000 employees-- the largest workforce of any Chouest-owned yard, company spokesman Lonnie Thibodeaux said. "To date, we've delivered 21 platform supply vessels from that yard," he said. "The current series features 303' clean-design diesel electric PSVs. Two of these have already been delivered to Petrobras, with another to launch at the end of April, another in August, and one more by the end of the year."

Thibodeaux said "all totaled, Navship has on its books seven PSVs to be delivered over the next two years, as well as two 312', 21,000 hp

anchor handlers, which begin construction in November."

#### CATERPILLAR BUILDS ON ITS BRAZIL NETWORK

John Shock, offshore sales manager for Caterpillar Marine Power Systems, said Brazil's market for

locally built OSVs and for new and existing vessels from other countries is growing. "Continually increasing, offshore development by Petrobras and other major oil companies is driving demand for deepwater support vessels," he said. "We've seen demand for the full range of deep

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***Michal Marcinkowski,  
Damen Shipyards***

water OSVs, including AHTS, PSVs, and Crew/Fast Supply vessels.” Shock is based in New Orleans, and Caterpillar Marine Power Systems is located in Germany.

“As a leader in engines for the global offshore marine market and a leading manufacturer in Brazil, Caterpillar has been established in Brazil for decades,” Shock said. “With a strong, established Cat Dealer Network, a major parts distribution facility in Piracicaba, and a long-established manufacturing capacity, Caterpillar is positioned to respond to demand for OSVs and to support vessel operations in Brazil. He added “in December 2011, we shipped our first, locally-assembled 3500 Series Gen Sets with high Brazilian content to support the Brazilian government's goals for local manufacturing of OSVs.”

Jaime Tetrault, Hamburg-based global product support director at Caterpillar Marine Power Systems, said “we estimate that there are nearly 200 Caterpillar and MaK powered vessels in Brazil participating in the offshore market. In terms of units, this represents over 600 individual engines all requiring service, parts and on occasion detailed, operational analysis.”

What's behind Caterpillar's success in Brazil? “We

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ensure that our dealers have the trained marine technicians needed to meet market needs,” Tetrault said. “This segment has a low tolerance for downtime, and having trained technicians available when the client needs them is important.”

Tetrault continued “we work with our dealers to ensure they have the right tools available for each of the engine families and models in territory. Our experience tells us not to rely on the tooling on-board vessels as it is often infrequently used. We want to show up on the job site with the right tools needed to accomplish the job.”

He said “Caterpillar has the largest inventory of engine parts in all of Brazil. We’re constantly monitoring demand, adjusting inventory, and often pre-positioning parts in anticipation of demand. We have the abili-

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ty to supply parts to meet vessel demand in less than 48 hours maximum, without the need to airfreight or import emergency parts.”

Tetrault said “we're seriously committed to growth in Brazilian infrastructure.” Built in 1973, the 214,000 square-meter Piracicaba facility is Caterpillar’s second facility in Brazil, employing over 5,800 people. The operation recently expanded to include assembly lines devoted to production of generator sets. Plans are to locally produce additional Cat marine and oil-and-gas products in Brazil, including medium-speed marine offerings.

The first shipment of four Cat 3512 DEP generator sets were delivered in December to Navship, the shipbuilder in Navegantes, Brazil,

operated by Edison Chouest Offshore.

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Michal Marcinkowski, offshore design and proposal engineer at Damen Shipyards Gorinchem in The Netherlands, said “We've been present in the Brazilian market for 18 years now. We've since delivered almost 80 ships of different kinds--among them buoy handlers, azimuth stern drive tugs and diesel-electric PSVs. All of them are a result of cooperation with Wilsons Sons, our local partners.”

“As Brazil's OSV demand grows, our main focus of course is on the Petrobras tenders,” Marcinkowski said. “We keep on increasing our par-

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ticipation in them. Petrobras has initial needs for 146 OSVs to be delivered by 2014. And we also strive to win anchor handlers.”

In early April, Incat Crowther, with offices in Australia and the U.S., said it was awarded a contract to design twelve monohull, fast supply vessels to Petrobras. The ships will carry a cargo fuel load of 90,000 liters, in addition to their own fuel, along with 90,000 liters of fresh water.

Maersk Supply Service, headquartered in Denmark, has 11 vessels operating for Petrobras and five vessels for international oil companies in off-shore Brazil. Petrobras is Maersk Supply Service's biggest customer. "We have been working with Petrobras since 1977 in ever-increasing water depths, requiring high safety, environmental, specialized operational performance and the most advanced and powerful vessels," said Carsten Plougmann Andersen, CEO of Maersk Supply Service. Maersk Supply Service has won three, new major contracts to provide anchor-handling, tug supply vessels to Petrobras--all for four years starting this December.

At Des Allemands, La.-based marine transportation company Otto Candies, chief executive Paul Candies said "we're supplying the rapidly expanding Brazilian market. We have tugs, PSVs and diving support vessels in Brazil." In Gulfport, Miss., Coastal Marine Equipment delivered deck equipment recently for two, oil-spill response vessels, being built at Brazil's Estaleiro Ilha S.A. Shipyard. Those boats will be outfitted with anchor



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windlasses, capstans and tuggers made at the company's Gulfport facility. Coastal Marine has partnered with Macnor Marine and Macnor Services in Rio de Janeiro to provide equipment and services in Brazil.

After a major review of Brazil's offshore drilling regulations, the National Petroleum Agency or ANP tightened rules in 2007 with its "Technical Regulation of Operational Safety Management System for Maritime Drilling Installations and Oil and Natural Gas Production" or Resolution ANP 43. Pavel Molchanov, senior vice president and energy equity analyst at Raymond James & Associates in Houston, explained, "The impetus for this policy shift was the explosion on a rig called P-36, which took place in 2001. Like the Deepwater Horizon incident, the disaster resulted in 11 fatalities."

Raphael Moura, safety division head at Brazil's National Petroleum Agency or ANP, said "the Brazilian safety regulatory framework was established in 2007 after a study of international regulations and best practices, as well as lessons learned from past accidents. The most significant regulations affecting Brazil's offshore market are Resolution ANP 43/2007, which approved the technical rule for offshore drilling and production operations, and Resolution ANP 44/2009, related to incident communication and monitoring."

Molchanov adds, "because the 2007 policy framework and, more importantly, its actual enforcement was more stringent than the pre-Macondo, regulatory climate in the Gulf of Mexico, Brazil hasn't had to make any major

changes in regulations since the Macondo accident. One could even say that recent changes in U.S. regulations have moved the U.S. closer to rules in place in Brazil and in the North Sea."

Wagner Freire, president of Brazilian oil company Starfish and a former exploration and production director at Petrobras, pointed to differences between offshore oil regulations in Brazil and the U.S. Gulf. He said "in theory, the regulations are similar, but in practice the presence of almost a single oil company as operator in Brazil, Petrobras, and less tradition and experience of other organizations involved in Brazil, like ANP, along with the environmental agency and the Brazilian Navy, which is far from the role of the U.S. Coast Guard, affect the control and leadership of investigations of accidents in Brazil. That even leaves room for other institutions, like the Federal Police and the State Public Prosecutor to show up improperly." As for Chevron's leaks in November and March in Brazil's Frade field, Freire said "there is no comparison between the Macondo and Brazil's Chevron accidents as far as their levels and environmental damage" because the BP spill was much larger. Nonetheless, the Brazilian government has sued Chevron and its contractor Transocean. Chevron owns 52 percent of the Frade field and Brazil's Petrobras owns 30 percent.

Molchanov said "the recent oil spill at the Frade field in offshore Brazil was far smaller than the Macondo oil spill — less than 0.1% of the barrels spilled. Also, there was no impact to fishing or tourism. Despite some relatively



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harsh rhetoric from Brazilian prosecutors and some politicians, I doubt that the Frade incident will prompt any major changes in how Brazil regulates its industry.”

Tyler Priest, global studies professor at the University of Houston and an expert on the history of offshore oil, said foreign companies interested in supplying Brazil's offshore market need to be aware of local content laws. Petrobras has to purchase 65 percent of its equipment from domestic suppliers to meet local content rules set out by former President Luiz Inacio Lula da Silva. And drilling vessels built in Brazil should be made of mostly local content. Brazilian manufacturers, however, are struggling to deliver equipment as quickly and cheaply as more-established, overseas suppliers. All of Brazil's shipyards are fully booked, with backlogs. Reports are that Petrobras wants to lower the share of locally-produced content it uses in its supplies and services because many Brazilian companies can't meet demand fast enough. Freire adds, “local content laws affect the offshore industry in several ways, with higher costs, longer delivery schedules and below-standard quality.”

Brazil's oil industry is flourishing but is also straining to access its finds efficiently. In early April, Petrobras said it had made a new, pre-salt discovery in the Santos Basin in the Dolomita Sul, well north of the Lula pre-salt oil field. “This discovery confirms the potential of the pre-salt region outside the limits of the first discoveries,” Petrobras said. That translates into opportunity. Foreign companies have opportunities in offshore Brazil now and will have more if local content laws are eased.

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# Regulatory Seascape

*Regulation shapes the workboat industry perhaps more than any other single factor. This regulatory seascape includes a myriad of onerous and ever-changing rules. A 'SITREP' on those choppy waters is therefore in order.*

*By Raina Clark*

## **TOWING VESSEL SAFETY & SUBCHAPTER M: WAIT AND SEE**

Last December, the Coast Guard closed the public comment period following its Notice of Proposed Rulemaking (NPRM) requiring nearly all towing vessels to obtain Certificates of Inspection under Subchapter M of CFR 46. The Coast Guard's Towing Vessel National Center of Expertise (NCE) estimates that there are 5,800 U.S. towing vessels, 26-ft or longer, that will be affected by this ruling. Fortunately, at least half of these vessels already operate under a full safety management system, which is one of the main requirements of this coming regulation. In addition, there are an uncertain number of vessels under 26-ft that will be affected because they are involved in the transport of hazardous materials.

With this rulemaking, vessels will have the choice of operating under a safety management systems, outlined in the regulations, or submitting to a traditional Coast Guard inspection regime. Jennifer Carpenter, Senior Vice President of National Advocacy for the American Waterways Operators (AWO) said, "We don't believe a towing safety management system should be optional, because it's the single most important thing that can be done to improve safety in our industry." The Towing Vessel NCE calculated that 1,059 companies will be affected by the new regulations and although the largest fleets already operate under safety management systems, 827 companies have yet to institute such systems.

The second key concern AWO has with the proposed rulemaking, Carpenter said, is "prescriptive equipment requirements, especially for existing vessels, that don't add real value and should be eliminated." Specifically, she

noted the NPRM's requirement for fully independent, redundant means of propulsion, steering and related controls. This would have a major financial impact, she said, "at least a couple hundred thousand dollars per vessel," without adding to safety in many cases.

The Coast Guard is in the process of reviewing thousands of comments received from industry. Once the agency has completed its review it will likely either publish an interim rule or a supplemental notice of proposed rulemaking. An interim rule would have an effective date, but include further opportunity for public comment and more tweaking down the road. At this point, there is no way to know how the Coast Guard is leaning.

Addressing the timeline for a final ruling, the Coast Guard's Patrick Mannion, said "This rulemaking has the potential to dramatically improve safety, enhance efficiency and strengthen the maritime mass transportation system. We are focused on getting it right more so than getting it done fast."

## **SALVAGE & MARINE FIREFIGHTING: NON-TANKERS UP NEXT**

Tank vessels were mandated to come into compliance with the U.S. Coast Guard's Salvage and Marine Firefighting (SMFF) Final Rule more than one year ago. Now, operators and salvors must have more agreements in place and equipment identified in their Vessel Response Plans (VRP) to ensure swift response in the event of a casualty. Although the new SMFF rules apply only to tankers, the Coast Guard is expected to extend these mandates to non-tanker vessels in the future.

"Nobody knows when the non-tank rules are going into

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# Subchapter M

**“This rulemaking has the potential to dramatically improve safety, enhance efficiency and strengthen the maritime mass transportation system. We are focused on getting it right more so than getting it done fast.”**

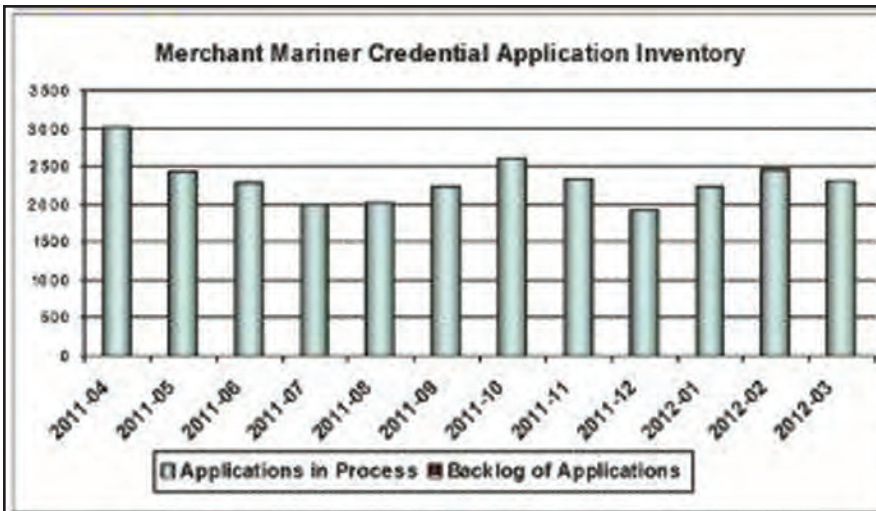
**Patrick Mannion, United States Coast Guard**

effect,” said Alan Matykiewicz, General Manager for the Marine Response Alliance (MRA). “I’m preparing the MRA for this. But do I know exactly when it will happen? No.” Matykiewicz also said some non-tank vessel operators, such as cruise lines, are being proactive, especially given recent cruise line incidents making the news.

Other changes include revisions to the guidelines for the National Preparedness for Response Exercise Program (PREP), a voluntary program designed to facilitate the periodic testing of oil spill response plans of certain vessels and facilities. New PREP guidelines are to include salvage and marine firefighting. PREP drills consist of private industry and multiple government agencies including the Coast Guard, Environmental Protection Agency (EPA), Department of Transportation’s Pipeline and Hazardous Materials Safety Administration, and Department of the Interior’s Bureau of Safety and Environmental Enforcement. Public comments on the proposed new PREP guidelines were due in April.

## BALLAST WATER TREATMENT: TWO COOKS IN THE KITCHEN

Both the U.S. Coast Guard and the EPA are mandated to address ballast water standards. The Coast Guard’s Final Rulemaking on Ballast water management, 33 CFR 151 subparts C and D, was published on March 23, 2012. The new rule adopts limits on living organisms in ballast water discharge proposed by the International Maritime Organization (IMO) in 2004 and establishes an approval process for ballast water management systems. The Coast Guard also called for more research and anticipated tightening of stan-

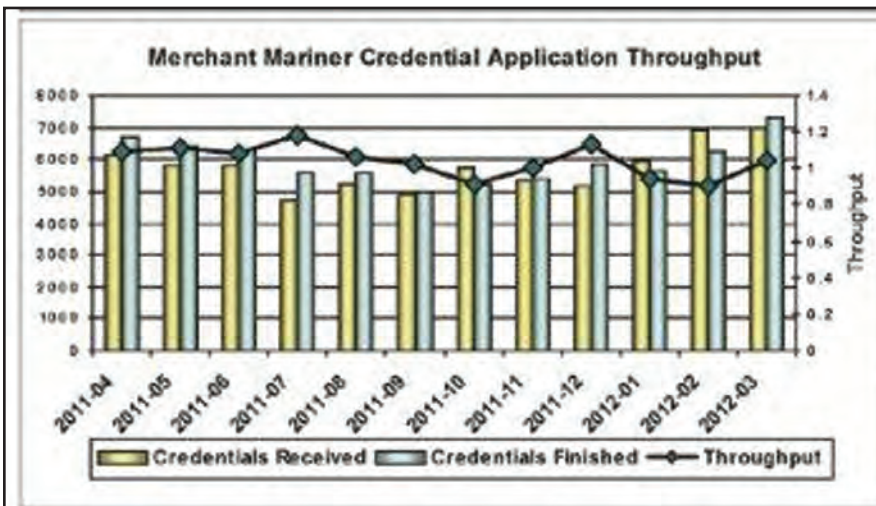


**Current Inventory = 2315**

Mariner Credential Application Inventory is the total number of applications in the Mariner Credentialing Program that are currently being processed. The NMC has set a goal of 9,000 applications or less in the system at any given time. Backlog of Applications refers to the number of applications in excess of that goal.

The National Maritime Center's monthly report on the performance of the mariner credentialing program, March 2012)

(Image courtesy USCG)



**Current Throughput = 1.05**

Mariner Credential Throughput is a ratio of the total number of applications finished divided by the total number of applications received. The NMC has set a throughput goal of 1.0 or greater. The total number of credentials received, denied, withdrawn, and timed out are included in this measurement.

The National Maritime Center's monthly report on the performance of the mariner credentialing program, March 2012)

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dards in coming years as technology improves.

During the comment period, AWO asked the Coast Guard not to require ballast water treatment systems on towing vessels and barges. Such systems, they said, would not be practical, economically feasible, or environmentally beneficial. The final rule requires treatment systems on only two groups of vessels: seagoing vessels operating beyond the U.S. exclusive economic zone (EEZ) and discharging ballast water taken on in areas less than 200 nautical miles from any shore into U.S. waters; and seagoing vessels greater than 1,600 tons that do not operate beyond the U.S. EEZ and that take on and discharge ballast water in more than one Captain of the Port Zone.

Affected vessels built on or after

December 1, 2013 must have approved ballast water treatment systems upon delivery. Vessels built before this day, with a ballast water capacity of 1,500 to 5,000 cubic meters, must have treatment systems installed during their first drydocking in 2014. Existing vessels with lesser or greater ballast water capacity have until their first drydocking in 2016.

“The Coast Guard’s final rule for ballast water discharges applies to a much smaller universe of vessels than the EPA proposes to regulate in its draft 2013 Vessel General Permit (VGP),” the AWO noted in its newsletter. The EPA published its draft of the updated VGP scheme in December 2011. The new VGP would replace the current program when it expires in December 2013 and include a Small Vessel General Permit (SVGP) for commercial vessels less than 79 feet, which would be structured more simply with fewer discharge types.

Within the EPA standard is the opportunity for states to impose their own individual rules on ballast water discharge. States have until June 30, 2012 to submit their additional requirements to the EPA. The EPA is currently collecting comments from the public on the proposed rulemaking and is expected to issue a final rule in November 2012, which would become effective in 2015.

### NMC & MARINER’S MEDICAL FITNESS: GOOD NEWS, BAD NEWS

The Coast Guard consolidated its regionally-based Mariner Licensing and Documentation program into the National Maritime Center (NMC), which opened in W. Va. in 2008 in an effort to make the notoriously long and painful licensing process more tolerable. The Coast Guard estimates that 212,000 active-

ly employed merchant mariners now receive their licenses and/or credentials through the NMC. Four years after NMC opened, can we call it a success?

Bob Arnold, Exec. Director of SeaSchool based in St. Petersburg, Fla. said “Two years ago, the Coast Guard took an average of six months or longer to process mariners’ licenses in the southern part of U.S. Now they’re promising four to six weeks, but they’re actually doing better than that.”

Carpenter agreed that the experience for mariners has improved greatly. “They have made some significant process improvements. Overall processing time is down and throughput is up.”

Still, there is some work yet to be done, Arnold said. Consolidating regional credentialing staff reduced confusion by eliminating varied interpretations of standards but the consolidation cost the Coast Guard a great deal of expertise. Many experienced staff did not make the move to West Virginia. Although routine credentialing issues are dealt with far more quickly, when things get technical, Arnold said, it’s obvious “they’ve lost expertise because they have so many new people at the NMC.”

“There are still mariners getting stuck in the process,” Carpenter said. “If that’s you, you don’t take a lot of comfort in the fact that the average is better.” By far, the stickiest area of the credentialing process is the medical review. Every five years or less, mariners must undergo a physical and submit the results to the Coast Guard. The Coast Guard’s Navigation and Vessel Inspection Circular (NVIC) 04-08 is the document used to determine mariner medical and physical fitness, but the agency has said itself these guidelines



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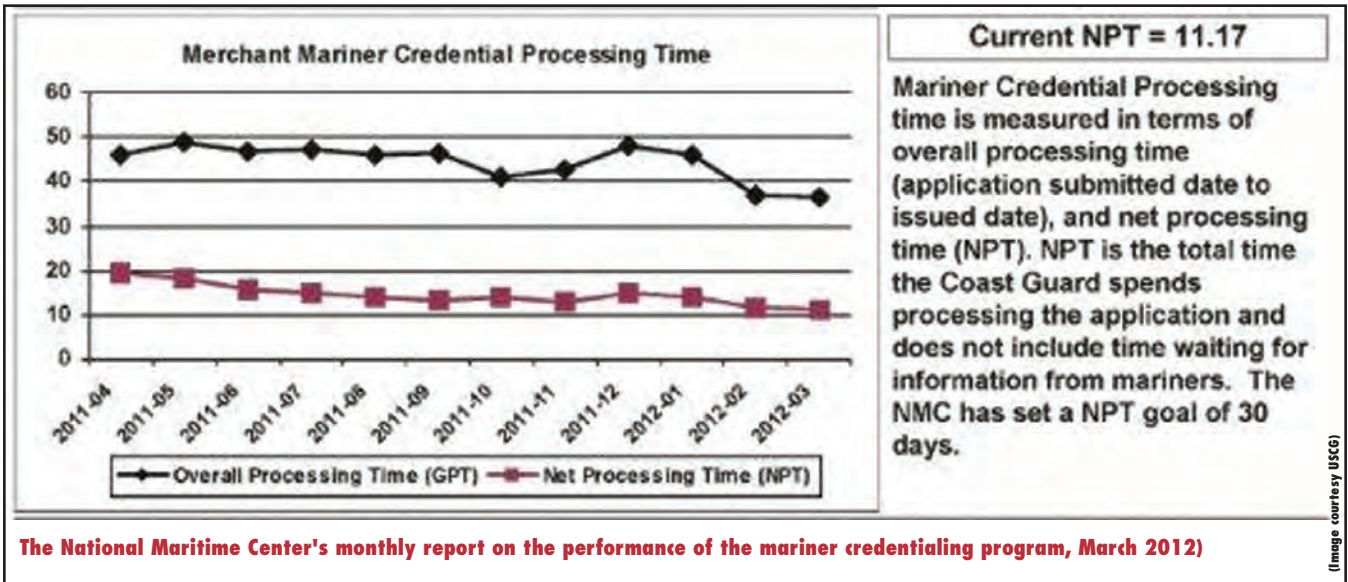
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are undefined and broad.

“Delays are tremendous in the medical area,” Arnold said, complaining that the current process requires expensive and unnecessary tests. “It takes months to handle routine things. They have taken a simple, two page form that has worked for years, and turned into a nine page document that scares most doctors.”

Carpenter adds, “It seems to us [the AWO] there are two safety imperatives that need to be honored: that mariners are medically and physically fit to do their jobs, and secondly, that the industry doesn't prematurely lose its most experienced personnel.”

If a mariner has one of the more than two hundred medical conditions listed in the NVIC, they must submit additional tests and documentation to the Coast Guard.

But the NVIC doesn't tell mariners when the numbers put them at risk of losing or failing to attain their licenses.

“The process is well-intended, but there is a real need to clarify the standards,” said Carpenter. “Mariners need to know what the goal posts are in order to retain their licenses.” If a mariner needs to lose 70 pounds, better to know that a couple years ahead of time, rather than finding out from the NMC after they have submitted their application for renewal.

To tackle this problem, the Coast Guard formed the Merchant Mariner Advisory Committee (MMAC), which held its inaugural meeting in September 2011. As of April this year, the MMAC consisted of ten medical professionals from organizations such as Seafarers Health and Benefits, Pilot Healthcare Inc. and Horizon Lines, LLC

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and three mariners: Captain William Mahoney of APL Maritime Ltd, Captain Robert Walter of Light Tackle Charters, Inc. and Michael Hochscheidt of the Great Lakes Maritime Academy.

The Coast Guard has asked the committee to review the following problems: The agency has been using broad guidelines (via the NVIC 04-08) borrowed from the Federal Motor Carrier Safety Administration and the Federal Aviation Administration rather than standards specific to merchant mariners; the current CG-719K Medical Evaluation Report Form is complex and long without providing all the tools required by medical examiners to efficiently conduct physicals; Proposed changes in the regulations refer to Designated Medical Examiners approved to conduct medical and physical examinations of merchant mariners, however there is currently no training nor approval process in place for these examiners.

“We [the AWO] want to work with the Coast Guard to try to clarify standards and improve processes,” said Carpenter, but this work “is in the very early stages.”

### **OICNW REQUIREMENTS: HAWSEPIPE REOPENED**

The Coast Guard’s flip-flopping on the mate licensing scheme for Officer in Charge of a Navigational Watch (OICNW) has caused a stir. The OICNW endorsement is required for all mariners holding an endorsement as Master or Mate 500 tons or higher. In 2002, NMC released a set of policy letters dictating that the OICNW endorsement required completion of approved courses, which could cost about \$20,000 and take several months, rather than just practical assessments completed on board a seagoing vessel. In June 2011, U.S.

Coast Guard Policy Letter 11-07 canceled these OICNW qualification provisions. While this may look like bad news for schools, Wayne Conwell of SeaSchool said “schools are still a path many mariners choose in order to get assessments done.” Getting supervisors and other qualified mariners to sign off on assessments can sometimes be difficult, Conwell said, because many fear liability if the aspiring OICNW should go on to cause some type of accident underway.

Some have expressed concerns that assessments are not as reliable a training device as approved training courses, while others are happy to see the hawsepipe reopened for mariners seeking officer endorsements on seagoing vessels greater than 200 gross tons. At this point the Coast Guard has made no public plans to take further action on the issue.

### **THE COST OF DOING BUSINESS**

Keeping track of federal proposed and final rulemakings, compliance dates and other details is a significant burden. It is also part of the cost of doing business. Arguably, the Coast Guard has improved its processes and is (today) better overall at working with the industry. Further progress is needed, especially with the mariner medical review process and some of the impractical requirements proposed in the new towing vessel safety regulation. Beyond this, dealing with other agencies – EPA for example – that have little or no maritime knowledge, is especially challenging. In the meantime, industry organizations – AWO, for example – continue to educate the public and regulatory agencies about the workboat industry, guiding the process toward fair and reasonable solutions. That said, the regulatory seascape remains choppy and it is very much a work in progress.

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# GF Piping Systems Solve Arctic Cold

## *Polyethylene Piping System Features Superior Operating Performance at Extremely Low Temperatures*

Forget about the global warming discussion. As former U.S. Coast Guard Commandant Thad Allen once said, "All I know is that there is now water where there used to be ice. We have responsibilities there." As it turns out, so do you. Allen was, of course, then referring to the increased commerce that came as a result of the melting icecap. Warming or no global warming, there is now traffic – cruise, workboat, oil & gas, brown water and blue – in Arctic waters. Those vessels, nevertheless, need reliable ways of dealing with new problems such as subzero air temperatures and markedly decreased water temperatures. Industrial polyethylene piping may be part of the answer.

GF Piping Systems has introduced a chemically resistant PE100 Industrial Polyethylene Piping System offered in a

complete range of pipe, fittings, valves and fusion joining technologies.

The new system features robust mechanical strength and high impact resistance throughout a wide temperature range and is especially suited for cold temperature applications as low as -58°F. Suitable applications include fluid transport for process cooling water, industrial water treatment, bulk water distribution and chemical processing across a variety of industries, including ships and offshore platforms. An ideal choice of material for everyday non-essential applications, its use for cold and/or chiller water, technical, compressed air, even on grey and/or black water applications saves valuable time and money on maintenance.

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# UltraJet Joins the Fight

The efficiency of waterjets makes them suitable for a variety of tasks, including fast para-military patrol craft and combat craft using high speed diesel engines to drive UltraJet waterjets. UltraJet waterjets are constructed from marine grade aluminum alloy, with the impeller, its housing and shafts made from stainless steel to deliver high performance and reduce short-term maintenance requirements.

## ULTRAJET ADVANTAGES:

Today waterjet propulsion offering high speed and high thrust are often the preferred form of propulsion for many fast craft applications. When comparing waterjets size for size though, UltraJet waterjets offer unmatched high and low speed thrust, enhanced maneuverability, as well as shallow draft. The higher thrust capability of an UltraJet

waterjet system enables craft to reach planning speeds quickly. The amount of thrust is an important issue, particularly when craft are often built heavier than originally specified, or are used to carry additional loads. For military applications, the UltraJet design offers superior cavitation resistance, lower underwater acoustic signatures and less hull vibration.

Crucial for successful patrol and intercept operations, Ultra Jets provide outstanding control and maneuverability whether loitering at slow speeds or engaged in high-speed pursuit. Navy Patrol Boats below have also been fitted with independent electro hydraulic control systems, a conventional steering wheel and twin lever reversing system for use in rough seas. This is backed up by an UltraJet joystick control system for ease of operation at lower boat speeds.



capability and proves that with subsequent impact stress, polyethylene is not susceptible to surface damage. This robust behavior combined with an acute resistance to fracture is a significant advantage over other common thermoplastic piping systems. Boatbuilding applications include under-floor heating, compressed air and vents, secondary containment, low temperature brine pipe-lines, gas and water distribution, grey and black water, ballast, and sea and fresh water cooling.

PE100	COOL-FIT
Ease of installation	No corrosion / Maintenance Free
Good chemical resistance	Top efficiency = 0.026 W/m.K
High impact resistance at low temps	Reduced costs for pipe hanging
Good abrasion resistance	25 year life span
Low weight	Simple fast and clever installation
Excellent cost/performance ratio	Low weight
Safely & securely joined by heat fusion	100% vapor tight
Fully integrated system (½" - 36")	100%UV resistant

### GF Advantages

The COOL-FIT piping system is billed as a complete solution for secondary cooling and refrigeration and can handle nominal working temperatures from -50°C to +40°C. In marine related applications, COOL-FIT can be used for fresh water and sea water, secondary refrigeration and air conditioning. Specific applications include grey/black water treatment for ballast and bile lines, fresh water treatment refrigeration, and even swimming pools. The system is based on the tried and tested COOL-FIT ABS (Acrylonitrile Butadiene Styrene) plastic piping system, which contains pipe, fittings, valves and transition fittings, and has the option for preinsulated pipe and fittings. The COOL-Fit Plus two in one system includes pre-extruded COOL-FIT ABS with Polyurethane Foam and protected with jacket pipe of PE100.

### COLD WEATHER OPS JUST GOT A LITTLE EASIER.

The cold, hard truth is that marine commerce in cold, previously inaccessible parts of the globe is here. That's not going to change, anytime soon. Reliability, low maintenance and light weight piping that fits into a lower space profile is arguably just the ticket for workboat operators suddenly thrust into new roles, in far-off frozen environments. Certainly, there's no argument about that.

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

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# ULTRAJET®

## CLOSER TO HOME:

Tampa Yacht Manufacturing is based on Florida's west coast and produces a range of military and commercial craft from 9 to 20m (30 – 66ft). Although the Tempest has a proven design heritage that has seen action with US customs and the US Coast Guard, the 35-SPC is a totally redesigned patrol vessel. The propulsion system comprises of two inboard Yanmar 6LPTA–STP2 diesel engines each developing a maximum 230kW (315 hp) coupled to twin UltraJet UJ305 waterjets to provide a speed of 40 knots. The economical Yanmar diesels and highly efficient UltraJet waterjets give the vessel a minimum range of 200 nautical miles at wide open throttle and a cruising range of 300+ nautical miles. Interception and identification can be accomplished without question or compromise.

Since the mid 1970s the U.S. Coast Guard, Marines and Armies have used UltraJet waterjets in their Bridge Erection Boats (BEBs). As well as being used for fast patrol and mission specific riverine duties due to their shallow draft capability, BEBs are used for putting ribbon bridges together – a challenging job, especially when there are strong currents. As the bridge gets longer, it begins to resemble a slithering snake moving along the surface of the water. Ultra Dynamics' two stage high thrust waterjet drives ensure excellent maneuverability and high thrust performances for these difficult maneuvers in strong currents.

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



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## PEOPLE & COMPANY NEWS



Taylor



Gorski



Ulstein



Stork Management



Crowley Scholarship Winners

### Tidewater: Changes at the Top

Tidewater Inc. has announced that Dean Taylor, its President and Chief Executive Officer, will retire as an executive officer of the company effective May 31, 2012, after a 34-year career with Tidewater. Mr. Taylor will remain on the Board of Directors, and serve as Tidewater's non-executive Chairman of the Board. Mr. Jeffrey M. Platt will become Tidewater's new President and Chief Executive Officer effective June 1, 2012. Mr. Platt has been Tidewater's Chief Operating Officer, overseeing Tidewater's domestic and international marine operations, since July 2006. Mr. Platt joined Tidewater in 1996 as General Manager of its Brazilian operations following a 12-year career at Schlumberger. Jeffrey A. Gorski will succeed Mr. Platt as Tidewater's Executive Vice President and Chief Operating Officer. Mr. Gorski joined Tidewater in January of this year after a 28-year career at Schlumberger. Tidewater Inc. owns 342 vessels, the world's largest fleet of vessels serving the global offshore energy industry.

### Idar Ulstein Passes Away

Idar Ulstein, CEO and Chairman of the board of ULSTEIN for many years, passed away Sunday night. Ulstein entered the company first as a 14 year old in 1948, and after com-

pleting naval architect studies in 1962, he became the company's head of design. He developed a relatively small company to a large international group, which at the end of the 1990s had 4,500 employees in more than 30 countries. The company eventually developed their own ship design, divided into series. The company was listed on the stock exchange in 1997, and all activities except for shipbuilding, was acquired by Vickers and later Rolls-Royce in 1999. The company of today employs about 800 employees in several countries and has activities within shipbuilding, design and solutions, power and control and shipping. Idar had cancer and died peacefully with his family around him at the age of 78.

### Stork Technical Services Announces Senior Appointments

Stork Technical Services, a global provider of knowledge-based asset integrity management services for the oil and gas, chemical and power sectors, has strengthened its senior management team with two key appointments. Dave Workman has been appointed to the new position of Chief Operating Officer (COO) and Erik-Jan Bijvank as Senior Vice President (SVP) UK and Africa. Workman and Bijvank will both be based in Aberdeen, UK, which is the operational hub for the company's

upstream oil & gas business, and take on their respective roles with immediate effect.

### Crowley Scholarships Awarded

Crowley recently awarded Thomas B. Crowley Sr. Memorial Scholarships to Ariel Zhou and Caiti Campbell, who are taking part in the Maritime Studies Program of Williams College and Mystic Seaport this spring. They were chosen for their strong academic records, interest in maritime studies and financial need. Zhou, a native of Nanjing, China, is studying biology at Bryn Mawr College. She joined the Williams-Mystic Maritime Studies Program to gain a broader perspective of all aspects of marine science and maritime history. Campbell, a native of New Jersey's Barnegat Bay, is pursuing a bachelor's degree in environmental communications with a minor in maritime studies at Pennsylvania's Moravian College of Bethlehem. Recently, Zhou and Campbell went on a harbor tour of Seattle onboard Crowley's tug, Guardsman, as part of their Pacific Coast field trip. Crowley offers scholarship opportunities for two students per semester who otherwise wouldn't be able to afford tuition for the program. The Thomas B. Crowley Sr. Memorial Scholarship program:

[www.crowley.com/scholarships](http://www.crowley.com/scholarships)



## Donjon Names Noble as UK Managing Director

Donjon Marine, Co., Inc., a provider of multi-faceted marine services including marine salvage, heavy lift, dredging, emergency response services and most recently shipbuilding and repair, has named John Noble as Managing Director - Donjon UK. Noble has worked in commercial shipping since 1962. His practical expertise lies in dealing with Salvage, Wreck Removal and Oil Pollution after having attended some 60 major casualties.



## IMCA CEO to Stand down

The Chief Executive of the International Marine Contractors Association (IMCA), Hugh Williams, has announced his intention to stand down at the end of 2012 after 10 years in post. IMCA is the international trade association for offshore, marine and underwater engineering companies with about 850 members in over 60 countries all around the world. IMCA will be seeking internally, and externally, for a new Chief Executive.

## \$20m for Clean Diesel Projects

The U.S. Environmental Protection Agency (EPA) is announcing the availability of up to \$20 million in FY 2012 grant funding to establish clean diesel projects. In addition to these grants, approximately \$9 million will be available through direct state allocations. This is the first competition since the Diesel Emission Reduction Program, also known as DERA, was reautho-

rized in 2011. The closing date for receipt of proposals is June 4, 2012. [www.epa.gov/otaq/diesel/prgnation-cl.htm](http://www.epa.gov/otaq/diesel/prgnation-cl.htm)

## ARB to Enforce Commercial Harbor Craft Regulation

In 2007, the California Air Resources Board (ARB) adopted the Commercial Harbor Craft Regulation (CHC regulation), which has reporting, recordkeeping, and monitoring requirements, in addition to requirements for both new and in-use engines. ARB was required to request authorization from the U.S. EPA to enforce the new, in-use, and best available control technology requirements. On December 15, 2011, the U.S. EPA authorized ARB to enforce these provisions of the CHC regulation. **ARB will begin enforcing these provisions on August 1, 2012.** Advisory Number 436 can be accessed at:

[www.arb.ca.gov/enf/advs/advs436.pdf](http://www.arb.ca.gov/enf/advs/advs436.pdf)

## U.S.-Flag Lakers' Cargo Down Slightly in March

U.S.-flag Great Lakes freighters carried 2,348,247 tons of cargo in March, a decrease of 110,000 tons, or 4 percent, compared to a year ago. However, the March "float" was up 10 percent compared to the month's 5-year average. Iron ore cargos for the steel industry decreased 14 percent compared to a year ago, but coal loadings held even and limestone cargos more than tripled last March's volume. Year-to-date U.S.-flag cargos total 6.4 million tons, an increase of 8 percent compared to a year ago. Shipments are 27 percent ahead of the 5-year average for the first quarter. On April 1, 40 U.S.-flag lakers were in service.

## Cummins Expands Seymour, IN Campus; Adds 290 Jobs

Cummins Inc. has announced a significant expansion of its Seymour campus that includes investing \$219 million in new construction and the addition of 290 jobs to support the company's global high-horsepower engine business. Cummins Chairman and CEO Tom Linebarger was joined by Indiana Gov. Mitch Daniels (R), U.S. Rep. Todd Young (R-Ind.) and Seymour Mayor Craig Luedeman at an event that was attended by the 525 employees of the Seymour Engine Plant. This is the third major announcement in Seymour in two years, and in that time the company has added new engineering and production test cells, constructed a new shipping-and-receiving dock, enlarged the energy center and begun work on the QSK95 and the QSK120, the most powerful high-speed diesel engines in the world. As part of the expansion, Cummins is adding new warehouses, more engineering and production test cells, a new office building that will house up to 500 people, a cylinder block line, and parking for the new employees. Included is a new manufacturing facility for aftertreatment components for high-horsepower engines. Cummins had record earnings in 2011 and expects continued strong growth this year. The company expects to reach \$30 billion in sales and 18 percent in earnings before interest and taxes in 2015, with much of that growth coming in international markets.

## PRODUCTS

### Throwraft Introduces Personal Safety Life Raft

When an emergency happens on the water, your equipment is as important as your experience level. Throwraft Inc. has introduced a new personal life raft that works in conjunction with a life vest or inflatable PFD to help get people moving on top of the water. 'The Survivor' represents a new safety product segment in part because of its mobility. The Survivor is lightweight and easily accessible. It can be manually activated to inflate or will auto-inflate when submerged—transforming into a highly visible, highly maneuverable inflated platform that moves across water with ease.



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

### VARNA Products Receives Export Achievement Award

VARNA Products was recently presented with the "United States Department of Commerce, U.S. Commercial Service, "Export Achievement Certificate" for recent accomplishments in the global marketplace. The award was presented by The Honorable E. Anthony Wayne, U.S. Ambassador to Mexico, during a recent forum for The California Chamber of Commerce Council for International Trade. VARNA Products has distributors in several countries, providing pumps, controls and valve solutions for a variety of purposes, including oil and fuel transfer and regulated pressure and flow.



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

### Cummins Introduces Dual Engine Line

Cummins Inc. announced plans to produce dual fuel engines from 800 hp to 3500 hp (597-2610 kW) for high-horsepower markets. The first in the product portfolio, QSK50 Tier 2 for oil and gas well servicing applications, will begin production in midyear 2013, with other QSK Series engines to follow, including engines capable of meeting upcoming EPA Tier 4 Final emissions regulations. The dual fuel engines will operate with common integrated controls, seamlessly transitioning from diesel to dual fuel operation. The Cummins dual fuel solution will be applicable to new QSK engines and retrofit on existing QSK engines.



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

### Marine Storage Solutions with ClearSpan Structures

ClearSpan Fabric Structures are a fast, economical solution for port and equipment storage, ship repair facilities and more. ClearSpan buildings feature exceptional height and wide-open spaces with ample clearance for access and ease of movement. Constructed in the USA from quality steel and fabric, these buildings can be built to any length and up to 300' wide. Every ClearSpan building is custom engineered to fit the requirements of the specific location, such as snow load or foundation type. The structures can be permanent or temporary, and are easy to relocate.



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

### Hoyer Receives BV Type Approval for IE2 Motors

Hoyer has received Bureau Veritas Type Approval for IE2 motors. This means that Hoyer Motors' IE2 and IE1 (EFF2) are now officially certified under Bureau Veritas' high standards. Bureau Veritas is one of the world's largest companies providing or inspection, classification, consulting services and certification. Bureau Veritas has 39,000 employees in 900 offices located in 140 countries.



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

### Tips for Good Pumping

Flexible impeller pumps provide an efficient solution to most marine pumping needs. To ensure pumps stay in top condition and operating at a high level, pipe runs should always be kept as short and straight as possible. Plumbing should be reinforced, non-collapsible hose of the recommended size. Flexible impeller pumps must not be run dry for more than 30 seconds. JMP has manufactured electromagnetic clutch, general multi-purpose and engine cooling pumps for over 30 years. The company's pumps can be designed to meet specific application requirements.



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

## Sunstream Debuts V-LIFT Boat Lift

Sunstream Boat Lifts has introduced the Sunstream V-Lift, designed to be the next generation of air-displacement boat lifts and expand the use of lifts by offering a more practical, leak resistant, higher performance and more affordable solution for most sport, ski, pontoon and fishing boats. Faster than twice the speed of existing air displacement lifts on the market, the Sunstream V-Lift employs a quad-blower and electric valve system to launch a vessel in 75 seconds and lift in two minutes simply by pressing up or down buttons on its keychain-sized remote control. The lightweight solution operates in as little as 3-feet of water, and is the first free-floating boatlift to fit into a 10-foot wide or larger slip.



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

## Reflex Marine to Distribute ShoreConnection's DMM System

ShoreConnection has appointed expert in marine personnel transfer Reflex Marine as global distributor of its Deck Motion Monitor (DMM) system. In 2007, ShoreConnection developed the DMM in partnership with ConocoPhillips and DNV Norway. The DMM measures the vertical deck velocity at multiple locations on the supply vessel deck and provides real-time wave height information to the crane operator. Real-time video from the supply vessel's DMM camera gives the crane operator another angle view and can cover blind zones on deck, allowing the safest lifting and landing area.



[www.shoreconnection.no/products](http://www.shoreconnection.no/products)

## Furuno Launches ECDIS FMD-3200/FMD-3300

Furuno has announced that the new ECDIS (model names FMD-3200 and FMD-3300) will be ready for launch very shortly. The FMD-3200 (with 19" LCD) and FMD-3300 (with 23.1" LCD) deliver great enhancement in terms of user interface as well as functionality. Fully complying with the performance standard of ECDIS stipulated in IMO resolution MSC.232(82), the new ECDIS is going to be a suitable candidate designated for new installation as well as retrofit to fulfill ECDIS mandatory carriage that is phasing in from July 2012 onward.



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

## Silikroil Loosens and Lubricates

Silikroil is an enhanced lubricant created by Kano Laboratories. Based on its cousin, Kroil, Silikroil is engineered to loosen frozen metal parts and provide silicone-enhanced lubrication to keep parts moving. Kroil's high solvency penetrating oils first penetrate to one-millionth inch spaces to break the bonds due to rust, corrosion, contamination or compression and provide lubrication at the first molecular level. Once freed, the dimethyl silicones then provide extra long-lasting lubrication to keep parts moving. Kano Laboratories is the leading manufacturer of penetrating oils and has served the Fortune 500 since 1939.



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

## Swiber to Save With Royston's Enginei

The Swiber Group company, Newcruz Offshore Marine Services, has become the first in the Asian market to take advantage of the cost benefits of the enginei fuel management system from Royston Limited. Installed aboard Swiber's new offshore support vessel, the Swiber Carina is being used to provide real time fuel consumption details simultaneously in the head office and on board. In separate trials an enginei system has achieved fuel savings of up to 20 percent. Swiber management is hoping that similar savings will prove possible with its new support vessel.



[www.enginei.co.uk](http://www.enginei.co.uk)

## nv-charts Launches Chesapeake Bay Chart Sets

nv-charts has produced new chart regions for Chesapeake Bay. Divided into two regions; the North region includes Delaware Bay and the Chesapeake/Delaware canal, coverage from Cape May, NJ to the Potomac River; and the Southern region continues down to Norfolk and the surrounding environs. Each paper chart set includes a CD containing the entire set in digital format, for use on PCs with navigation software and GPS input; a Harbor & Anchorage Pilot Book with comprehensive navigation and cruising information and regional descriptions, weather and tide information, and cruising destinations, harbors, moorings, and anchorages.



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All images must be entered by May 11, 2012 to be considered. The winners will be published in the June 2012 issue of Maritime Reporter and Engineering News, with the Grand Prize Winner featured on the front cover of the magazine.

This contest was established to honor the memory of the late Donald S. Sutherland, renowned maritime photographer and writer, who passed away in 2010.

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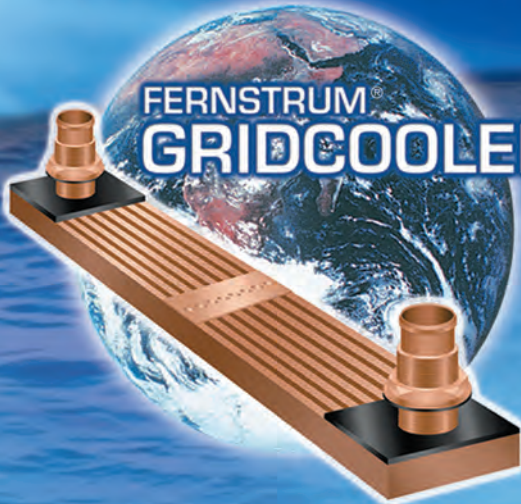
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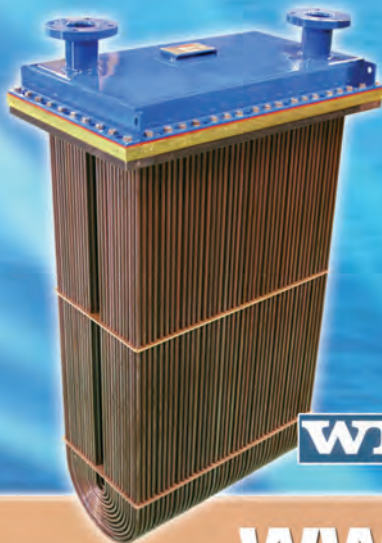


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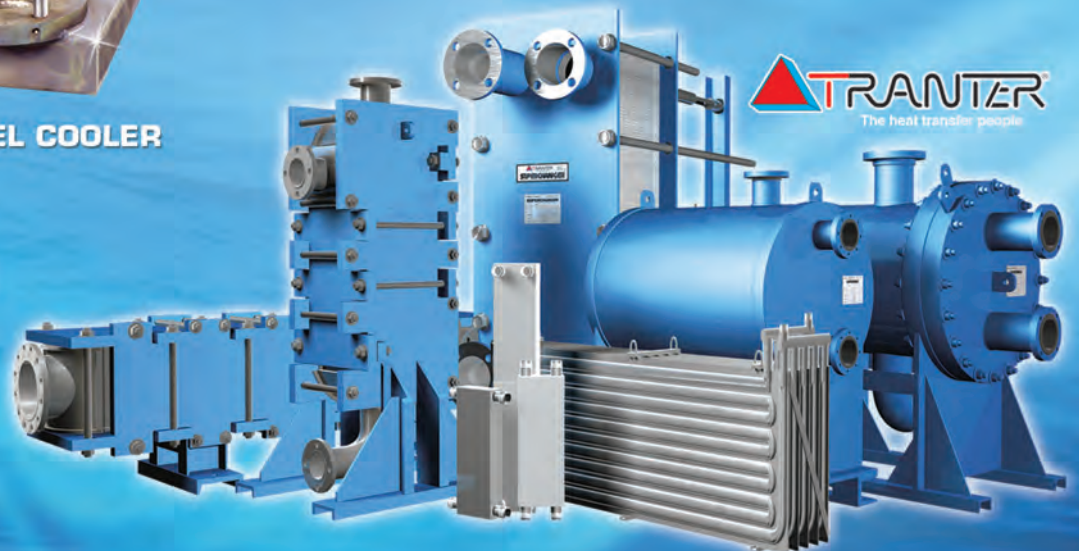
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