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COVER STORY

WORKBOAT ANNUAL

48 Family Affair

Boston Harbor Cruises has evolved mightily sinces its creation in 1926 by Matthew J. Hughes, but as Rick Nolan explains, the core values upon which the company was founded still stands true today.

• **by Greg Trauthwein**

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"Our greatest glory is not in never falling, but in rising every time we fall."

Kong Fu Zi (Confucius)

It would be a drastic understatement to say there is "lingering, pent-up frustration" regarding the foot-dragging in Washington, DC to get back to business as usual in the business of drilling for offshore oil and gas in the Gulf of Mexico. A continued snail's pace to resolve the technical and political issues which will allow the offshore industry to re-start its operations in U.S. controlled waters will effectively sabotage the offshore and marine industries for months if not years.

While inside the Gulf of Mexico is the obvious focus of this frustration due to BP's Macondo well blow-out earlier this year, the pain extends far beyond the Gulf. Last month the *Wall Street Journal* reported that Royal Dutch Shell was pressing hard – including a very large public lobbying campaign – to allow it to win approval for its delayed plan to drill for oil offshore in the Alaskan Arctic, specifically the Beaufort and Chukchi seas. With a *WSJ*-reported $3.5b already invested and regulatory hurdles nearly cleared prior to the GOM disaster started April 20, 2010, the company has obvious reasons to seek a quick resolution.

While initiatives to advance the business of offshore energy discovery and recovery are positive for the entire marine industry – **and we are particularly interested to see the current administration fast-track the process by which it approves new offshore oil and gas deals, for no other reason to keep valuable jobs, vessels and rigs from opting out to fields overseas** – the "race to the Arctic" should proceed with reasonable caution. Well reported is the global climate change and the resulting shrinkage and thinning of the polar ice cap. While the advent of additional navigable days to the north does indeed hold much promise, both in terms of the offshore O&G business as well as shipping in general, it should be remembered that it remains one of the most challenging environments on the planet to traverse, let alone set up shop and do business.

"Arctic Shipping, Security and Logistics" was the topic of a blue-ribbon panel discussion at the recently concluded Society of Naval Architects and Marine Engineers (SNAME) Annual Meeting and Exhibition, held earlier this month in Bellevue, Washington. To put it bluntly the speakers know their ice! The panel included: **Mikko Niini**, President, Aker Arctic Technology, Finland; **Jim Sandkvist**, Vice President, SSPA, Sweden; and **Cdr. David Soule**, Project Director, AOPS PMO, Canada;

According to Sandkvist, drilling for and transporting energy products – or for that matter any products – in the Arctic region is all about Risk: identifying, quantifying, handling, avoiding, minimizing and ultimately, determining how much risk is tolerable. SSPA offers Icemaster, a decision making tool developed specifically to help owners and operators examine all aspects of operating in this world region.

Cdr. Soule documented the Canadian Navy's travails in designing and building its new class of Arctic Offshore Patrol Ship. Canadian know the Arctic as well as anyone in the world, and he pointed to some of the more obvious constraints in working in the Arctic, namely the dearth of repair and support facilities, and the challenges of working in, around and under the ice to clean up the mess should a spill occur.

In this edition, turn to page 40 to read Matt Gresham's take on the loss of business in the Gulf of Mexico, and specifically regarding its short and long-term effects on the people and companies which make their livelihood here.

Next month look for more in-depth reporting on the evolving situation in the Arctic, which will be found in our "Environmental Report."

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Container Sector Holding the Line

2010 has seen a surprisingly strong improvement by the major container industry stakeholders, according to Drewry Shipping Consultant's Annual Container Market Review & Forecast 2010/11. In a short, container trade is recovering well on the major routes, although some doubts remain about the short to mid-term. Consumption levels and buying patterns have changed making it difficult for importers to match forward inventory to sales. This has a knock-on effect for carriers when determining deployment plans… an enormous task as they try to accommodate growing numbers of 10,000+ teu vessels within their global service portfolios. "Carriers will react decisively by taking capacity out of the system and will not return tonnage in 2011 until demand has shown the required upturn. Maintenance of the positive supply/demand equilibrium next year is dependent on the continuation of this disciplined approach. Lay ups could be a feature if there is any fear of overcapacity returning. By managing capacity at the individual trade route level, they have been able to rapidly improve freight rates and their profitability." But while lay-ups and slow steaming have fixed some of the carrier financial problems of last year, the supply chain environment is very different and shippers have more difficult challenges ahead of them. For example, in Drewry's view, "The basic contract between shipper and carrier should no longer be seen as a straight rate deal. Once again, a combination of slow steaming, fewer weekly strings and increasing vessel-sharing agreements between carriers means that the traditional carrier/shipper partnership has changed forever. Shippers and carriers need to think much more creatively and need to work together constructively to provide much needed security in the supply chain. The relationship between the two parties must be repaired and carriers must now look to properly differentiate themselves once again from their competitors." Highlights of the report:

- **Global container volumes** – a strong recovery in 2010, but seasonality has been seriously skewed by exceptionally strong re-stocking of inventory during the first half of 2010. However, Drewry forecasts that mid to long-term container growth will be about 7% per annum for the next five years, representing a return to stability for the industry.
- **Freight rates** – these have more than doubled in the core east-west trades and are nearly back to 2008 levels. But, what is in store in the short and medium terms is as yet unclear.
- **Pricing** - ocean carriers have stopped focusing on market share; profitability is their watchword. Global shippers now need to think beyond the 'volume is king' approach and work together with their partners on meaningful forecasts and more reward-based contracts.
- **Funding** - the container industry is very different from two years ago even though no major companies failed during the worst downturn it has ever seen. Ocean carriers are more cautious and measured in their approach and are sharing costs with other operators. Funding is still difficult to acquire from banks which should mean that the newbuild orderbook never gets out of control as it did in 2007/08.

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A sampling of maritime-related (or not) issues from the regulatory and legislative fronts.

posted by Joseph Keefe on MaritimeProfessional.com

New DOT Grants:
Shortsea Shipping by any other name

A recent (October 13th) DOT Press Release triumphantly announces $39 million in grants to build and improve domestic ferry docks and facilities. The grants, spread across all the country throughout 20 states on all coasts, the inland waterways and Great Lakes are great news. By any other name, the money would signal efforts to improve the movement of goods and people via water, or in other words, "shortsea shipping." The announcement also comes directly from the U.S. Department of Transportation, with no mention of its maritime modal arm.

It seems that a new strategy is underway at DOT. The October announcement follows closely on the heels of another grant issued in September, when Secretary LaHood revealed a paltry $7 million in grants intended to "jumpstart America's Marine Highway Initiative." Both announcements are good news for the waterfront. Still, you have to wonder why DOT, given the perfect opportunity to tout the injection of additional funds for as many as 35 projects as marine highway improvements, instead chooses to cloak the good news as something else.

Reading closer, the October money is actually a Congress-authorized Federal Highway Administration grant (boy, the truckers are going to be really mad). Nevertheless, the press release also goes on to say, "The money can be used for capital improvements to existing ferry operations, which could increase the number of riders, relieve congestion or address environmental or significant operational concerns." That sounds like the classic definition of shortsea shipping, marine highways and maritime infrastructure improvements to me.

For my part, I'm going to pretend that none of this ever happened. Between you and me, I'm hoping that the next DOT grant will be for $100 million – folded into a Federal Aviation Administration announcement (with no mention of Marad) – and will fund the dredging of an East Coast superport to 60 feet in depth, paving (there's that four-letter word again) the way for the arrival of the first 12,000 TEU containership from the newly expanded Panama Canal. It's all good. Call it whatever you want, Secretary LaHood: just get the job done.

Follow Joe Keefe's "Global Maritime Analysis" blog on MaritimeProfessional.com

Friday Night Lights: One more reason that the Hawaii Superferry won't return to the islands

It would qualify as just another obscure, but equally weird news brief in this whacky world that we live in, but since it involves the environment, "Friday night lights" and Kauai, I just couldn't resist. It seems that young seabirds on Kauai become confused when confronted by football stadium lights. When this happens, they can fall from the sky and then die. As a direct result, high school football on the island has been moved to Saturday afternoons for the balance of the season. Some local residents are less-than-pleased. The birds, Newell's shearwaters, reportedly numbered in the tens of thousands as late as the mid-1990s but the total population dropped precipitously as Kauai's infrastructure and associated night lighting grew to accommodate a larger population and busier tourist trade. Scientists, the federal government and State Wildlife Program managers think that the two issues are related. As it turns out, the change in time of day for the football games – like, for example, the ouster of the Superferry from local waters – isn't necessarily as altruistic as it might seem. Although "shielded" lights will eventually be installed at Kauai's football fields to allow the return of Friday night football (thank heaven!), the county is taking no chances and will reportedly set aside funds to cover potential federal fines for any birds that might go down during the games despite the new precautions. It doesn't stop there: the (squeaky clean) local diesel power plant that supplies electricity for the island will have to do its part, too. All lights will have to dimmed in the event that birds are spotted flying in the general vicinity of that facility. Cruise ships calling at this island paradise will also have to "darken" ship when birthing and local residents will turn off all outdoor lighting between 9 PM and 6 AM every night.

Okay: I made up all the stuff about the power plant, the cruise traffic and local houses. I sure had you going for a minute, though. Nevertheless, the situation nicely sums up the high bar one must clear – depending, of course, on who you are and what your motives might entail – to get permission to do anything within spitting distance of the island. The superferry concept, EIS or no EIS, never had a chance.

USCG Ramps up Enforcement, Defines Policy and Gears up for a Busy Autumn

It is official: the United States Coast Guard will deny entry to all substandard foreign flagged vessels operating in United States waters. Issued on 1 September, a new policy letter (10-03) sets forth specific requirements for ships in U.S. waters, including compliance with United States regulations, international Conventions and other standards. The Coast Guard says, in part, "…over the past several years there have been cases where foreign flagged vessels have been repeatedly detained by USCG Port State Control Officers for significant safety and security non-compliances and substandard conditions. In each case, the vessel's Flag administration was notified and the substandard conditions were corrected; however, the underlying causal factors for the substandard conditions may not have been identified and/or adequately addressed as would be expected if an effective and properly implemented Safety Management System (SMS) was in place."

Ships can now be denied entry if three detentions within twelve months have occurred and if determined that failure to effectively implement the Safety Management System (SMS) may be a contributing factor to the sub-standard condition(s) that led to the detentions. Banned vessels will be identified the unique IMO number and will remain in effect until removed by USCG and the vessel's re-entry into US waters will be considered on a case-by-case basis by USCG Headquarters in Washington DC. I don't think that anyone, aside from the offending parties, could say that this is bad policy.

On the other hand, another potential policy change – this one involving Coast Guard recognition of foreign STCW certificates for employment on certain U.S. documented vessels – is not being welcomed with open arms by everyone. The proposed policy is laid out in a September 27 Federal Register entry. According to the Coast Guard, "Regulation I/10 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, (STCW) requires Parties to the Convention to establish procedures to recognize STCW certificates issued by or under the authority of another Party. In order to start this process, the Coast Guard is developing a policy regarding the United States' recognition of foreign certificates held by foreign maritime officers who may be employed on

some United States flag vessels. The Coast Guard is soliciting comments from mariners, industry, and the public to assist in development of this policy. The Coast Guard is particularly interested in identifying which United States flag vessels employ foreign citizens, the nationalities of these mariners, and the countries that issue their STCW certificates." Here at home, more than one U.S.-based maritime union is opposing the second effort. The International Organization of Masters, Mates & Pilots (MM&P), for example, has consistently opposed the employment on U.S. vessels of foreign seafarers holding foreign certificates. The most recent issue of MM&P's Wheelhouse Weekly magazine said, "Several years ago, however, a prior Congress waived, under very limited circumstances, the citizenship requirements for employment on some U.S. documented vessels, specifically Offshore Supply Vessels (OSVs) operating from foreign ports and Mobile Offshore Drilling Units (MODUs) operating beyond the waters of the U.S. Outer Continental Shelf. At present, the master of the vessel for which citizenship requirements have been waived has the sole discretion for determining the validity of foreign certificates and the qualifications of a foreign seafarer." The article went on to insist, "The MM&P position is that, in the limited circumstances where citizenship has been waived, the Coast Guard should make the determination as to qualifications using the STCW Convention and Code provisions. This includes compliance with the requirements of the Convention regarding standards of competence and standards of training and certification quality." MM&P also said that foreign seafarers should meet other U.S. requirements applied to U.S.-credentialed seafarers, including but not limited to U.S. requirements pertaining to drug testing, driver record check in the country of domicile for DUI, background check for a Transportation Workers Identification Credential (TWIC) and medical examinations under U.S. procedures and standards. Any other approach, according to MM&P, "would discriminate against U.S. seafarers."

Today is the last day that the Coast guard will accept comments on the matter. To submit a comment, you can go to http://www.regulations.gov, click on the "submit a comment" box, which will then become highlighted in blue. In the "Document Type" drop-down menu, select "Notices" and insert "USCG-2010-0797" in the "Keyword" box. Click "Search," then click on the balloon shape in the "Actions" column.

More than a few comments have already been logged. I can't argue with MM&P's insistence for foreign mariners to comply with domestic rules, especially when it comes to the new medical NVIC (04-08) already in place and creating headaches for U.S. mariners as they try to renew their documents. It only seems logical that if we are going to ensure "compliance with United States regulations, international Conventions and other standards" when it comes to foreign flag ships then we can insist on the same standard for foreign mariners who might be afforded the privilege of sailing on U.S. flag boats. Beyond this, the contemplated rules appear to be unclear as to which type of vessels foreign mariners might be accepted for employment. For Jones Act advocates, the policy changes look like just another attempt to weaken the nation's cabotage laws. Let's hope not.

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The Indian Navy is
Shopping for 41 Warships

As part of the modernization spree the Indian Navy will acquire 41 vessels in five years

In the next five years the Indian Navy will acquire 41 new vessels to effectively neutralize any kind of threat from the seas informed Vice Admiral Ganesh Mahadevan, the Indian Navy's Chief of Material while delivering the keynote address at the "Life Cycle Support for Ships and Submarines" seminar organized to commemorate 275 years of the Naval Dockyard in Mumbai last week. The acquisition will include two aircraft carriers, submarines, destroyers, frigates, and smaller crafts.

"The addition of new warships is critical as they are expected to serve the country for the next 25 to 50 years", he stated. "This will a part of extensive modernization program to be undertaken by the Navy during the coming decade."

The Governor of Maharashtra, K Sankarnarayanan while inaugurating the seminar pointed out that the threat from the seas had taken a new dimension after the terror attack on Mumbai on November 26th, 2008. "These challenges call for increased and effective naval presence not only at places far removed from the base ports but also to sustain ships at sea for longer duration. Substantial portion of India's industrial and economic activity, including nuclear power stations and the offshore oil and gas fields installations were based in and around the sea within 200 km of the country's coastline."

(Photo Credit: India Government)

GRSE waterjet fast attack craft INS Chetlat, during the Commissioning ceremony, at Chennai on February 16, 2009.

The defense ministry has been shopping for submarines to augment its ageing fleet. Several submarine makers have been approached including those in Russia, France, Germany and Spain. There are plans to buy six submarines immediately. But the proposal by the ministry to have these made by two leading private companies, viz Larsen & Turbo and Pipavav shipyard had been shot down by the Navy.

Top naval officers who gave presentations at the seminar stressed the need for securing greater private participation for repairs and maintenance of vessels. They pointed out that with the Indian Navy having to play an increasing and divergent role requiring prolonged overseas deployments of naval combatants the need for life cycle support to ships and submarines has become a vital issue. "The navy is looking to developing a strong partnership with local industry which could provide it with not only the state of the art technology but also act as a technology enhancer," said Vice Admiral Sanjeev Bhasin.

Over the years the naval dockyards have know to have built a great reputation for imbibing technologies sourced from all parts of the world and maintaining the equipment in operational state despite severe logistic constraints and lack of adequate technical documentation. Uncertainty of spares, impediments experienced in inventory management, need for reducing downtime during repairs have been some of the features the navy has been grappling with.

Posted by Joseph Fonseca on Maritimeprofessional.com

2010: A Year Seafarers Would Rather Forget with
Crew Shortages, Pirates & Wages

The Year of the Seafarer is drawing to a close, but there is no end to the many serious issues facing those who choose a life at sea.

Topping the "issues of concern" list is the massive order book of newbuildings that is fast creating a chronic shortage of crew. For instance, in the container shipping business, the third quarter saw 468,000 TEU capacity delivered, the highest quarter on record, according to market intelligence outfit Alphaliner. And that is just the container sector. The order book for bulkers, tankers and gas carriers may not extend as far out but they have also been shopping for ships. The Seafarers Committee of the Asian Shipowners' Forum held its 16th interim meeting in the Chinese port of Qingdao last week and this was one of the chief concerns. The ASF controls around half of the world's cargo carrying fleet, so it is not an organization that can be easily dismissed. Its members include shipowners from all the maritime heavyweights in the region. A shortage of seafarers has been a problem for some time, but it has been exacerbated by a cut back in training during the global financial crisis when so many ships were laid up and trade vanished. Now that business is booming again and the deferred deliveries are piling in to service, the search for crew has intensified. Carriers and ship management companies are urgently recruiting and training crew to cover the shortfall.

What worries the ASF, however, are the consequences of too rapid promotion. It takes at least a decade to train a chief engineer or a master, and the training in that period has to follow strict guidelines. The forum urged shipowners and managers to consider implementing a stringent process of post-qualification sea time and a proper appraisal before promotion. Piracy was another headlining issue at the Seafarers Committee and the joint statement called on the United Nations and the IMO to make greater efforts to protect ships and crews as they transited pirate infested and treacherous waters.

The committee also expressed "serious concern" at a proposal by the International Transport Workers' Federation (ITF) to unilaterally determine crew costs of national flag vessels. The ASF statement said the determination of seafarer wages was a matter of negotiation between the shipowner and seafarer. The Committee reiterated its position that the employment conditions of seafarers should be consistent with the market, economic and living situation of the country in which a seafarer lives. Even though the influence of the ASF is increasing as the maritime world grudgingly accepts that the centre of gravity in the shipping business is now solidly in Asia, the concerns over seafarers will not be easily solved. The Year of the Seafarer may officially end on December 31, but the issues of concern mentioned above will be sure to headline the Seafarers Committee agenda for many years to come.

Posted by Greg Knowler

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Seasnake Set to Slither into Indian Waters

It is said that a prophet is not accepted in his own country. This could be said about the Seasnake concept which was created more for meeting the challenges of the water transport industry in the U.S. but has generated a lot of interest in India. Heading the list is Infrastructure Leasing & Financial Services Limited (IL&FS), one of India's leading infrastructure development and finance company.

"We are in talks with Seasnake World Wide Marketing LLC," confirmed Capt K. P. Rajagopal, Sr. Advisor of IL&FS Maritime Infrastructure Company Ltd which is building two shipyards in the country one at Cuddalore in Tamil Nadu and another at Nana Layja Shipyard in Gujarat. "We see a lot of prospects for Seasnake in India especially for ports with shallow draft of 5m. These ship trains can bring in the same quantum of cargo as the conventional vessels at reduced costs without having to dredge and build extensive infrastructure. Compared to dead weight of present vessels to dead weight of Seasnake train the steel requirements is 20% less and may even go up to 30% as the cross section is circular. Thus the cost comes down by that much." However, he was not willing to give more details because the discussions were at a crucial stage.

Michael G. Okash, President and CEO of Seasnake who was in India last week said, "We have been in talks with other players in the field and they are interested in building the Seasnake trains as it will find great use in the coastal and inland waters. It is a concept for marine transport of liquid, dry bulk, containers and other inter-modal cargoes using a train of cargo modules in an articulated arrangement."

(Photo Credit: Seasnake Worldwide Marketing)

The concept ship works like a seatrain on water, with a forward traction unit, two to six detachable cargo barges and a powered "caboose." Suitable for low draft waters, it can be split into sections making it suitable both for inland and coastal waters. The barges -- which can carry dry or wet bulk or containerized cargo -- connect with a ball and socket system and utilize stabilizing bumpers. They can be individually delivered into most harbors. Being ballast free Seasnake eliminate the threat of introducing invasive species.

The design of Seasnake's cargo moduels can be tailored to meet a broad range of cargo handling and special use needs. There are virtually no limitations to the diversity of cargo type or the cargo handling designs that can be incorporated into the Seasnake cargo module.

Mr. Okash claimed that at sea, the Seasnake has similar speed and power characteristics of a ship and under simulation has been found to be able to handle severe open ocean storm conditions. Unlike a ship however, the Seasnake cargo modules can be moored in a port for load or discharge over a much longer period than would be practical for a ship. This can significantly reduce demurrage and expand market opportunities.

With the government thinking in terms of reducing the pressure of transporting cargo on the railway and roadway system by shifting more of the cargo on to the water transport system operators could find the Seasnake a good alternative. Perhaps what is US loss could well be India's gain.

Posted by Joseph Fonseca on Maritimeprofessional.com

Coos Bay & Vancouver Win the Lottery

Surprise Recipients of Tiger Grant Money

To be woken up and told to be at work to receive a check for $13.5 million must be one of the more pleasant surprises in anyone's career. That is what seems to have happened to Jeffrey Bishop, CEO of Coos Bay port in Oregon.

Surprise it certainly was. The area congressman called it "amazing" and a port official said they were told only when they got to work. The Tiger II grant money will help pay for repairing the 133 miles of rail serving the area, three years after the link was closed because of an unsafe tunnel.

This federal largesse shows that ports have no way of divining how Washington works. Coos Bay had begun to think that its cause was dead in the water and was pondering how to come up with the money.

Another unexpected recipient is Vancouver port in Washington, which gets $10 million, also for a rail-road project.

They are two out of seven ports getting almost a quarter of the $557 million infrastructure money under the new Tiger. Top of the list were Miami and Los Angeles.

Both are heavily bulk and breakbulk dependant. Coos Bay handles 3 million tons a year, mostly lumber and wood pellets, and gets 240 vessel calls a year. Vancouver gets 400 vessel calls, while grain accounts for 70 percent of exports and the overall volume split is 80/20 in favor of exports. (Curiously, the port promotes itself as being the only one in the US with two 140-metric ton Liebherr mobile cranes. Is this because they are mobile or because of some other distinction?).

Together, the two make up a strange target for the diminishing amount of Tiger money. A random poll among port execs would probably not have put them in the top 10 of likely winners in the lottery.

Obviously, basic politics comes in. There is probably a tie-up with the November elections and a quid pro quo. (Some Washington DC lobbyist or lawyer gushed in a "doh!" moment about the feds paying attention to freight in the Tiger allocations.)

Aside from this, both deal mostly in exports – one of President Obama's goals is to double exports – and both are bulk orientated. Those would seem to be the clinchers in both cases. They are also a pointer to the way the US economy has changed. Now, it's all about primary and raw material exports, unthinkable 20 years ago when finished goods ruled the roost.

Posted by Martin Rushmere on Maritimeprofessional.com

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

Yale Loups

Yale manufactures LOUPS of Ultra High Molecular Weight Polyethylene. These become remarkably strong yet remain quite light and flexible. The LOUP pictured is rated at 200,000 lbs vertical and 1 million pounds breaking. Since it's not one big rope, but a series of smaller ropes inside, it's able to bend over small pins without damage. Depending on their service LOUPS may be protected with various chafe materials or can be made to float if an advantage. For a LOUP designed for your specific application contact Yale.

Four-Leg RIB Boat Slings

These slings were developed in conjunction with NSWC Carderock Division to handle RIB Boats. The goal was to eliminate wire rope from existing slings,

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Omega

First global radio-nagivation system

The Omega radio-navigation system was originally designed by the US Navy for use in military aviation. Its value to maritime navigation soon became apparent and that eventually became its predominate use. The system consisted of eight transmitting stations, located in Bratland, Norway; Paynesville, Liberia; Kaneohe, Hawaii; La Moure, North Dakota; Chabrier, Reunion Island; Trelew, Argentina; Woodside, Victoria, Australia; and Shushi-Wan, Tsushima Island, Japan. A developmental station was built in Trinidad, but eventually was replaced by the station in Liberia. Transmissions commenced in 1968. Omega was officially terminated on September 30, 1997. The system operated in the very low frequency (VLF) range, requiring extremely high transmission towers. Some to the towers were the tallest ever constructed on the continents where they were located. In this frequency range, though, the signal could circle the earth. This meant that ships and aircraft in remote parts of the world could, for the first time, utilize radio-navigation to assist in determining position. Omega was not particularly precise, having an advertized accuracy of four nautical miles, but that was sufficient for many uses, particularly when the only alternative was celestial navigation. By the 1990's, Omega fell out of favor as GPS receivers became widely available. Several Omega sites remain operational, now used to transmit signals to submerged submarines.

Posted by Dennis Bryant on Maritimeprofessional.com

Rising Rates & Ruthless Revenue Protection

How to Make 2010 a Good Year

Third quarter financial results are coming in and they make some very happy reading for container line executives.

The biggest smiles will be reserved for the strongly improving revenue per container over the past nine months. Hong Kong-based Orient Overseas Container Line (OOCL) reported a very satisfying 31 percent increase in average revenue per container for the year. In the last quarter along the revenue per box was almost 43 percent higher than in the same period last year.

Year-to-date revenue was up 50 percent, with the last quarter revenue topping 65 percent. At Singapore-based APL the results were equally impressive. Third quarter revenue was up 60 percent and the first nine months' revenue was up 50 percent. Both carriers expect to end the year in fine shape. Most of the worlds other top carriers are in exactly the same position. Of course, the comparisons with last year are favourable because business was so bad in 2009, but the rapid improvement shows how utterly reliant the asset-heavy industry is on good freight rates.

That sounds obvious, because it is, but it also explains why the carriers are so ruthless when it comes to slapping on surcharges at the drop of a problem. The margins are so thin and the operational costs are so high that the lines are not interested in shouldering even the slightest increase in costs. And when it comes to a container shipping line with revenue protection on its mind you have to get up pretty early to beat them.

Consider this release by Maersk a couple of days ago.

"The water level on the Amazon river has depleted considerably in recent weeks. As a result of this, vessels have been forced to reduce their capacity intake by almost 50 percent, a move which has led to immense cargo build up in Panama and disrupted normal trade flows," the statement said. "In response to this situation, Maersk Line will introduce an Emergency Draft Surcharge effective of US$500 per TEU, valid from 18 October 2010 on all shipments to Manaus, Brazil." It is maybe a bit much to expect a line manager to keep an eye on the water levels up the Amazon River, but this emergency draft surcharge is likely to raise even the most botoxed of eyebrows.

Posted by Greg Knowler on Maritimeprofessional.com

Capacity Management to Stay

Research outfit Compair Data raised an interesting point in its latest report, titled Taming Cyclical Rates.

It asked whether carriers would continue to use capacity management tools they adopted in 2009 to cope with the vanishing trade, or retreat to familiar patterns of over-deploying allocated capacity. Back then, the limiting of capacity to keep rates from disappearing through the floor by sending surplus vessels to lay-up and slow steaming on the two major trade routes was the key move by the carriers. It is now pretty much standard operating practice on the transpacific and Asia-Europe trades. However, if predictions of weak demand in 2011 are wrong – it has become difficult to predict demand with any accuracy over the last year – and business improves sharply, the container lines may have to start pulling ships out of slow steaming strings. Some of these slow-moving services use an additional two vessels. Those ships taken out of the slow steaming strings could be deployed on other trade lanes, or on new services added to the major east-west trades they were pulled off, and happiness would return to the kingdom. Speeding up ships and ending slow steaming would probably be a welcome relief to most shippers. "Probably", because many shippers will have already reconfigured supply chains to accommodate longer voyage times. But shorter transits make the managing of inventory a lot easier. But it is highly unlikely slow steaming will be scrapped. Enormous amounts of capacity have been allocated to the two major trades – transpacific and Asia-Europe. Demand will have to increase substantially before slow steaming could come to an end because it would free up scores of vessels that would then cascade into the other trades. It would be like chaining freight rates to an anvil and dropping it off the poop deck. A growing unwillingness to lay up ships will add to the problem. Carriers are not prepared to store their ships in barnacle bay while their competitors help themselves to the market, and anyway, exports out of Asia may drop but never to the crazy levels of late 2008/early 2009. Just look at Maersk. The Danish carrier is temporarily withdrawing an Asia-North Europe service – 10 percent of its capacity on the route – but insists that no vessels will be laid up. So expect freight rates to continue falling as we approach the end of the year. A rush to get orders out before the mainland shuts down for Year of the Rabbit celebrations in the first week of February means we will probably see a spike in demand early in the year, and that will be good for liner business. But it won't last. Rising labor costs and a stronger yuan will continue to eat into exports with US consumer demand expected to remain weak into next year.

A growing unwillingness to lay up ships will add to the problem

Posted by Greg Knowler on Maritimeprofessional.com

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First Starbucks @ Sea
It appears that coffee goliath Starbucks has gotten its sealegs, announcing the first ever "Starbucks at Sea" aboard Royal Caribbean new Allure of the Seas, the world's largest cruise ship. Given the global penetration of the coffee-making master, it is somewhat of a surprise that it took this long! (See full coverage of this fascinating new ship in the December 2010 "Great Ships" edition of *Maritime Reporter & Engineering News*.)

Katrina Claims Against Dredgers Dismissed
The U.S. Court of Appeals for the Fifth Circuit affirmed the dismissal of claims filed by Hurricane Katrina flood victims against private companies that operated 22 dredging vessels along the Mississippi River Gulf Outlet (MR-GO) pursuant to contracts with the US Army Corps of Engineers (USACE) in the years preceding the hurricane. Petitioners alleged that several levee systems along the outlet failed during the hurricane as a result of negligent maintenance dredging operations by the private companies. The dredging companies had each filed complaints for exoneration from or limitation of liability. Those complaints and the various petitions were consolidated for this action. The court held that the dredging companies owed no duty to the claimants because the devastation caused by Hurricane Katrina was not a foreseeable result of the allegedly negligent conduct of any of the limitation petitioners. In re Great Lakes Dredge & Dry Dock, No. 08-30738 (5th Cir., October 14, 2010).

(Source: Bryant's Maritime News)

APL Joins Clean Air Program in New York Harbor
APL volunteered to burn cleaner fuel in every vessel calling at the ports of New York and New Jersey. The agreement is part of a Port Authority program designed to curb emissions in New York Harbor. Under the plan, APL vessels will use low-sulfur fuel in auxiliary generators while berthed. "We have been leaders in implementing clean-air measures on our ships," said Gene Seroka, APL President in the Americas. "Bringing this effort to New York Harbor is a logical step for us." Earlier in October, APL joined a low-sulfur fuel program at the Port of Hong Kong. It has long been part of similar programs at the ports of Los Angeles, Oakland, Seattle and Vancouver, British Columbia. The Port Authority will reimburse 50% of the added cost APL incurs, to help compensate the higher price for low-sulfur fuel.

Antonini:
Overcapacity is the Biggest Problem

In addressing a conference in Nan Tong, China, which included 120 of the world's leading shipbuilding executives from Japan, Europe, China, Korea and USA (JECKU), CESA Honorary Chairman and Fincantieri chairman Corrado Antonini said in his keynote speech: "Despite signs of recovery in global shipping, the situation of most shipyards in the world remains difficult as orderbooks still continue to decline while international experts estimate that at best only 50% of the newbuilding capacity could be utilized in the next 10 years. So overcapacity remains the biggest problem of our industry and we have to take the responsibility of adapting our offer to the reduction in demand which we will have to face for several years to come."

While current market conditions present a number of challenges, Antonini sees opportunities, too, particularly in regards to ever more stringent demands regarding environmental rules worldwide.

"At various international fora, there has been an increasing demand for tightened environmental regulations and a push for a greener fleet," Antonini said. "Such change opens opportunities for companies that anticipate the new trend. We will need to face technical challenges of new designs and configurations. We will need to look into new markets such as off-shore, wind energy and CO2 capture and storage."

We will need to look into new markets such as offshore, wind energy and CO2 capture and storage.

Subsidy Fight: 20 Years and Running

With a challenging global economy, too much capacity and ever tightening environmental rules souring the future prospects of commercial shipbuilding, Antonini noted that perhaps the biggest threat to a global balance is the matter of a worldwide stance on the use of shipbuilding subsidies, a fight that has been largely fruitless for more than two decades.

"In parallel, I would also like to call upon the shipbuilding leaders attending this meeting to take their share of responsibility, to put in practice the lessons learnt from the past, and ask for more cooperation at the political level to the benefit of our future prosperity as industrial community," Antonini said. "I make specific reference to the OECD activities. If we, the global industry leaders, do not pass a strong and clear message to our respective governments, they will not be able to agree on a fair and balanced instrument to help our industry.

We believe that an international discipline on subsidies and pricing would, particularly in these times of crisis, be of great value to ensure a return to healthy market conditions. Unfortunately, WP6 has not been able so far to generate any constructive result. Today, unless the November meeting reveals major changes, we must realize that the prospects of an international agreement to establish normal competitive conditions in the global shipbuilding market appear, at least for the foreseeable future, no longer realistic."

JECKU: Global Shipbuilding Leaders Address Challenges

One hundred and twenty leading executives from the major shipyards from Japan, Europe, China, Korea and the U.S. (JECKU) held a conference to exchange views on global economic development, supply and demand prospects as well as important technological and regulatory developments to improve the environmental performance of ships.

The conference conclusions by Chairman Guanggin Zhang from the China Association of National Shipbuilding Industry highlighted that although confidence in the sector is slowly returning it would take still some time for the world shipbuilding industry to recover from the great impact of the world economic crisis.

The European delegation, led by CESA Honorary Chairman Corrado Antonini, emphasized the deep concerns regarding the massive over-supply, which could depress global shipbuilding and shipping markets from years to come. Antonini urged all delegates to advocate serious cooperation within the OECD to address this situation. Europe also promoted a common push for bringing more efficient and cleaner ships to the market. In CESA's view, emission reductions at the level of 30% can be achieved for the global fleet by 2030.

Despite differences in the general views of the delegations on various topics, the gathering of the main industry leaders from around the world is a much appreciated opportunity to further expand on a common understanding.

In Nantong and nearby Shanghai area hundreds of very large brand new shipbuilding and component manufacturing facilities have been erected, supplying mainly European customers in the tanker, bulk carrier and containership market. Contrary to the continued credit squeeze in Europe, investment capital for domestic ship construction is available from private and in particular state-owned banks in China.

Waller Marine Delivers to Venezuela

Waller Marine, Inc delivered two large steel caissons to clients in Venezuela to be used for closure of a basin that is under construction at the Tacoa floating power generation facility. The caissons, each having dimensions of 115 ft. in length, 16 ft. in width and standing 26 ft. high will be installed at the entrance of the basin that will house the two 170 MW power barges constructed by Waller and now undergoing pre-commissioning activities at the site. The caissons will protect the power barges from wave and tidal action from the sea. Waller designed and constructed the caissons under an EPC contract with Geohidra of Venezuela and constructed the units to class by Germanischer Lloyd at the Signal International yard in Orange, Texas. Weighing some 450 metric tons each, the caissons are fitted with a ballast system that will permit their positioning and sinking in place and their future removal and replacement when the basin is extended for installation of a future steam cycle power barge that Waller is currently designing.

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One for the Record Books

The cruise ship AIDAbella broke a Guinness World Record and is now the largest cruise ship ever to pull a water-skier. The world record was set in early October off the Spanish coast in the Bay of Alicante. In the shallow waters during the early morning sunshine, Jan Schwiderek, a reporter for the TV show "Galileo," skied behind AIDAbella at

a speed of 14 knots for a time of precisely 6 minutes and 25 seconds. Using a "flying start," Schwiderek stepped onto his skis from a speedboat driving at full throttle. The cruise passengers watching the spectacle from the outside decks and AIDA Captain Josef Husmann were amazed. "I've never witnessed anything like this before as a captain. It's absolutely fantastic that we actually brought it off," said Husmann.

Wärtsilä, Deltamarin Debut New Ferry Family

Estimated to result in cost savings of approximately 15%

Wärtsilä and Deltamarin introduced a new series of ferry designs. The companies identified the need for a rational approach to ferry design, and to the entire newbuilding process, as ferries are a niche market and represent less than 1% of the world's shipping fleet. Most ferries have a unique design, which is produced according to the special characteristics of each route, highly diverse passenger and freight requirements, and the owner's own business model. This diversity results in very high prototype costs for each vessel, to the extent that ferries may be hard to trade and finance. However, standardization has seldom been the answer, and has usually led to sub-optimal ships with low profitability.

From an environmental point of view, in the future ferries will have to operate using less fuel and creating lower emission levels. This can be achieved by benefiting from state-of-the-art design improvements, through optimizing machinery and systems, and by implementing the latest innovations in propulsion technology. The breakthrough claimed by Wärtsilä and Deltamarin is the development of the Parametric Design Method. The intention of this method is to allow designers to make a clear distinction between the marketable and non-marketable features of a vessel. For example, the size and architecture of the passenger accommodation and recreation areas are marketable features of a ship, and can be tailored to each customer's particular needs. On the other hand, the construction of the ship – the engine room layout, piping and ventilation, power, navigation and automation systems can all be designed using a more industrial method. By modularizing and parameterizing these elements within the ship, the same benefits can be utilized in subsequent ships without them becoming duplicates.

The savings resulting from use of the parametric approach will be considerable, both in the initial investment as well as in operational costs. The industrial engineering of ship systems, and the serial effect created from pre-designed modules, are estimated to result in cost savings of approximately 15%. On the Web:

www.wartsila.com
www.deltamarin.com

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Court Ramsay, *President & CEO - Aries Marine Corporation*

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Noble Bully II Drill Tower

On September 27, 2010, the drill tower for the Noble Bully II drill ship left the Huisman quay in Schiedam heading for the Keppel Shipyard in Singapore, where it was expected to arrive early November. Huisman, the Dutch–based specialist in heavy lifting, pipelay and drilling equipment, designed and manufactured the drilling tower and related cranes, pipe, riser and BOP handling equipment. Apart from the drilling tower, Huisman also delivered all equipment for the handling of drill pipe, casings, marine risers, subsea and surface BOPs and X-mas trees, the riser tensioning system, both deck cranes and both drillers cabins. With the equipment come all power systems as well as an integrated control system which also controls third party equipment. This equipment has previously been shipped to Keppel Shipyard in Singapore.

MSC Reconfigures Tanker Fleet

The fleet of tankers operated by the U.S. Navy's Military Sealift Command is being reconfigured to meet fuel requirements in support of U.S. forces worldwide. This seagoing force of government-owned and U.S.-flagged chartered ships is acquiring a new chartered ship, MT Empire State, as two government-owned ships complete their service to the command.

The newly built, U.S.-flagged Empire State came under charter to MSC for up to five years today and will operate worldwide carrying refined petroleum products for DOD, primarily between commercial refineries and DOD storage and distribution facilities. Empire State is owned and operated by a private shipping company under contract to MSC. Built at General Dynamics, NASSCO in San Diego, the double-hulled Empire State is 600 feet long and has a cargo-carrying capacity of approximately 331,000 barrels. The ship's construction was completed in July 2010, at which time Empire State went to work for MSC under a short-term charter. A second State-class tanker is currently under construction at NASSCO and is expected to come under charter to MSC in early 2011.

Two of MSC's four government-owned tankers transferred out of service Oct. 1. USNS Paul Buck and USNS Samuel L. Cobb began their service to MSC in the mid 1980s, along with three other new-construction T-5 tankers that came under long-term charter to the command in 1985 and 1986. In 2003, MSC purchased four of those ships - Buck, Cobb, USNS Lawrence H. Gianella and USNS Richard G. Matthiesen. Since then, these ships have served as the core of MSC's tanker fleet along with an MSC-chartered shallow-draft tanker. "Our T-5 tankers have served us well for the past 25 years, and as they approach the end of their service lives, the State-class ships will allow us to continue to fulfill our requirements to transport fuel for the Defense Logistics Agency - Energy," said John Joerger, MSC's tanker project officer. DLA Energy procures and manages fuel for all of DOD.

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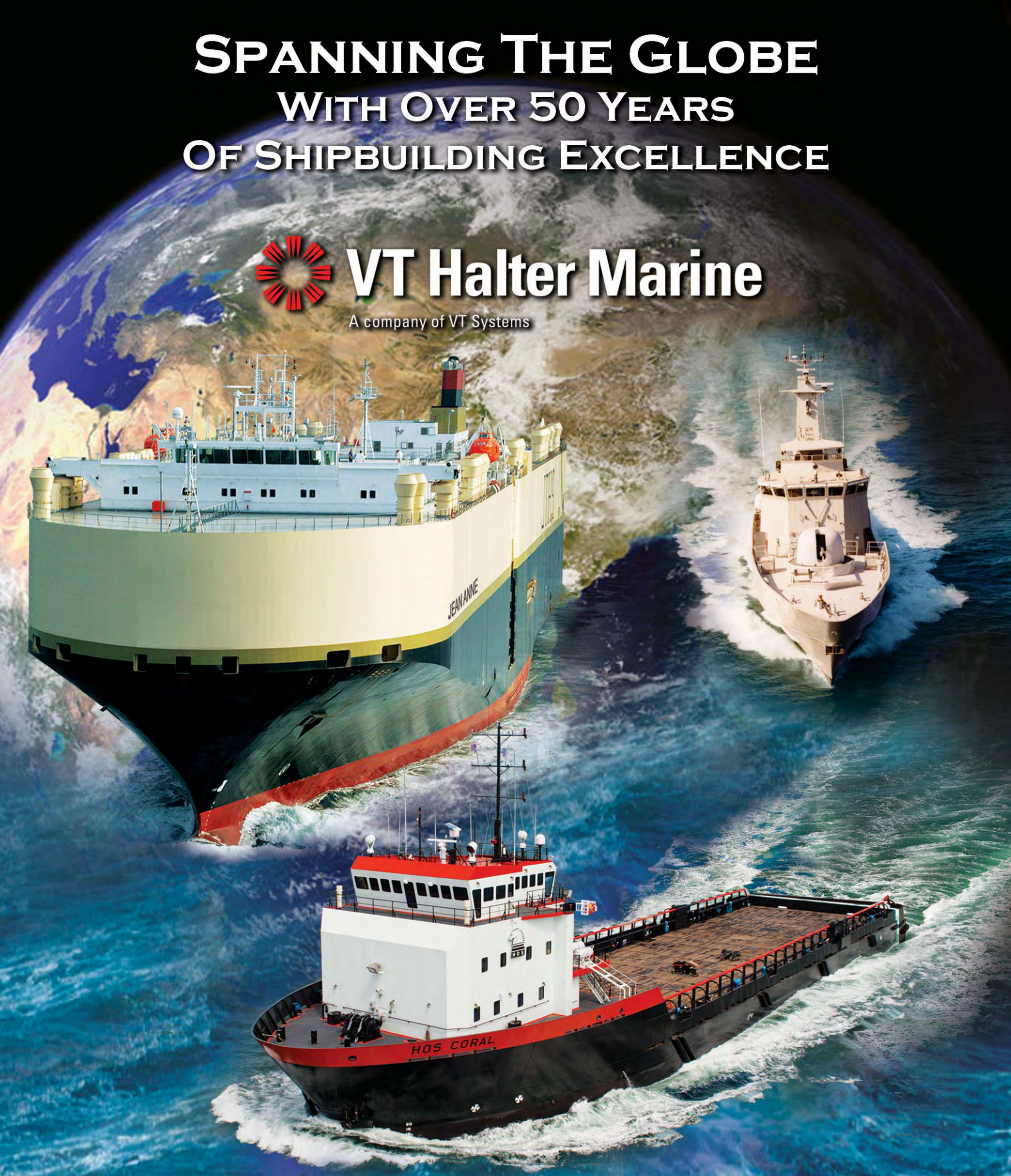

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Gung Ho About Nautical Language

Maritime charity launches campaign to salute seafaring generations for rich and dynamic linguistic inheritance

Have you ever given someone a wide berth, got carried away, let the cat out of the bag, been taken aback or started a clean slate? If so, it may surprise you to know that you're applying sayings which originated at sea. Maritime charity, the Royal Alfred Seafarers' Society, has launched a nationwide campaign designed to mark the Year of the Seafarer and to capture modern-day seafaring sayings, which will form part of the maritime linguistic inheritance that we perhaps unknowingly use every day.

As part of the campaign, the Society is teaming up with the author of naval slang and jargon guide 'Jackspeak' Rick Jolly OBE, a former Royal Navy surgeon-captain, to produce a new compendium of modern nautical terms for the next edition of his book.

The Society is calling on serving and retired members of the Royal Navy and Merchant Navy, fishermen and port workers nationwide to get involved in the 'Royal Alfred Gung Ho Language Workshop', inviting them to send in the modern words and sayings they use in everyday language, inspired by their time at sea. Suggestions can be submitted online at **www.royalalfredseafarers.co.uk**

- **The cat's out of the bag** – originates from the instrument of punishment in the Old Navy, the 'cat o'nine tails'. It would be taken out of its special storage bag before a flogging
- **Brass monkeys** – originates from the saying 'cold enough to freeze the balls off a brass monkey'. Freezing temperatures would cause the brass monkey, a plate beside each gun on a ship to hold iron cannon balls, to contract and some of the balls to fall off
- **Batten down** – meaning to prepare for trouble or bad weather, originating from ships 'battening down the hatches' when bad weather was expected
- **Splice the mainbrace!** - the order given on ships for everyone on board to enjoy an additional serving of rum as part of a traditional naval celebration. Nowadays this is used to describe a toast to Royalty
- **Three sheets to the wind** – originates from an old description of a square sail flapping almost uncontrollably in the wind; now often used to describe an inebriated person!

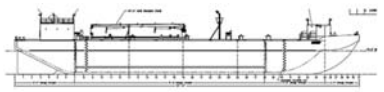
To post words and sayings to the Society, please send to: 'The Royal Alfred Gung Ho Language Workshop', Head Office, Weston Acres, Woodmansterne Lane, Banstead, Surrey, SM7 3HA.

Volvo Penta India Wins Large Order

Volvo Penta India won an order for 40 D12MH-350 engines from Sesa Goa for powering its iron ore barges which will ply in Mandovi & Zuari Rivers in Goa, on west coast of India. Volvo Penta is the first imported engine manufacturer in India to offer IRS (India Register of Shipping) approved engines. Sesa Goa is India's largest producer and exporter of iron ore in the private sector. As a first phase of their fleet expansion plan Sesa Goa will induct 20 barges powered by Volvo Penta 2 x D12MH-350 engines.

The IRS inspected engines will be delivered from October 2010 to March 2011. Volvo Penta is the first imported engine manufacturer in India to offer IRS approved engines. Sesa Goa themselves will build three barges and the balance will be built by Waterways shipyard, Goa and Vinayaga shipyard, Mumbai.

U.S. Barge Delivers Another Double-Hull



(Photo courtesy Harley Marine Services)

U.S. Barge delivered another petroleum barge to Harley Marine Services. The Barge Anne Elizabeth, designed by Elliott Bay Design Group, was christened on October 4, 2010 by her namesake, Anne Elizabeth Hall. Barge Anne Elizabeth measures 241 ft x 64.5 ft, with a depth of 23.5 ft. The barge has a carrying capacity of 31,500 barrels. The double-hulled barge is OPA 90-compliant, with vapor collection piping. The barge has two isolated cargo systems. The main cargo is intended to be fuel oil, and the auxiliary system will handle marine gas oil (MGO). All outfitting was completed in-house by U.S. Barge. Barge Anne Elizabeth is outfitted with a 65-ft, fixed boom and an 11 ton hydraulic crane with main and auxiliary winches. Hydraulic power is provided by twin pressure-compensated pumps with electronic clutches. The barge contains a state of the art monitoring system with tank sensors and alarms, and a vapor control system.

This new addition to the Harley Marine Services' fleet carries on their longstanding tradition of naming barges for heroes in the fight against cystic fibrosis. Anne Elizabeth Hall was born in 1997 and, shortly thereafter, was diagnosed with cystic fibrosis.

VT Halter Delivers PSV

VT Halter Marine delivered the second Platform Supply Vessel (PSV) for L&M Botruc Rental Inc. Construction of the vessel began in the second quarter of 2008. Like its sister ship, the PSV will carry supplies, deck cargo, and drilling fluids used to support offshore energy exploration and production. The vessel measures 230 x 56 ft., and 18 ft. in depth. PSVs are highly automated and contain sophisticated control and monitoring systems. Each vessel is equipped with a DP-2 that provides precise maneuvering capability using a combination of thrusters equipped with controllable pitch propellers.

First U.S. Offshore Wind Energy Lease

Secretary of the Interior Ken Salazar and Cape Wind Associates, LLC signed the nation's first lease for commercial wind energy development on the Outer Continental Shelf (OCS) on Oct. 6. The area offered in the lease is comprised of 25 square miles on the OCS in Nantucket Sound offshore Massachusetts. The 130 planned wind turbines could generate a maximum electric output of 468 MW with an average anticipated output of 182 MW. At average expected production, Cape Wind could produce enough energy to power more than 200,000 homes in Massachusetts. The site of the project on Horseshoe Shoals lies outside shipping channels, ferry routes and flight paths but is adjacent to power-consuming coastal communities. The Cape Wind energy project would be the first wind farm on the OCS, potentially generating enough power to meet 75 percent of the electricity demand for Cape Cod, Martha's Vineyard and Nantucket Island combined.

U.S. Coast Guard Authorization Act of 2010

About the Author

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On Friday, October 15, President Obama signed into law the Coast Guard Authorization Act of 2010 (H.R. 3619). This is the first such authorization act for the Coast Guard since 2006. The statute is lengthy (128 pages) and addresses a wide variety of maritime issues. This article will attempt to identify those provisions expected to have the most impact or of the most interest. I have grouped these provisions into broad categories, although there is some natural overlap.

(U.S. Coast Guard photo by Chief Petty Officer John Edwards)

President Barack Obama, accompanied by the first lady, commends assembled members of the Coast Guard Cutter Coho, Coast Guard Station Panama City and Coast Guard Aids to Navigation Team Panama City for their service to the country and for their response efforts to the Deepwater Horizon incident at the station, Aug. 14, 2010.

USCG authority and organization

The Coast Guard is provided specific authority to enforce the U.S. coastwise trade laws and its personnel are to be trained with regard to these laws. This provision is somewhat redundant, in that the agency, since its founding as the Revenue Cutter Service in 1790, has had this authority. This specific law enforcement mission has not been emphasized within the Coast Guard for many years, but that is about to change. Since the Coast Guard has more actual presence on the water than does the U.S. Customs and Border Protection (CBP), look for enhanced enforcement of these trade laws.

The authority to establish anchorage grounds and to enforce anchorage ground regulations is being extended from three nautical miles to twelve nautical miles offshore. In addition, the maximum penalty for violation of anchorage ground regulations is being increased from $100 to $10,000 (the penalty has not been

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changed in 100 years).

The statutory provisions for Atlantic and Pacific Area Commanders have been repealed. In their place, the Commandant is allowed to assign up to four Vice Admirals to positions of importance and responsibility (in addition to the Vice Commandant). At least one of the Vice Admirals must be experienced in vessel inspection, marine casualty investigation, mariner licensing, or an equivalent technical expertise in commercial vessel design and construction. The Commandant has since indicated that he will retain the positions of two Area Commands, with the Chief of Staff (now the Deputy Commandant for Mission Support (DCMS) and the Deputy Commandant for Operations (DCO) filling the other two Vice Admiral slots. Workforce expertise in prevention and response is to be enhanced and made systemic. Significantly, marine safety is finally established as a statutory mission of the Coast Guard. While the mission has been widely recognized, it was not, until now, codified.

Merchant mariner issues

Ship owners and operators and marine employers will be required to maintain mariner records for a minimum of five years after employment of the mariner ceases and make those records available to the Coast Guard upon request. Mariners may renew their licenses, certificates, and documents up to eight months before those documents expire and the renewed document will not be effective until the prior document expires. This is intended to eliminate unintended creep of licensing periods, where the old license expired as soon as the new license was issued. Facility security plans will be required to include provision for seaman's shoreside access at no cost to the individual. States will be limited in their ability to tax the income of mariners who serve on vessels operating in more than one state. Mariners and ship owners/operators will be granted immunity from prosecution for reasonable use of force in defending the vessel against attacks by pirates. This particular provision is of minimal efficacy since it does not apply to prosecutions by foreign nations.

Marine safety

In an effort to make commercial fishing less hazardous, larger fishing vessels will be subject to stability and load line requirements and safety requirements for fishing vessels in general will be enhanced. Vessels will be required to maintain logbooks regarding watchkeeping and hours of service as part of an effort to reduce fatigue among mariners. The statutory tonnage limits on offshore supply vessels (OSVs) are being eliminated.

Maritime security

The Coast Guard's program for citizen involvement in maritime security – America's Waterway Watch – has been given Congressional approval. The foreign port security assistance program has been enhanced, with the Coast Guard given clear authority to assist foreign ports in meeting international security requirements and to blacklist ports that refuse to allow USCG examinations. Waterside security of especially hazardous cargo (particularly liquefied natural gas) is to be enhanced. In light of the November 2008 terrorist attack in Mumbai, India, further analysis of the threat of small boat attack is mandated. A program to standardize port security training and certification is being established. The Department of Homeland Security (DHS) is directed to implement a program for risk-based allocation of maritime security resources. With Coast Guard coordination, state and local agencies will be authorized to enforce port security zones.

Environmental protection

The Coast Guard is directed to take steps to reduce the risk of spills during oil transfers to and from tank vessels. These measures may include a requirement for placement of boom around the tank vessel prior to the transfer operation. The definition of "higher volume port area" is expanded to include the entire Strait of Juan de Fuca out to Cape Flattery. The designation previously stopped at Port Angeles. As a result, additional response equipment must be deployed in this area.

Tug escorts will be required for laden double-hull tankers in Prince William Sound. Additionally, the Administration is directed to negotiate with the Government of Canada in an effort to require tug escorts for tankers transiting the Strait of Juan de Fuca and associated waters. The requirement to provide evidence of financial responsibility to respond to an oil spill is being extended to tank vessels of over 100 gross tons. Previously, tank vessels of between 300 and 100 gross tons were exempt from the certificate of financial responsibility (COFR) requirement. As of January 1, 2011, the owner

(U.S. Coast Guard photo by Lt. Todd Vorenkamp)

A Coast Guard 25-foot response boat enforces a security zone on the San Francisco Bay for Fleet Week 2010 festivities, Saturday, Oct. 9, 2010.

(U.S.C.G. photo by Petty Officer 3rd Class Tara Molle)

Coast Guard Petty Officer 2nd Class Christopher Hartman and Petty Officer 2nd Class Ryan Cross pose with their dogs Evy and Tomas, April 22, 2010.

(U.S. Coast Guard photo by Petty Officer 3rd Class Melissa Leake)

of the cargo oil transported in US waters in a single-hull tank vessel will be included as a responsible party for purposes of the Oil Pollution Act of 1990 (OPA 90). The Authorization Act also includes provisions implementing for the United States the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001.

Planning and Studies

The Coast Guard is directed to conduct a study of positioning systems that might be supplemental to the global positioning system (GPS). This sounds like an attempt to revive Loran (or eLoran). An assessment is to be conducted of issues related to Arctic marine shipping. Development of domestic transportation policies in the Arctic is to be coordinated by the Committee on the Maritime Transportation System. A study is to be conducted of blended fuels and the impact of their use in the marine industry.

Miscellaneous provisions

The terms of the various Coast Guard advisory committees that had recently expired or were about to expire have been renewed.

The Coast Guard has been directed to report to Congress on the status of the various rulemakings mandated by the Federal Water Pollution Control Act (FWPCA) and OPA 90 that have yet to be completed. A provision regarding crew wages on large passenger vessels includes a cap on penalty wage awards and an authorization for deposits of wages of seamen into bank accounts with the written permission of the individual crew member.

This summary does not address all provisions of the Authorization Act and does not attempt to include all the implications of those that are discussed. It does, though, provide a starting point for examination of this lengthy and important statute.

The U.S. Coast Guard Cutter Waesche, the second National Security Cutter, passes the Coast Guard Cutters Morgenthau, Sherman and Boutwell, all 378-foot cutters, while preparing to moor at Coast Guard Island.

Maritime Responder

Obligation & Liability

About the Author
Jeffrey S. Moller is the leader of Blank Rome's Products Liability, Mass Tort and Insurance Litigation Practice Group. He has successful representations in shoreside toxic tort and environmental contamination cases.
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It will surprise very few mariners or maritime executives to learn that legal issues pertaining to the Deepwater Horizon spill are front and center with maritime lawyers these days. In the course of developing an agenda for the upcoming meeting in Houston of the Maritime Law Association, the issues surrounding liability and/or immunity of spill response contractors has emerged. One driver for the discussion is the fact that several such contractors have found themselves targets for claims brought by individuals, businesses and municipalities affected by this spill, despite the fact that such responders have a degree of immunity under the terms of the Federal Water Pollution Control Act, as amended by the Water Pollution Act of 1990. But there are other federal statutes and general maritime law decisions which bear upon the issues of the duty to respond to maritime casualties and the potential liability exposure for such responders.

Mariners have long understood that a moral, if not legal, obligation is upon them to render assistance to persons in peril at sea. The general rubric is that the master or person in charge of a vessel is obliged to assist others in danger unless rendering such assistance would place his/her own vessel, crew or passengers in serious danger. This notion was ultimately placed into positive federal law by Congress, and is now found at 46 U.S.C. §2304(a). That statute sets up a criminal penalty of $1,000 or imprisonment for not more than two years for its violation. The duty does not extend to saving property, but to saving "any individual found at sea in danger of being lost." A companion statute pertains to the obligation of master or individual in charge of a vessel which has been involved in a marine casualty. 46 U.S.C. §2303. Again, the obligation is phrased in terms of rendering assistance to "each individual" affected by the marine casualty. A criminal penalty of similar size applies and the vessel is potentially liable in rem to the United States Government for the fine. Interestingly, Section 2304 contains an exception for vessels of war or vessels owned by the United States Government dedicated to public service. Therefore, U.S. Naval vessels or Coast Guard vessels are obliged to render assistance to individuals only when the U.S. vessels have been involved in a marine casualty that put the individuals at risk. (Other general maritime law rules and statutes apply to the Coast Guard's obligation to undertake search and rescue missions, of course, there being a well-recognized rule known as the "discretionary function" doctrine.)

One driver for the discussion is the fact that several such **contractors have found themselves targets for claims** brought by individuals, businesses and municipalities affected by this spill, despite the fact that such responders have a degree of immunity under the terms of the Federal Water Pollution Control Act, as amended by the Water Pollution Act of 1990.

The law has developed that those who undertake to render assistance must exercise reasonable care and acceptable seamanship in doing so, or else suffer liability for the aggravation or excess harm that they cause to the individuals or property. One of the two federal statutes

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cited above contains a specific "Good Samaritan" provision which provides that those who render assistance shall not be found liable for the damage caused by their efforts unless they have failed to exercise reasonable care. The immunity provided by such a law is illusory, in my estimation, because the general maritime law would never impose liability upon any person unless they either breached some contractual obligation or were determined to have been negligent.

The so-called "discretionary function" doctrine applicable to government activities alluded to above contains a similar corollary rule. In other words, if the government decides in the exercise of its discretion to take on a function such as rendering assistance to individuals or property, that agency is obliged to exercise good seamanship and act as would a reasonably prudent person under similar circumstances. Numerous reported cases exist in which the Coast Guard has been sued for negligently causing personal injury or property damage during the course of their rescue operations.

There are some cases that have determined that rather than a "reasonable seaman" standard, maritime law requires proof of gross negligence or willful misconduct in order to render a responder liable for consequent harm. The language of 46 U.S.C. §2303(c) would seem to have contradicted that at least within the spheres of its jurisdictional influence.

Some readers may recognize an interplay between the law of salvage and the rules regarding the obligations and liabilities of responders. The ancient maritime codes provided motivation for strangers to render assistance to persons or vessels in danger at sea by allowing them to sue for an award of some appropriate percentage of the value of the property saved. So-called "pure" salvage requires not only that the salvage effort be successful, but that it be undertaken on a strictly voluntary basis.

The law is clear, however, that the moral or legal obligation to render assistance to persons in peril at sea does not make a salvor's efforts non-voluntary. In other words, those who act under compulsion of the federal statutes, are deemed to be volunteers as to salvage unless there is some other particular legal or contractual duty that pre-existed, such as the duty of a master to take care of his own crewmen or passengers or the duty of a towing contractor to safeguard a vessel being towed. A salvage contract such as the famous Lloyd's Open Form obviously does not nullify the right to collect a salvage award but merely supplants the voluntary element with an agreement between the parties. Once again, however, a salvor has an obligation to render his assistance in a reasonable seaman-like manner or risk liability for harm caused by his efforts to persons or property.

Salvage decisions have taken into account the extra damage caused by the salvor's efforts in determining the nature or the extent of an award. An admiralty court has broad discretion within certain recognized parameters to determine the size of an award and to therefore either diminish or do away entirely with the right to an award depending upon the level of negligence and harm caused by the salvor. The types of damages that could be awarded against a negligent salvor would include excess harm to the vessel, enhanced wreck removal expenses and expenses resulting from enhanced or aggravated pollution.

As mentioned above, the Federal Water Pollution Control Act as amended by OPA 90 contains a specific provision providing immunity to oil spill contractors and other responders. Under the terms of that statute, it is clear that unless a responder causes damage by virtue of its gross negligence or willful misconduct, it should not be held liable for penalties or pollution damages.

The very practical questions of course are "what is negligence, what is gross negligence and what is the difference?" A senior partner once told me that the difference between plain negligence and gross negligence, never gave a claimant's attorney much pause. If the facts of the case were such that the extra harm was somehow actually caused by the activities of the responder, the claim would be filed. The responder would end up incurring attorney's fees and its underwriters/insurers would be pressured for settlement on the risk that a judge might consider the conduct to have risen to a degree of negligence sufficient to overwhelm the immunity. Such was certainly true in the Deepwater Horizon situation where one of BP's primary contracted response companies despite the immunity provided by the terms of OPA, found itself sued in one case after another. It has taken some amount of legal effort and expense to establish to the satisfaction of claimant's counsel that there was no gross negligence involved in that contractor's operations, and not all counsel have as of yet been convinced. It is in the nature of law practice for there to be a good deal of inertia established once a claim is committed to paper. A claimant's lawyer had an obligation to make sure his allegations were well-founded to begin with and finds himself in an embarrassing position to explain the retraction of the claim to the court and his client.

Clearly, the maritime law has seen fit to motivate and (under certain circumstances) even to compel mariners to come to the aid of others in distress at sea. No such obligation exists if the responder would be putting his own crew, passengers or vessel in serious danger. But, liability will ensue and salvage awards could be lost or diminished if the responder/salvor does not undertake the assistance effort in a reasonable and seaman-like manner.

Mariners have long understood that a moral, if not legal, obligation is upon them to render assistance to persons in peril at sea. The general rubric is that the master or person in charge of a vessel is obliged to assist others in danger unless rendering such assistance would place his/her own vessel, crew or passengers in serious danger.

New opportunities can bring

New Risk

About the Author

Richard DeSimone is President, Travelers Ocean Marine.

The company started small 25 years ago, building a business based on refueling vessels. The owners felt their insurance needs were simple and their broker agreed, finding them a good fit with an experienced marine insurance carrier.

Approximately 10 years ago, an opportunity too good to pass up was presented and the owners jumped at the chance to grow their business. The new opportunity allowed the business to expand, adding a delivery service hauling petroleum products up and down the coast. As they became more successful, adding new clients and expanding their range of service, the owners worked closely with their insurance broker, making certain that their insurance coverage kept pace with their operations.

The moral of the story? The nature of the company's risk changed dramatically over the course of 25 years, but because of the ongoing communication between the owner, the broker and the insurer, the company's insurance coverage kept up with the new level of risk.

Chasing New Opportunities

Given the economic turmoil of the past few years, many vessel owners and operators have had to look beyond their normal span of operations. Some have entered new businesses, such as tugboats that have turned from guiding ships into port to offering harbor rides to tourists. Others have ventured into unfamiliar territories, leaving the waters they know well for areas that offer different charter opportunities. Sometimes vessel owners have used their equipment in different ways or have asked crews to take on tasks for which they have no special training.

Unfortunately, many of these entrepreneurs may not have thought to call their insurance agent or broker – exposing themselves unnecessarily to risks that could have capsized their new business ventures.

Like the company that started its business refueling vessels, vessel owners and operators that seek new opportunities during difficult times can benefit from working closely with their insurance expert. After an accident or injury occurs is the wrong time to discover gaps in insurance coverage for a vessel, either because of operating in new geographical areas or carrying out duties that are outside the normal operations for the vessel. A conversation in advance with an insurance broker can assure a vessel owner that he has the right coverage in place for new operations.

Open Lines of Communication

When a vessel owner meets with a broker to arrange for insurance, it is the beginning of a partnership that relies on open lines of communication. The underwriter will want to know details about the operation, the vessel's condition, the crew's training, safety programs in place and much more.

With this information, the underwriter develops a profile of the vessel's operation that allows him to assess risk and make determinations about coverage, deductibles and limits. Policies are likely to have both exclusions (risks that the vessel is not covered for) and restrictions (activities that are not covered).

When a vessel owner or operator changes any of the original conditions, the underwriter should be consulted. For instance, drawn by a desire to help Haiti in the aftermath of that country's devastating earthquake in January, a vessel that typically operates off the northeast coast

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may set sail for the Caribbean. Another example is a business that wants to expand into new markets and decides to haul perishable goods instead of ferrying passengers as it did in the past.

There are several questions the broker and vessel owner need to discuss. Is the coverage still adequate, considering the new risks? Perhaps higher limits or different deductibles may be needed. Is there any part of the new operation that is specifically excluded in the current coverage? A new policy with broader coverage may be needed. Is the crew experienced in safely handling any new procedures that are required? New training courses or a revised safety plan may need to be put in place.

It is important to have the conversation about operational changes before something happens and a claim is filed. The entire claims process goes much more smoothly when there is no dispute about coverage for current operations.

Calling in the Experts

Another reason to keep open lines of communication with brokers and insurers is to access their risk control expertise. For example, when a vessel operator goes into new geographical areas, risk control advisors may point the way to information about navigation hazards or other conditions the captain and crew should be aware of.

Jumping into a new line of business may involve new equipment that the vessel operator is not familiar with. Risk control advisors may be able to provide information or training resources. They can inspect the vessel if it is newly equipped and offer an opinion on risks, maintenance practices and crew training.

If a vessel that has hauled cargo from Point A to Point B in the past now begins a towing operation, risk control advisors can help them understand the federal regulations that cover towing and what they need to do to be in compliance with those regulations.

Making the Partnership Work

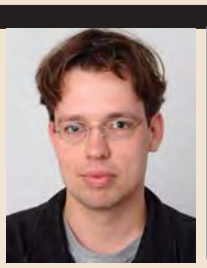
In the current economy, it isn't surprising that vessel owners and operators are looking for new markets and new activities that can generate more revenue. They could end up worse off, though, if they are exposed to new risks that are not covered by their insurance.

It is critical to maintain the partnership between company, broker and insurer to actively manage a maritime operation's coverage. As a company grows or changes direction, all of the partners need to stay informed so that the insurance coverage evolves with that growth.

Not all losses are covered by insurance – but by keeping lines of communication open with their insurance broker and underwriter, a vessel owner will be helping to ensure that the appropriate coverage will be in place if misfortune strikes.

CFD *vs.* PIV

About the Author

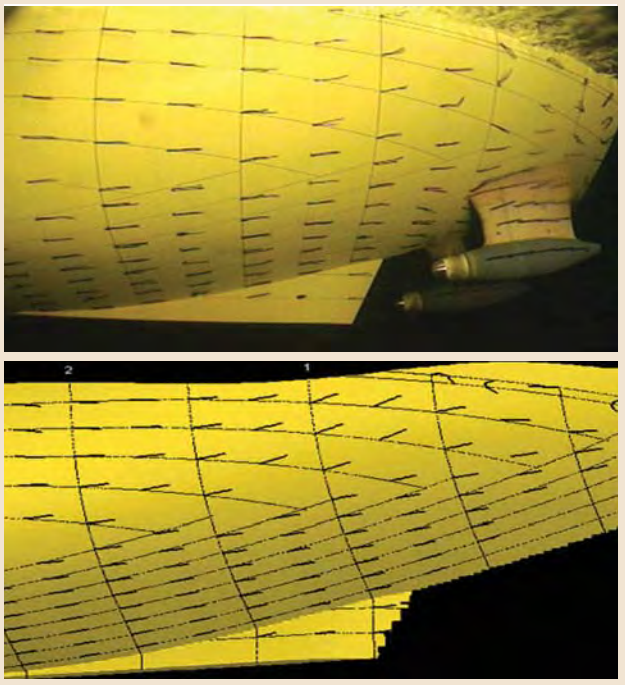


Christian Veldhuis is project manager at the ships department of MARIN, the Maritime Research Institute Netherlands.
Email: c.veldhuis@marin.nl

Computational Fluid Dynamics (CFD) is playing an increasingly important role in today's maritime industry. Here MARIN explains its efforts to improve quality levels and outlines the next steps towards full 3D flow understanding.

Nowadays, more complex flows are being calculated and these await comparison and validation with measured data. Guaranteeing and increasing the quality of calculated and measured results becomes an even bigger challenge. For years qualitative data has been obtained from flow visualisation tests using tufts (Figure 1), paint-smearing and dye injection, followed by quantitative flow data from Pitot tube measurements. For general comparison with CFD such techniques suffice. However, these methods have limited applicability and partly obstruct the flow. A flexible system that copes with complex geometries but maintains and eventually increases the quality level, is needed. Therefore, MARIN has taken the next step in the use of Particle Image Velocimetry (PIV).

Figure 1 Tuft observation (above) and calculation (below); indication of flow separation.



PIV

PIV is a method to determine the velocities in a fluid in an optical, non-invasive way. The flow measurement with PIV is based on measurements of the displacement of a particle in a target plane between two successive light pulses with a time delay. The flow is seeded with micrometer-sized particles and the target plane is illuminated with a laser light sheet. Two digital cameras record the particle positions. Special image-processing software analyses the movements of particles in subsections of the PIV image using correlation techniques. By using two cameras in a stereoscopic arrangement the instantaneous three-velocity components are derived in the measuring plane.

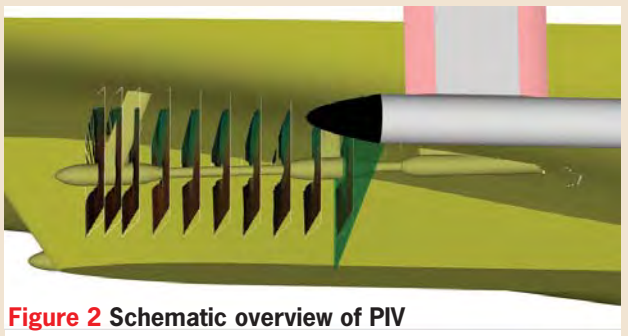


Figure 2 Schematic overview of PIV setup at starboard

PIV and CFD comparison

For the flow around a twin-screw, open-shaft vessel PIV measurements and steady viscous flow calculations (RANS using a SST k-omega turbulence model) have been performed. For the measurements the model was equipped with a full shaft line arrangement with I and V-brackets. Measurements have been carried out at several locations along the shaft line at port and starboard (Figure 2). In the calculation no shaft rotation was modeled and shaft brackets were disregarded because when nicely aligned, no significant effect is expected.

Here we focus on the wake field at port side. Figure 3 shows the comparison of the axial velocity field with and without, shaft rotation in the measurement. The distinct "wake peak" between shaft and hull caused by the shaft shadow is clearly visible. The thickness of the boundary layer is nicely captured and the agreement between PIV and CFD is good. PIV facilitates a higher spatial resolution compared to Pitot tube measurements, so more flow details can be captured. The influence of the inward rotating shaft is clearly visible and the effect of the V-bracket (yellow-orange contour level) is visible in the measurements. However, the CFD results show a smooth axial velocity contour because the bracket was not modelled. The effects of both shaft rotation and V-bracket wake in the propeller wake field are small and will not influence an actual propeller design. However, for other ships, hence other geometries, such effects can increase significantly and this necessitates modeling of these details in the CFD calculations. Comparisons of results along the rest of the shaft line provides more insight and it is possible in regions where no comparison was done before.

The quality and complexity of CFD is increasing rapidly and we are getting very close to a full-appended hull. However, there is always a trade-off. MARIN is constantly assessing the correct level of detail necessary to provide high quality results. It is now even more important to compare CFD with measurements and PIV can provide the necessary high quality data. Finally, this brings a full understanding of the 3D flow field within reach.

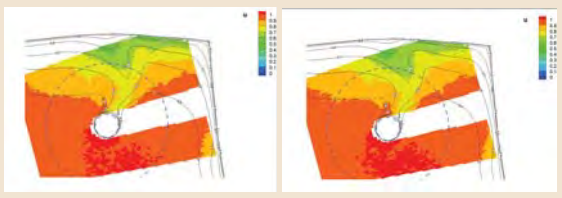


Figure 3 Comparison of CFD and PIV results for the axial velocity in the propeller plane; left: without shaft rotation in model test, right; with shaft rotation. Colors represent results from PIV, black lines from CFD.

A Weld of Difference

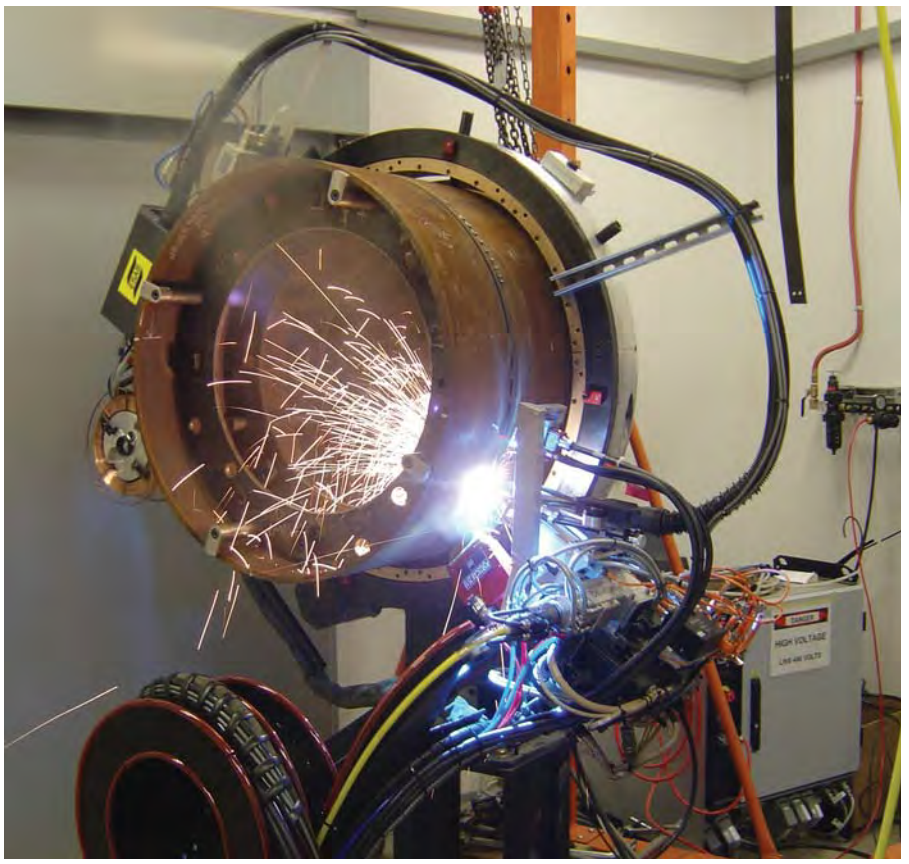
About the Author
Aaron Dinovitzer received his BASc and MASc in Civil Engineering from the U. of Waterloo where he specialized in probabilistic structural optimization. He is currently President of BMT Fleet Technology Limited (BMT Fleet) in Ontario, Canada.

The cost of welding plays a crucial role in shipbuilding decisions. Many different variables affect the total cost of welding, including labor, equipment, consumables, and energy costs. Like in many other industries, the most significant cost to shipbuilding is labor, where it can represent 80% of the overall manufacturing cost. For this reason many companies focus on this dominant factor when trying to cut costs and increase efficiency. Equipment selection, procedure development, welder training, and automation can be used to significant effect.

As owners demand and designers provide lighter and lower cost solutions, to optimize the in-service life cycle and operational costs, shipbuilders need to move to more advanced joining technologies that not only optimize production but also ensure high quality welds that minimize distortion. Distortion can reduce final product quality and increase component assembly cost by increasing labor and corrective actions. Joining procedure and technology investments to improve production quality (reducing distortion) can be effectively recovered through improvements in the downline operations.

Aaron Dinovitzer, President, Executive Engineer at BMT Fleet Technology explains how ship builders can achieve their efficiency and quality goals in the fabrication, by designing procedures and practices that produce cost effective results without sacrificing weld or ship build cost and quality.

The common weld is a much maligned beast. Despite the preconception to the layman that welding is a rough, unsubtle industrial process, it is a complex procedure where all the parameters must be addressed to achieve a successful end result. In fact while basic welding tasks can be completed using readily available equipment, consumables and procedures, the positive outcome of more complex tasks can only be ensured by deploying the specific technology and knowledge that is available in the market. Advances in naval architecture including the use of thinner section, higher yield steels have put a premium on high-quality welding. Fatigue has become a major issue so new procedures have been developed focusing on ensuring appropriate weldment material and geometric properties. There has also been a move towards advanced containment systems for LNG vessels that require greater attention to weldment quality than for the hull itself. In a commercial and project management context, welding deserves proper consideration, not only because of its high labor-cost and proximity to the critical path but also because of the financial implications of getting it wrong.



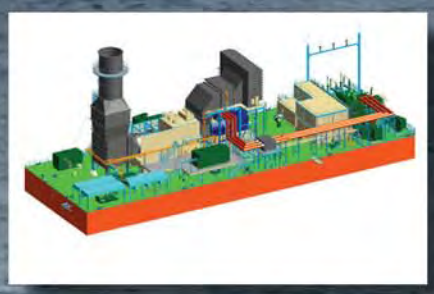
In order to maximize outputs and minimize risk, BMT Fleet Technology has developed a value chain that supports the physical welding operation. The importance of high-quality welders must not be overlooked, but they should also be supported by welding engineers and welding technologists that add value to the process. The welding engineers' role is to take a broad view of the project including the proposed or available welding processes and welding technology. Welding engineers tend to lean towards naval architecture or structural systems and operate at this level. The welding technologists act to bridge the gap between engineers and welders, often translating theory into practice. They understand the theory behind welding, they understand the equipment and they are themselves, top notch welders. Welding technologists can optimize the technology of the system and can offer training to suit by operating at the production level. By deploying the knowledge and experience held by all three of these groups it is possible to consider projects in a far more holistic manner and deliver solutions that provide an innovative approach as well as improved efficiency or quality.

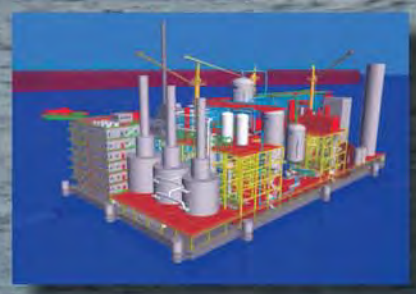
The parameters that need to be considered range from key design features where a structural connection needs to be made or a combination of materials joined, to selection, storage and use of consumables. Economic factors such as productivity must also be reviewed along with the design of procedures, quality control issues and compliance with regulatory requirements. There might also be project specific issues such as the need to preserve cladding or material properties during welding operations. The health and safety of the welder must always be a consideration when designing a welded structure. Where options exist, the welder's position and type of electrodes should be selected to ensure a comfortable working environment that will aid productivity.

The value chain can also be extended to include the manufacturers of consumables such as welding rods and wire. Welding procedures often refer to a classification of rod or wire. However there are often a variety of options within any given classification. By working closely with consumable manufacturers it is possible to identify which consumables are best for different applications and help the fabricator to select the best consumables for the job. This relationship can also drive improvements in quality and technology as it delivers and level of feedback that would otherwise not exist.

Rather than purely relying on empirical methods, BMT Fleet Technology has developed unique numerical modeling and computer simulations that can be used to analyze the welding process or the application of a weld. By applying specific parameters it is possible to assess the suitability or outcome of a particular welding scenario very quickly and with far less trial and error than traditional methods. The computer simulation also provides a better understanding of the mechanics, physics and metallurgy. One example where computer simulation can pay dividends is analyzing the effects that the environment has on the weld. Any moisture, grease or paint local to the weld can drive hydrogen into the molten metal. Hydrogen is undesirable as it embrittles the steel when the molten metal has cooled and solidified. To make matters worse, the hydrogen is mobile, in a process called effusion, and is attracted to high stress locations where the effect of embrittlement increases the risk of cold cracking. The rate at which the hydrogen moves is temperature dependent so in colder weather there will be a longer delay before a crack can be identified by manual inspection. By running the computer simulation with all the relevant parameters it is possible to minimize hydrogen cracking risk, minimize the delay time for cracking and for final inspection, reduce the wait time, and get the structure into service quicker.

Turning Challenges into Solutions





Shown above: Power generation barges in Venezuela.
Inset: Floating power generation facility; Margaret Hill LNG facility; Gas to Liquid facility.

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An excellent example of how BMT Fleet Technology's holistic approach has paid dividends is through its work with the US National Ship Research for Production (NSRP) program which is funded by the US Navy and ship building industry. These projects are focused on resolving industry specific issues and helping improve efficiency. In this case, specifically to improve the integrity of welding in both naval and commercial shipbuilding, as well as improving productivity rates and reducing construction costs by establishing an optimal electrode/flux combination along with single-sided submerged arc welding (SAW) procedures. A combination of welding technologies were investigated including the use of equipment with variable balance alternating current (AC) waveform control and tubular (metal cored) electrodes. Focusing on ship construction panel lines that use the SAW process, welds were deposited using a tandem arc configuration, completing welds onto a flux-filled copper backing bar in steel as much as 25mm thick in a single pass. Electrode compositions were developed in conjunction with a consumable manufacturer for welding HSLA-100, HSLA-65, and DH36 steels with select commercially available fluxes. Through manipulation of the variable balance waveform and the use of metal cored electrodes, weld metal deposition rates were significantly increased, thus improving productivity. In addition, heat transfer was lower compared to conventional direct or alternating current welding, resulting in improved heat affected zone impact toughness. With the use of variable waveforms, arc blow was virtually eliminated resulting in lower defect incidence rates. In a follow-on project, BMT focused on improving the efficiency of joining longitudinal stiffeners to large panels using twin-wire and twin-wire tandem SAW techniques. High speed fillet welding procedures were developed to deposit 4 to 10mm single pass fillets at travel speeds of up to 230 to 165 cm/min. These results demonstrated repeatable productivity improvements of up to 500% compared to the conventional shipyard practice, without an increase in distortion. Looking to the future there is currently a lot of interest in automated laser welding systems. This is technology that BMT Fleet Technology has been involved with in its work with Oil & Gas pipelines, however, it is transferable into the marine market. In terms of speed and efficiency, it is far superior to traditional methods with outputs measured in meters per minute rather than the inches per minute normally seen. Combined with an automated inspection system, shipyards could expect to rely on higher quality, more consistent welds that are produced faster. But the system still needs to be refined. One of the major issues that we are addressing is maintaining the speed and productivity in a range of environments. In the Oil & Gas pipeline scenario, exactly the same circumferential weld is completed over and over. Whereas in a shipyard there is a larger variety of weld types and sizes to join different shapes and sizes of material. Any increase in set-up time can easily negate the benefits of welding faster so a flexible cost-effective solution is required. Optical tracking systems have been used successfully, but can often add the complexity of robotics that require large initial capital expenditure. Some of the European yards have looked at this option already but it hasn't been widely adopted. The opportunity to improve both welding quality and productivity should be grasped in order to reap the full range of rewards in both new-build and ship repair scenarios. The benefits are clear to see in pure commercial terms but the change in mind-set and culture required to take a more holistic view might not be as clear cut or as palatable. The technology and skills needed to maximize the outputs from the welding value chain are all in place, it is now a case of deploying them.

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"Our approach as a company is to not change our approach ... Maintain financial strength and flexibility and don't bet the farm during good times or bad,"

Joe Bennett, Tidewater

OSV Operators Great Moratorium End with

Tepid Optimism

by Matt Gresham

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"A good first step," is what most offshore service vessel operators called the Obama Administration's decision to lift the deepwater drilling moratorium seven weeks ahead of its self-imposed Nov. 30th deadline.

On Oct. 12th, U.S. Interior Secretary Ken Salazar announced the decision to lift the drilling ban enacted following the Deepwater Horizon rig explosion April 20th that resulted in a gusher of crude in the Gulf of Mexico for more than 80 days. Many analysts called the decision more "political energy" than "energy policy." And OSV operators and drilling companies alike must look no farther than the de-facto ban on shallow-water drilling that resulted following the incident.

By mid-October, only 12 new well permits had been issued for shallow-water drilling in the Gulf since April 20th. Typically, 12 to 15 new permits are issued each month for shallow-water wells.

"What we need is a prompt flow of new permits," said Jim Noe, senior vice president and general counsel for Houston, Texas-based Hercules Offshore. "New rules and regulations continue to be issued which further delay us getting back to an efficient process. The federal government continues to change the rules of the game in the middle of the game. (Lifting the moratorium) was a hollow gesture until they start issuing permits."

Drilling companies, which constitute the vast majority of OSV customers, still don't know exactly what to expect from new regulations. On Oct. 18, Michael Bromwich, director of the Interior Department's new Bureau of Ocean Energy Management, spoke at an International Regulators Forum in Vancouver, telling members to expect additional safety measures to be introduced and new requirements for blow-out preventers and remotely operated vehicles – the submarines that patrol drilling rigs deep below the ocean's surface.

"We are cautiously optimistic at best," said Gifford Briggs, vice president of the Louisiana Oil and Gas Association. "For us to get back to work there needed to be a first step. We won't know how serious the administration is until permits are being issued. Whether their decision was politically expedient or not – only time will tell if the President is serious about getting us back to work."

Briggs said operators have no real understanding of the new process yet.

"We just don't know," he said. "They might not issue permits at all. Once companies begin, we'll be there to help them through it. That's all we can do right now."

Joe Bennett, executive vice president of New Orleans-based Tidewater Inc., which operates a fleet of about 300 vessels, said all OSV companies can do is wait for their customers to make the call.

"We are biased right now toward being pessimistic given the recent experience with shallow water drilling permits," Bennett said. "We think it will be a while before deepwater drilling gets back to anything considered normal."

Fortunately for Tidewater, the company has limited exposure to the Gulf of Mexico market with only about 15 vessels working in the region.

Kurt Crosby, CEO of Golden Meadow, La.-based Crosby Tugs LLC, operates a fleet of about 90 vessels and employs 600 people. Crosby said the company has been able to avoid layoffs so far.

"It has been slow – we have a lot of rigs

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DAMEN STAN TUG 2909
DAMEN STAN PATROL 2600 - BUILT UNDER LICENSE BY BOLLINGER SHIPYARDS
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Hercules Offshore Jack-up Rigs
stacked in the Gulf of Mexico.

we're waiting on to move now," he said. "We've seen a little movement recently. Hopefully this is a first step to get us back on track and begin producing to secure the energy needs of the nation."

Crosby said he is optimistic business will begin to pick up "before the end of the year."

Jim Adams, president of the Offshore Marine Service Association in Harahan, La., echoed many of his members' sentiments.

"We applaud the lifting of the moratorium, but it has affected every one of our members," he said. "When you change the demand for our services in the Gulf of Mexico, it affects the industry globally." We've seen vessels leaving for foreign oil patches. This has had a major impact on every boat company and every shipyard in the Gulf."

Adams pointed to the 33 deepwater wells working in the Gulf of Mexico on April 20.

"When do you think half will be back to exploration and development stages?" he asked. "It will be several months I'm sure. These are difficult times. At Port Fourchon, you see OSVs stacked as tight as they can be – some running out of slip space."

Aside from a lack of work, day rates could also paralyze smaller operators.

Shane Guidry, CEO of New Orleans-based Harvey Gulf International Marine LLC, said he's seen day rates for a $30 million supply vessel drop to $22,000, while utilization rates for the entire OSV fleet have dropped to 65 to 70 percent.

"Do the math," he said.

Fortunately for Harvey Gulf, only one of the company's 15 vessels are without a contract right now.

"Those of us with long-term contracts are still being paid," he said. "But those without are at the dock. It will be a long recovery to get back to normal – it could be 18 months to two years. The whole thing has reshaped the market for a long time, no doubt. But we'll recover; we always do."

The recovery could further be delayed by the additional rules and costs levied by the federal government on offshore drilling. Even prior to the April 20 explosion, the Gulf of Mexico market was in decline. Rig counts fell from around 170 in 2001 to fluctuations between 50 and 60 prior to the incident.

Bennett called the market "anemic" even before April 20.

Dean Taylor, Tidewater's CEO, spoke of a recurring industry theme during the recent Johnson Rice Energy Investor Conference in New Orleans: WOW – "Waiting on Washington."

"And those sentiments had little to do with the moratorium," Bennett said. "It's hard to have a clear-cut strategy today – hard to know exactly what to do when things that influence our business in the Gulf or so unknown."

Noe, who is also the executive director of the Shallow Water Energy Security Council – an industry coalition formed in the wake of the "de-facto moratorium," explained the fact shallow-water permits were not included in the Obama Administration's moratorium is of no consequence.

"A quarter of the jack-up rigs in the Gulf are idle right now," he said. "The federal government needs to put their money where their mouth is and start issuing permits…and I'm not that optimistic right now."

Of the 44 jack-up rigs in the Gulf, five announced they were leaving the region and another 11 are currently idle.

"We are predicting 31 of the 44 will be

idle by Thanksgiving if permits are not issued soon," Noe said.

Since 2001, 73 jack-up rigs left the Gulf due typical market factors.

"Rigs were leaving before this incident for international jobs because of the high cost of doing business in the Gulf," Noe said. "There are a lot of challenges. New rules and regulations, high labor costs, legal uncertainty and the threat of hurricanes…if they can drill cheaper overseas they will."

According to federal estimates, new drilling regulations could cost the industry $183 million per year and could further slow the pace of exploration and production.

Government estimates tab drilling a deepwater well with a floating rig would cost an additional $1.42 million, due to additional testing requirements and safety barriers. To drill a shallow-water well could cost another $90,000, according to the government's own estimates.

Industry analysts worry those higher costs would price independents and smaller producers out of the market.

Bennett said Tidewater's goal is to stay the course.

"Our approach as a company is to not change our approach," he said. "Maintain financial strength and flexibility and don't bet the farm during good times or bad," he said.

And while the Gulf Coast oil and gas business employs more than 180,000 people, drillers and operators have for the most part been able to maintain workforces through the recent moratorium.

"Most companies consolidated operations, conducted maintenance work and furloughed in hopes that the work comes back quickly," Briggs said. "However, if it takes six months to a year to ramp up operations in shallow and deep water, you'll see significant job losses. Companies can only hang on so long."

Noe said the same holds true for Hercules Offshore.

"We're hanging in there," he said. "All shallow water drilling operations have idle workers on idle rigs and we're burning through our costs. We are fighting through it. But, at some point soon we need to see a flow of permits (issued) so we can plan our business."

Moose Delivers Response Boat

Moose Boats delivered a fully equipped M2-35 for law enforcement, firefighting, and EMS response boat – dubbed Arundel Patriot – to Anne Arundel County, Md. The vessel will be stationed in Deale, MD just south of Annapolis harbor. It was put into service in August and is designed to provide multiple levels of response for the extensive shoreline of the Chesapeake Bay and surroundings of Annapolis. The vessel is operated and jointly staffed by both the Anne Arundel County Police and Fire Departments.

"This boat is probably the most high tech boat that we have in the fleet," said Division Chief Michael Cox, a county Fire Department spokesman. The boat will be docked in a Southern portion of the county and patrol from the Bay Bridge to the Calvert County line. According to county officials, Arundel Patriot can even respond to a nuclear attack. Officials said several terrorist targets can be hit from the waters of the Chesapeake, from Fort George G. Meade and NSA in Western county, to the Naval Academy, the Bay Bridge, scores of marinas and the Port of Baltimore along the shoreline.

The Moose M2-35 catamaran hull is fitted with twin 300hp Evinrude outboards engines; and a large, below-deck fire pump delivers 1,400 GPM at 150 PSI to an RF controlled electric roof-mounted monitor. Additionally, the vessel is fitted with two 2.5-in. connections for hand lines and a 5-in. Storz connection to provide a significant supply of water to a shore pumper or hydrant. Shock-mitigating seats provide safety and comfort for the crew and an extensive array of the latest navigation and communications gear is strategically and ergonomically installed for ease of use.

www.mooseboats.com

Arundel Patriot Main Particulars

Length, o.a.	34.7 ft.
Beam	13.5 ft.
Draft Hull/Max.	40 in.
Dead Rise	15@
Displacement	16,200 lbs. (dry)
Fuel	250 gal.
Propulsion	2 x Evinrude Outboards, Twin 300HP E-Tech
Generator	Westerbeke 5.0 BCGD
Fire Pump Eng.	5.0 ltr Mercruiser MPI
Fire Pump	HALE 60FB
Monitor	Elkhart Brass "Scorpion RF"
Electronics	Furuno, Icom, Simrad & Motorola
Collar	WING Inflatables

M.V. Vortex for Solent Towage

Solent Towage Ltd. of Southampton, UK, a division of Østensjø Rederi AS of Haugesund, Norway took delivery of its latest tug from Astilleros Gondan SA. Vortex is designated as an AVT 37/80 Class, and is the latest of the AVT series of Voith-powered escort tug designs from Robert Allan Ltd., Naval Architects of Vancouver BC. The Vortex was designed to perform a wide range of tasks, including: ship-handling, tanker escort, ocean towing, salvage and anchor handling duties. Accordingly, the design is somewhat unique for a true tractor, where the "stern" is heavily fendered for ship-handling operations, but then is also fitted with a stern roller and Karm-Forks etc. for the onerous anchor-handling operations.

The aft end geometry is thus also quite different to other tugs of this AVT series, with a much broader stern. Vortex is classed for unrestricted duty and accordingly was built to DNV Class notation +1A1 Tug, E0, OilRec, Fi-Fi I, Escort (130/10). The tug is fully equipped for fire-fighting, Oil Recovery, and salvage operations. Propulsion comprises a pair of Wärtsilä 8L26 diesel engines, each rated 2650 kW at 900 rpm, and each driving a Voith Model 32R5/265-2 drive unit. With this propulsion system, the vessel performance satisfied all expectations, with a recorded Bollard Pull of 73 tons and a free-running speed of 14.5 knots. The indirect steering and braking force capabilities have been fully analyzed and are predicted at 130 tons steering and 170 tonnes braking at 10 knots, but these values are awaiting verification by full-scale measurement.

Pictured is company founder (and Rick Nolan's grandfather) Matthew J. Hughes.

The creation, expansion and success of Boston Harbor Cruises is

A Family Affair

by Greg Trauthwein

Boston Harbor Cruises has expanded its reach into the Workboat market, and has in a short time become a dominate player on the East Coast.

Maritime Reporter recently spent some time with Rick Nolan for insights on the company's historic move.

At the Helm Today: (From left): Chris Nolan, Alison Nolan and Rick Nolan.

Please tell us about your background.

Rick Nolan BHC was founded by my grandfather Captain Matty Hughes in 1926 after he acquired his first commercial boat license. In 1967, at age thirteen, I began working summers with him on his deep sea fishing party boat Stardust, which was a converted 83 ft. USCG coastal patrol boat from World War II. My younger brothers Mark and Chris also began working here at about the same age, and all of us worked shoulder to shoulder with our Grandfather in what was then a very challenging seasonal business. The business did very well for three months of the year, but struggled fiscally each year to get through as many as eight months with no income. It was very similar to working on a family farm, with plenty of work to be done, but very little revenue to spread for salaries. Never the less, the three of us loved working on the boats and all decided to forgo college and came to work full time out of high school. Working hard together with our grandfather and our mother, and now our children, we have grown BHC from a very small struggling seasonal business to a diverse and healthy marine transportation and entertainment company; operating 21 vessels and employing as many as 300 employees during our peak summer season. Year round full time employees are 110 people. In reality, my background is very limited to a life committed to working a small family business. I hold a master's license for vessels of up to 100 gross tons on coastal waters, am happily married and have five beautiful children.

In your career, what technologies have most dramatically impacted the way in which you do your business efficiently and safely.

When I began working for my grandfather, BHC was focused on deep sea fishing as its core business, with an occasional charter or sightseeing cruise for private party's or groups. The boats were all former military craft; (i.e. Coast Guard patrol boats, navy, army and air force ASR's, etc.) wood,10 to 12 knots, with GM 71 series engines and propeller driven. In the 70s and 80s, we transitioned from these wood boats to steel, and in the 90s from steel to aluminum. Although the construction material may seem to be a low tech advancement, it really delivered stronger, safer equipment that was more attractive to the public in general, easier to maintain, and much more capable with regard to overall capacity's, and operating comfortably in certain sea states.

The transition to steel, allowed BHC to focus on whale watching, sightseeing and ferry transportation through much of the 1980's. In 1987, BHC purchased its first aluminum vessels; Bunker Hill and Breeds Hill, which were Breaux Bay Craft 42-ft. crewboats for use as commuter boats between the Charlestown Navy Yard and downtown Boston, followed by the construction of five new 20 knot aluminum ferries (114-ft.) built to carry 3,000 construction workers per day to the sewerage treatment facility built on Deer Island between 1997 and 2001.

In 1997 BHC won another transportation contract between Hingham and Boston, carrying 3,500 commuters per day, and eventually built five high speed catamarans at Gladding Hearn for this service to officially enter the high speed ferry market. These vessels are all waterjet driven and capable of traveling at 35 knots. Clearly, the most impressive technological advancement that I have witnessed to date; is the propulsion and navigational technologies that have combined to allow for the safe and efficient operation of vessels up to thirty five knots in all weather conditions. Navigational electronic advancement is moving so quickly and positively, that operating vessels safely in most weather conditions, at almost any speed is becoming increasingly more certain.

Boston Harbor Cruises business expanded when Excelerate Energy of Houston constructed an offshore LNG transfer facility in the middle of Massachusetts Bay in 2007. The facility, which is roughly 20 miles east of Boston, requires 24 hour monitoring and security, as well as occasional maintenance and support. BHC was selected by Excelerate Energy to provide such support services. BHC currently operates several vessels in support of this facility; all work is performed essentially the same as crew and supply boat services to the to the US offshore oil industry.

The continuing advancements in navigational electronics, have allowed fast ferries to become favorably competitive with other modes of mass transit, and have been very healthy for our industry. Time is money for every client today, and we have evolved into such a fast paced society physiologically, that without this advancement in speed, our industry would have a very bleak future. So for BHC, the most critical technologies over the past 40 years that have helped us to sustain a steady growth pattern have been the advancement of construction design and materials, combined with the corresponding navigational electronics that have allowed us to move from 10 to 20 and now to 35 knot operational speeds safely.

Your business is diverse: can you give us a brief breakdown of the markets you serve, and their contribution to your company's bottom line?

BHC is proud of its diverse business make-up, and is currently operating several different divisions in marine transportation and entertainment cruises. They are as follows;

• **Commuter Ferry Services:** BHC operates two large commuter ferry service contracts under the Massachusetts Transportation Authority (MTA); they are the Inner Harbor Commuter Service and the Hingham to Boston Commuter Service. These are year round services that carry a combined total of around 1 million passengers annually. BHC has a total of seven vessels committed to these two services, and the revenues generated from Commuter Ferry Services represents about 33% of BHC income.

• **Seasonal Excursion Services:** BHC operates a large number of seasonal recreation services; including sightseeing, whale watching, Provincetown Fast Ferry, Codzilla Thrill Ride, and luncheon and dinner charters. These combined services carry a total of around 700,000 passengers annually on 12 vessels, and the revenues generated form this division generates roughly 52% of BHC income.

• **Offshore Logistic Support Services:** BHC has been providing offshore vessel support services to the Northeast Gateway in Massachusetts Bay since 2008. This service provides for 24/7 patrolling and security of the offshore ports facility's and equipment, and crew and materials support to LNG ships while on station, as well as providing vessel support during diving and ROV operations on the ports underwater infrastructure. Additionally, BHC has one of these ves-

sels currently under contract in the Gulf of Mexico, working out of Theodore, AL in support of the oil spill clean-up efforts. BHC has four vessels dedicated to this division and the revenues generated from it represent roughly 15% of BHC income.

You recently expanded into the workboat business ..can you tell me how that came about, and describe the vessels you own to serve this market?

Excelerate Energy in Houston Texas constructed an offshore LNG transfer facility in the middle of Massachusetts Bay in 2007. The facility, which is roughly 20 miles east of Boston, allows for the safe and efficient transfer of LNG to the regional natural gas infrastructure without the need of bringing the ships into a very densely populated city, or through a heavily trafficked harbor. The facility, known as the Northeast Gateway, requires 24 hour monitoring and security, as well as occasional maintenance and support. Additionally, ships operating within the facility require materials and personnel transportation services. BHC was very fortunate to have been selected by Excelerate Energy to provide such support services. BHC currently operates several vessels in support of this facility; all work is performed essentially the same as crew and supply boat services to the to the US offshore oil industry. The vessels which BHC has assigned to this division are:

Navigational electronic advancement is moving so quickly and positively, that operating vessels safely in most weather conditions, at almost any speed is becoming increasingly more certain.

Rick Nolan

• **Gateway Endeavor:** The Gateway Endeavor is a 125-ft. aluminum crewboat built by Gulfcraft in 1985. BHC purchased the vessel in 1997 specifically to meet the needs of the Northeast Gateway project. It was purchased in Amelia, LA and renovated at Seacraft Shipyard. Improvements included the complete reconditioning of the vessels interior and exterior, engine and generator rebuilds, updated electronics and security systems, and the design and construction of two portable FiFi 1 firefighting boxes, which are mounted on the vessels cargo deck. The firefighting units, owned and supplied by Excelerate Energy are capable of pumping 11,000 GPM and are each driven by a Cat 3412 engine. The Gateway Endeavor is the primary, dedicated vessel to the Northeast Gateway, and stays on station 24/7/365.

• **Scarlett Isabella:** The Scarlett Isabella is a 145-ft. mini supply vessel built in 2010 in Bayou LaBatre, AL. The Scarlett is used during the busy LNG season at the Northeast Gateway providing support to the Gateway Endeavor, and is made available to other clients when not busy on that project. Currently, the vessel is operating in Theodore, AL under contract to Triton Marine, engaged in clean up support in the Gulf of Mexico. The Scarlett has sleeping accommodations for up to 20 persons at a time, and features a 7-ton knuckle boom crane on deck which has made it very versatile in all operations. The vessel is on charter to BHC

Boston Harbor Cruises
The FLEET

From its founding in 1926, Boston Harbor Cruises has evolved from a deep sea fishing vessel operator to a modern boat owner with 21 vessels, including ferries, sightseeing and whalewatch boats, dinner cruisers, fast-craft thrill rides, and workboats.

Then ...

... & Now!

from Warren Alexander in Fairhaven, MA.

• **Manisee:** The Manisee is a 110' former Block Island vehicle ferry under charter from Bowditch Boat Holdings of Rowley, MA. The Manisee has been converted by BHC from a day vehicle/passenger ferry to a mini supply/stand-by vessel which has performed a number of dive and support services to the Northeast Gateway project. The vessel features a working deck of 90 x 25-ft., and accommodations for a crew of four.

• **Matthew J Hughes:** The Matthew J Hughes was built in 1990 by the Steiner Shipyard of Bayou LaBatre, AL as a 114-ft., 350 passenger ferry for the Deer Island project, and in later years as a commuter boat for the Hingham to Boston service. In October of 2009,

Naturally, we are hoping to expand into the offshore support services industry, especially here in the northeast.

Rick Nolan

BHC hired the naval architectural firm of John W. Gilbert to redesign the vessel for conversion to a crewboat. Work is nearing completion, and the Matthew J Hughes conversion should be completed by mid November. BHC's maintenance division is carrying out the conversion and improvements.

Bunker Hill: The Bunker Hill is a 42-ft. Breaux Bay Craft crewboat built in 1982 and purchased by BHC in 1987 to provide commuter boat services between Charlestown and downtown Boston. The boat has been used extensively over the past five years in support of contractors building the off shore LNG terminals, and in providing security for the Northeast Gateway after it's opening in 2008.

What has been the biggest challenge in establishing your company in this new line of work?

In reality, we have not faced many challenges, because we started this division in a secure contract with a very competent client who has been supportive and easy to work with. Many of the projects that we undertake with Excelerate Energy includes heavy involvement, and support from their management team here in Massachusetts and in Texas. The communications and collaboration between the Excelerate and BHC management teams and the vessel crews have produced a very effective and safe operation. Operating in the northeastern United States offshore in all types of weather can naturally be challenging, but because our clients management team is almost all former deep sea Masters and former Coast Guard officers, the primary focus on operations has always been to put safety first.

They know first-hand what is practical and safe and consult the vessels masters and crews on a regular basis regarding limits on safe operations.

I think we were very fortunate to have had the opportunity to work with them as our first major client in this division.

How has the economic turndown affected BHC?

BHC has been fortunate to have a diverse range of services during this recent slowing of the world's economy and is getting through it OK so far. **We have experienced very slow growth (1% to 2%) in almost all divisions since the beginning of the down turn. However, this past season was the best in our excursion division's history;** in part because of the driest summer ever, and because local tourists are adjusting their vacation periods to less expensive and extensive alternatives, and our excursion services fit nicely into the 'daycation' market. Also, our commuter numbers are beginning to slowly recover to pre-crash levels, which is an indicator to us that things are beginning to improve slightly.

What do you consider the biggest Challenge to running a safe, efficient and profitable business today?

Like any business, the challenge is always in remaining imaginative about how to make your product and services more attractive to a larger base of customers. It is important that we remain cognizant of emerging opportunity's while not loosing focus on the quality of our core services, or core clients. I believe we can be competitive in the offshore markets because all of us have spent most of our professional careers in the passenger vessel industry, were attention to the clients needs has always needed to be paramount to gaining market share. Our intention with regard to growing our offshore division is to service every client with the same level of attention and respect that we extend to the bride who chooses to be married on a BHC charter vessel, and at a competitive price. Our safety record in this division is almost perfect, because we are fortunate enough to have great Captains and crews working together with management and our clients to put safety first, and by paying close attention to vessel maintenance.

What is the coming year(s) looking like for your business?

With my daughter Alison and Chris's son Patrick assuming active roles I the management of BHC, I believe our future is very bright. Naturally, the world economy still needs improvement, but I am an optimist and feel certain that things will improve over time. Like most small businesses we would like to see improvement in access to capital lending throughout the US and in our industry. Alison is now one of the owners at BHC and has taken charge over the last several years of making certain that BHC's brand becomes better known in markets around the world, and her efforts are beginning to pay dividends that are important to being competitive in today's marketplace. Naturally, we are hoping to expand into the offshore support services industry, especially here in the northeast. Crewboats and supply boats will play a crucial role in moving material and labor to off-shore construction sites for wind farms, pipe lines, and all forms of subsea construction. We intend to be prepared to be competitive in these markets, as well as in research, ROV and dive support services.

Like most small businesses we would like to see improvement in access to capital lending throughout the US and in our industry.

Rick Nolan

Mobro Marine

Heavy Lift & Transport's One-Stop Shop

In many ways, Green Cove Springs, FL-based Mobro Marine is like many other medium-sized maritime operations: born, bred and still family owned, with a strong, loyal customer base dating multiple generations. But peel back the cover, and Mobro is indeed a unique entity; a multi-faceted and dynamic company located 30 miles south of Jacksonville, a company which has carved a deep niche as a one-stop-shop for bringing to the market a soup-to-nuts package of heavy lift, barge and towing capability; delivering its clients and all the materials they need to complete their job to most any point on the globe.

By Greg Trauthwein

Mobro has deep roots in the North Florida business community, tracing it roots to 1913 and the MD Moody & Sons machinery company, with a break out of Moody Brothers in the early-1960s signaling its entrance into the marine industry.

"This business has always been considered a 'Fred & Barney' business," said John Hall, vice president, operations, Mobro Marine, in a reference to everyone's favorite "Stone Age Family," the Flintstones. "But modernization, in terms of technology and technique, is the key to survival and prosperity."

The company today – led by John Rowland, the fourth generation president of the company – is a diverse business with global operations and four separate yet intertwined lines of business: Equipment leasing and sales; charter boats and barges; tug and towing operations; and specialty projects, such as "float on, float off." While the company counts its modern crane, barge and boat capability as central to its success, it counts its location: with more than 28 acres situated on the St. John's River as a primary driver to its business, particularly in alluring strong repeat clients such as American Bridge.

"We are, in essence, a private port facility," Hall explained. "On our property we have the ability to help our biggest clients to stage all materials for their job, load them up, transport them to site, unload them, then pick them up when the job is done." He cites American Bridge's Mayport job (GET DETAILS), a massive project which required staging of steel beams and concrete structures starting three months in advance.

"We are literally a one-stop-shop, meaning our clients don't have to source a staging area, a crane company, a barge company, and a towing company … we offer it all," Hall said.

It is this diversity, in Hall's estimation, which has allowed the company to weather the current economic downturn with minimal impact. "I've been here since 1987 and I've never seen a lull in the business as severe as this current recession. It appears now business is starting to rebound."

While admitting that business in the past year has been down, particularly on the equipment rental side, he proudly notes that the company was able to avoid lay-offs, enabling it to keep intact its experienced team of more than 130.

"From a logistics point of view, at any time we may have 12 or 13 projects on a given day, so the logistical planning is critical to ensure that everything is kept flowing smoothly," Hall said. Central to this capability is, of course, a dedicated crew who has the experience to keep operations running.

In addition to people power, the company has astutely invested in physical assets: barges, cranes and workboats; in an effort to keep its capabilities in step with demand. It has the capability to build its own barges, and has added eight new self-built to its fleet of more than 100 over the past few years, and has more recently become a distributor for Kobelco cranes, which Hall maintains are more modern and filled with amenities than its American Crane fleet. "But the American crane still has tremendous value, as it is less dependent upon technology and we deliver this capability in plenty of third world locales." Its crane fleet today numbers 40, ranging in capacity from 40 to 450 tons; complemented by its 100+ barge fleet and a vessel fleet of 30 U.S.-flag workboats, including inland towboats and offshore tugboats ranging in size from 300 to 3,000 hp. The most recent addition to the latter is the 3,000 hp Rio Bravo, the rebuild of an old Tidewater workboat that was re-conditioned at

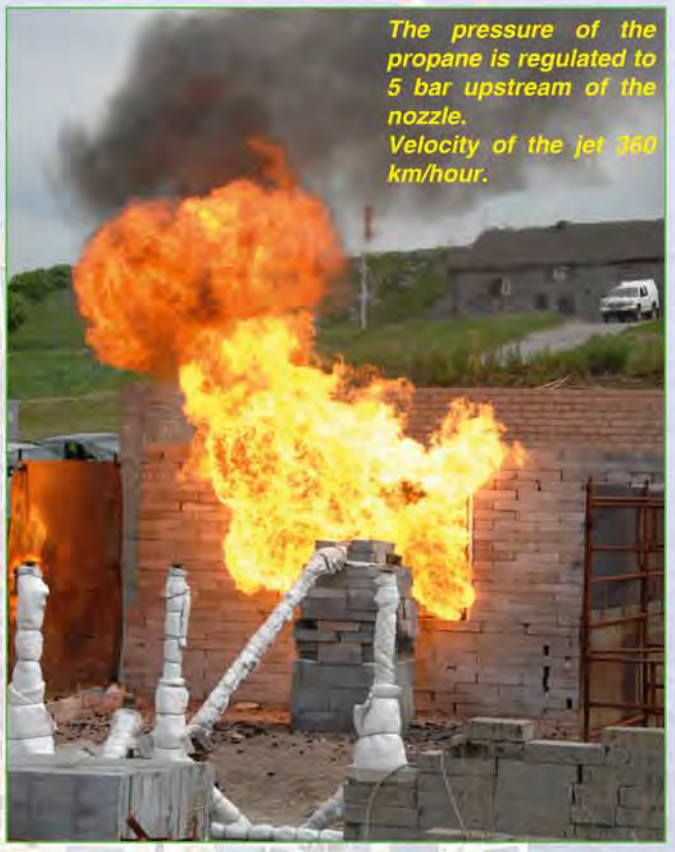
Mobro tug transports Walt Disney Waterslide barge on top of Mobro barge to Disney Island. Upon arrival Mobro submerged ABS barge and floated off Disney Waterslide barge, then pulled it into place within the lagoon at Disney Island.

Mobro ABS barge mounted Ringhorse and American 11320 (450t) crawler lifts collapsed container crane from water in Freeport, Grand Bahama.

SAFETY DEVICES: CABLE & PIPE TRANSITS

Minimizing the risks of fire and flood is the core business of BEELE Engineering. In our over 35 years of experience, we've developed a broad range of products that protect crew, assets and installations. Products that are a result of continuous hi-tech R&D efforts. Our customer-focused approach guarantees a continuous flow of new and improved products that respond to the demanding requirements of our customers. This, combined with our intensive testing programs in our recognized laboratories, is the best guarantee for product usability, ease of maintenance and long term safety. The most advanced system in our range of fire safe products is NOFIRNO. Now also successfully subjected to an extreme JET FIRE test.

An uncontrolled discharge of combustible gas or liquid under pressure, due to leaks or damage (for example) poses a serious fire hazard, especially in areas such as petrochemical plants and on offshore drilling and processing rigs.
This hazard is also present in many production processes, in tunnels, parking garages and environments that are sensitive to extreme fires. If high-pressure flammable gas, pressurized liquefied gas or fuels are emitted and ignited, the result will be a jet fire. The jet flames created in the process cause an extremely heavy thermal and mechanical load.
The NOFIRNO system, which is already used for fireproof sealing of cable and pipe transits in the highest fire classes, recently passed a two-hour jet fire test conforming to ISO 22899-1:2007 / CD 22899-2. The positive test results emphasize the unique properties of the fireproofing system.
The Jet Fire test was performed by the Health & Safety Laboratory at Buxton (England), with a cable transit of 600 x 300 mm using armored and non-armored cables, CLX cables (105 mm OD) up to 3 x 400 mm² and bundled LAN data cables, as well as a pipe transit with an ID of 406.4 mm and a steel pipe with an OD of 273 mm.
In some spots in the jet flames, temperatures of 1200 °C are reached in a very short time. The most significant challenges to which sealing systems are exposed during a jet fire, however, are the high convection and radiation heat, the mechanical load and the erosive forces combined.



The pressure of the propane is regulated to 5 bar upstream of the nozzle.
Velocity of the jet 360 km/hour.

WE CARE

These are comparable to the forces released when a missile attack is made on a warship or a fuel explosion takes place at a petrochemical plant. To simulate these forces, the fire test uses jet flames that constantly increase during the test. The velocity at which these jet flames are released is about 360 km/hour at a distance of 25 cm from the transit. 0.3 kg of propane is sonically ejected per second. The Jet Fire test has been recorded on DVD and copies are available to interested parties upon request.

There are some doubts about the functioning of passive fire-prevention materials in extreme fire situations, tested in accordance with the standard fire curves with a gradual temperature increase.

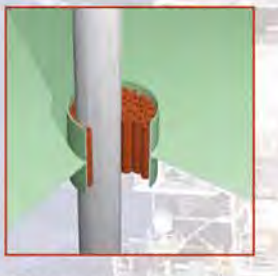
Systems that have been demonstrated to resist a jet fire can be used in buildings and installations to dispel this uncertainty.

EXPERTISE-DEDICATION-QUALITY-DURABILITY

Our development, test and production facilities are among the most advanced in the world. The factory is equipped with state of the art machines, which are tailor made to the requirements of our company. We work to a high-level ISO system, with unmatched involvement. Continuous investment in design technologies combined with highest quality polymers, is our guarantee for the safety of lives and equipment. That is why BEELE Engineering is internationally recognized by all relevant certification institutes and classification societies. Based on our long experience, we offer sealing technologies covering a wide range of applications. We provide safety for today, tomorrow and for the entire service life of your project.

Despite the pressure caused by the jet speed of 360 km/hour and the extremely high temperatures, the temperatures at the surface of the sealing system at the unexposed side prove to have only increased by 160 °C at the end of the two-hour test. Take note: after a two-hour load.
This clearly indicates that the thermal insulation values of the NOFIRNO sealing system under a fire load are very high. Furthermore, both transits were still completely intact at the end of the test. Upon dismantling the transits after cooling, it was even noted that the NOFIRNO filler sleeves were barely affected by the fire.
NOFIRNO is the most advanced 'rapid sealing system' in the BEELE Engineering program and is already applied on a large scale in maritime and civil engineering projects where high requirements are imposed on fire safety.
NOFIRNO has a service life of 20 years and offers the best Total Cost of Ownership. The system is used for fireproof sealing of cable transits, (metal and plastic) pipes and combinations thereof. While other sealing systems require a great deal of installation time and constant maintenance, thus resulting in expenses, the NOFIRNO system is easy to install and the investment is one-time only. The system is resistant to extreme weather influences, UV and ozone and is capable of absorbing intense temperature fluctuations. The system is also shock and vibration proof and can be used in a temperature range from -50 °C to +180 °C.
Besides being fireproof, NOFIRNO is waterproof to a high degree. Very effective sealing with NOFIRNO sealant also prevents invisible corrosion on the inside of the transit and thus (unnecessary) costs for repair work.

MULTI-ALL-MIX (left to right): CLX cable, steel pipe, bundled LAN cables, plastic pipe, thermally insulated metallic pipe, copper and GRP pipe



Our philosophy - your advantages

BEELE Engineering's market leadership position is due to our specific philosophy in which quality, know-how, technology transfer and service play key roles. Your advantages:

- *Ultimate safety and survivability*
- *Savings on material, labor, space and weight*
- *Ease of installation and maintenance*
- *Approvals by all major class societies*
- *Best total cost of ownership*

WE CARE

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LEFT: Mobro leases several barges and cranes to Superior Construction Company for construction on Beach Blvd Bridge in Jacksonville, FL.

Raymond & Associates in Bayou la Batre, AL.

Mobro: Diversity on the Waterfront

Mobro has a long list of unique projects where it supplies a variety of marine operations, extending its 'one-stop-shop' philosophy.

Most recently, Mobro Marine was able to put to work its recently rebuilt U.S. Flag tug Rio Bravo to help conduct lifts and removes struts on cruise ship pier in Puerto Rico. Mobro used one of its American 11320 (450t) crawlers on an ABS spud barge to lift and remove 190' long struts weighing 91 tons each. Mobro Marine's crane and barge was transported by the Rio Bravo.

In addition, here are some interesting recent projects in short:

- Tug Cheetah Lift: Mobro lifts 160 ton Tug Cheetah and sets on barge for modifications and new engine installation.
- Walking Spud Carriage Lift: Mobro lifts 185 ton walking spud carriage into barge for Great Lakes Dredge & Dock Company.
- Spud lift and set: Mobro lifts 85 ton spud and installs into walking spud carriage on dredge for Great Lakes Dredge & Dock Company.
- Float on/ Float off of jack up rig: Mobro provides load out of 3 leg jack up rig for ocean-going transportation.
- 120 ton bridge beam lifts: Superior Construction Company uses Mobro's American 9310 Ring Horse to lift and set 120 ton Bulb-T concrete girders at Beach Blvd Bridge in Jacksonville, FL. Mobro 's tug and barge also transported beams from Savannah, GA to the jobsite.
- Transportation and crane rental to Chiriqui Grande, Panama: Mobro provides cranes, barges, workboats and ocean-towing to Chiriqui Grande, Panama for US contractor Hayward Baker.
- - Private mansion art project: Mobro lifts and sets Blade Runners for prestige artist at private mansion in Miami Beach, FL. The Blade Runners are 35 tons each and were set 100 feet from the center of rotation.
- Trident Submarine Camels: Mobro tug, crane and barge lift and set on barge multiple 150 ton Trident Submarine Camels at Naval Submarine Base in Kings Bay, GA.
- JF Kennedy lift: Mobro lifts and loads RT crane and Navy Crash crane onto JF Kennedy aircraft carrier.
- Wedding barge: Mobro charters barge for wedding.

"This business has always been considered a 'Fred & Barney' business," said John Hall, vice president, operations, Mobro Marine, in a reference to everyone's favorite "Stone Age Family," the Flintstones. "But modernization, in terms of technology and technique, is the key to survival and prosperity."

Mobro Marine At a Glance

Mobro Marine is a full service marine equipment company that has been meeting the needs of the construction and marine industries since 1962.

Facilities

- on the St. Johns River in Jacksonville, FL
- Tampa, FL to service Atlantic Ocean, Gulf of Mexico and Caribbean.

Services

- Inland and ocean towing
- Equipment rentals
- Sales and service of Barges, Tugs, Cranes, Pile Hammers and Jet Pumps
- Overhaul and maintenance services on marine engines and large diesel equipment.

Capabilities

- Crane Rental - With lift capacity up to 450 tons.
- Barge Rental - More than 100 barges including Load Line barges, Spud barges, Hopper barges, Equipment and Material Hauling barges and Truckable Sectional barges.
- Worldwide Towing Services - With vessels 300 HP up to 3,000 HP; both inland and ocean towing.
- New Barge Construction
- Workboat Rental
- Crane Repair - All makes and models. Specializing in Refurbishing AMERICAN Cranes.
- Certified Boom Repair
- Marine Heavy Lift Specialist
- Marine Salvage
- Cargo Handling - including LoLo, FloFLo & RoRo
- Drydock Facilities for barges up to 200 x 54 ft.

www.mobromarine.com

St. Johns Ship Building

Small Yard, Big Capability

Located along the historic St. Johns River just 60 miles south of Jacksonville, FL is where a true full service shipyard has emerged to accommodate the growing industry needs. In 2006 Steven Ganoe and business partner Michael Grandonico leased – and eventually bought – an existing shipbuilding and repair facility on the St. Johns River (mile marker 31), a facility which was renamed St. Johns Ship Building and today stands as one of the more progressive and technologically capable small shipyards on the U.S. East Coast. Ganoe is part owner of G&G Shipping, a specialty carrier of goods primarily to the islands and Caribbean from the Florida coast, employing a fleet of 10 versatile shallow-draft landing crafts, vessels which are capable of offloading at most any marina or pier or unimproved coastal site even directly onto the beach.

"This is the yard personnel that we built our fleet with from this North Florida area" Ganoe said. "With our business growing and uncertainty over where we were going to build and service our boats, we invested in this facility. The need for autonomy, or more specifically a dependable facility to build and repair our fleet, became apparent.

Location, Equipment, Experience

Visitors to St. Johns Ship Building – a facility which lies on 98 acres in a picturesque locale – are most immediately struck by how neat and orderly the facility is run and kept, a tribute to general manager and 30-year shipbuilding veteran Bobby Barfield, said Ganoe.

While the initial mission of the yard was to fulfill the needs into structure around our core business, that vision broadened and lengthened, as St. Johns Ship Building has been adept at competing with its fellow shipbuilders on both the East Coast and Gulf Coast, and is extending its capabilities further.

In the four short years that the management team has been involved with the yard, he has helped to take what was a vacant facility and through planning and investment created a diverse and capable shipbuilding and repair facility. Investment in the yard has been steady, boosted most recently by $2.4m in U.S. federal government 'stimulus' funding. The company operates several state-of-the-art machines including two CNC plasma cutting machines, brake press, plate sheer, and will soon welcome the addition of a family of steel processing equipment, including a new Wheelabrator plate system, as well as the machinery to shape and cut steel to most any specification, a move which St. Johns envisions as fulfilling the material processing needs for ship building as well as other industry customers. "A year after we opened (in 2007), material allocation was a challenge," said Barfield, just getting the material (steel) in was a problem, but they wouldn't even lock into a price until the material was in the shipyard. We see the investment in steel processing, cutting an shaping as helping to smooth out some of the time delayes in building new construction."

St. Johns investment doesn't revolve solely around its equipment, it realizes the value of individuals and their contribution to the process and profitability of the yard. "Today we have about 65 workers in the yard, led by Mr. Barfield, the general manager. Our local pool of labor is deep, and if the needs increase we would not hesitate to take on additional workers, however, the experience and efficiency of the current 65 personal "is like having 90 or 100 people," said Barfield. The company is also investing in client amenities, a rarity today, such as; dockage, WI-FI, covered and storage.The nature of the business often mandates that owner's representatives are stationed in Palatka for weeks, sometime months, to see its project through. To help defray some of the costs of housing this transient staff, the yard is utilizing land for on-site housing to accommodate and reduce the associated cost and logistical hassles – from travel time to laundry to meals. "We see this as just another factor to help build those long-term relationships," said Ganoe.

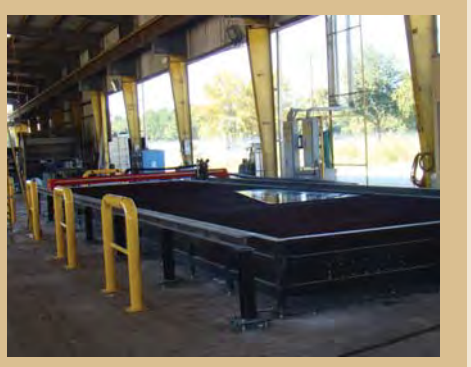
Strengthening the U.S. Flag

"It has actually been pretty steady the last year or two … anytime I look out there, there is always something in the drydocks." He counts the location and the favorable weather conditions, as strong and cost-effective labor force, and a growing portfolio of the industry's most advanced tooling and machinery as key factors in the business' continued growth.

The shipyards recent 190-ft. vessels ordered by G&G are all built to ABS class, and operate just under the 500-ton threshold, but are still capable of transporting 600 tons with an on-deck loading area of 6,400 sq. ft., capable of Ro-Ro cargo in addition to heavy lift or stacking of containers.

Steven Ganoe

St. Johns Ship Building is a modern, capable facility with an array of new equipment, including a new CNC plasma cutter (below right).



St. Johns Ship Building At a Glance

Location
St. Johns River, Palatka, FL (Mile Marker 31, 60 miles south of Jacksonville)

Access
The St. Johns, River is easily accessible for vessels coming north along the Intracoastal Waterway, from the Atlantic Ocean or Jacksonville.

Facilities (98 acres)
Conveniently located near Orlando, Gainsville, St.Augustine and Jacksonville.

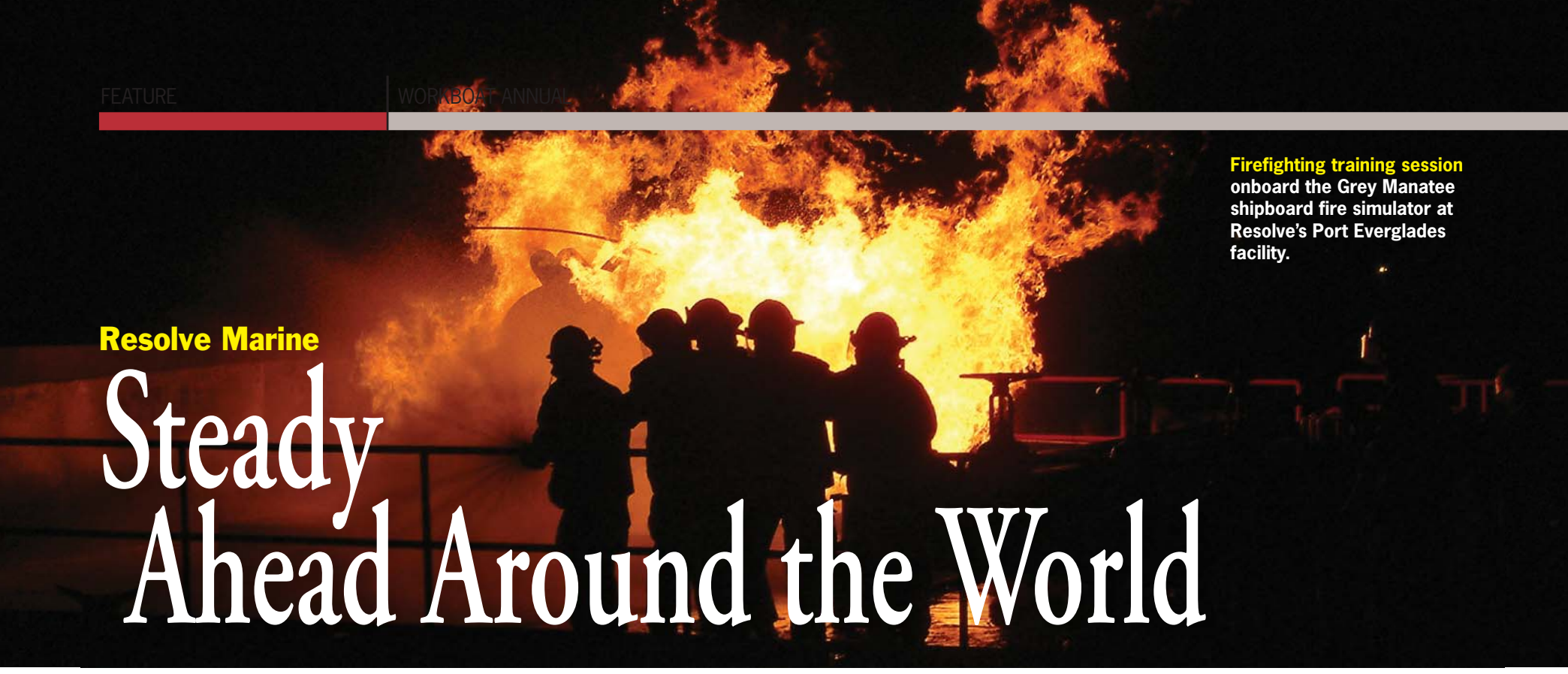
Description
A full service ship building and marine repair company specializing in steel and aluminum vessel new construction. Opened Early 1970s (re-opened under private ownership 2006)

Fabrication shop
425 X 70-ft. complete fabrication shop, machine shop, carpentry shop, and electrical shop

Wet Dock	1800 ft.
Dry Dock	1100-ton
Crane capacity	160 tons
Max. employees	300 full time
Bulkhead waterfront	2600 ft.
Launch basin	400 ft.

Capable to Build
- Steel and Aluminum Vessels
- Self-Propelled Barges
- Landing Crafts
- OSVs
- Deck Barges (to 450 ft.)
- Inland Push Boats
- Oceangoing Tugs
- Tank Barges (to 40,000 barrels)

www.stjohnsshipbuilding.com



Firefighting training session onboard the Grey Manatee shipboard fire simulator at Resolve's Port Everglades facility.

Resolve Marine

Steady Ahead Around the World

Anyone who knows Joe Farrell knows he is passionate about the business he founded and has tended for the past 30 years. Today Resolve Marine, one of the country's leading marine salvage companies, stands as a testament to Farrell's reasoned slow and steady approach: a company which is first and foremost dedicated to emergency response, but expanded – both by market sector and geographically – to foster its success for many years to come.

— By Greg Trauthwein, editor

Resolve Marine's leadership tandem of Joe Farrell and Captain Farhat Imam, COO is as much a study of contrast as it is similarity. The quick-thinking, quick-talking Farrell is equally adept — sometimes in the same paragraph — at discussing the historical evolution of emergency response around the world as he is about sharing his personal views on faith, family and the environment. Capt. Imam, an India national with a long career in command of tanker fleets offers an encyclopedic knowledge of shipping industry trends. Together, however, they share a laser-focus on developing and growing the business of Ft. Lauderdale-based Resolve Marine Group in terms of capability and locale.

Make no mistake, the heart and soul of Resolve lies in emergency response: salvage, firefighting and lightering. But since Farrell founded the company in 1980 and Capt. Imam joined as COO in 2005, Resolve Marine continues to evolve as a diverse company with strong growth in training and education initiatives, marine special projects and environmental stewardship.

Expansion

"Slow and steady" is the mantra of Capt. Imam, using these words as an indelible basis when explaining Resolve expansion, geographically or by capability. Geographically, Resolve has spread wide and far from its base, with operations in Fort Lauderdale, London, Mobile/Theodore, New Orleans and Singapore, and plans to expand in China and India. This year alone, Resolve's teams responded to vessel casualties in Iraq, in the Arctic waters of Canada's Northwest Passage, in Singapore, Hawaii, Jamaica, and in New York, Texas and the Gulf of Mexico — for jobs ranging from shipboard fires, groundings and strandings to vessel collisions and oil spills. In the past three years, Resolve estimates that it has responded to 85% of the most significant vessel casualties in U.S. waters.

"These (India and China) are big countries with a lot of potential business and room to grow," said Capt. Imam. Specifically Resolve is eyeing the ever-increasing amounts of marine traffic, as well as the high volume of port and infrastructure projects. "But I believe in small steps, and being very conscious of the value of the expertise we bring to the country and the investments we make. The plan is slow and steady progress" in these regions. Joe Farrell concurs: "We, historically, roll ourselves out at a comfortable pace. When we have the right people in place, we move."

Joe Farrell

Captain Farhat Imam

"We have historically focused on the U.S. before we went worldwide," Farrell said. "We are comfortable in our own skin in America, but 95% of our operators are foreign. So we have expanded globally, to give our clients, worldwide, the capability to call on us, to call one number, and to enjoy the same response and service no matter where they are."

In terms of capability, Resolve is making a significant investment in training and education. The company has a long history in providing hands-on firefighting training onsite in Ft. Lauderdale for its own employees and the local cruise industry. The firefighting training portion of the Resolve program holds special meaning for Farrell, as he views it as not only a static training and education location, but a real contribution to the health and well being of the people put in demanding situations. The DNV-approved training facility is physically located within the confines of the Port of Ft. Lauderdale, and is a popular educational stop for the local cruise industry, the port as well as Resolve's own employees. In addition, the company sends out 'strike teams' to work onboard new cruise ships to train crews globally. Since its inception, the school has trained more than 17,000 mariners.

Currently in the works: Resolve is finalizing negotiations on a new headquarters in Ft. Lauderdale, an HQ that will not only house its staff but also be home to a pair of simulators, one from Sperry and another from Atlas, that are specifically geared towards the cruise shipping industry. Unique to these bridge simulators will be the incorporation of a command and control simulator to train its own salvage and response teams on handling situations when accidents occur. Kongsberg is currently working with Resolve to develop this unique capability.

While investment in facilities and equipment is essential, Capt. Imam stressed that investment in people is equally critical to the company's near and long-term success.

OPA-90

The Oil Pollution Act of 1990 – OPA-90 – has had far reaching impacts on the marine operations and the way in which petroleum products move to and fro globally. Interestingly, it was just a couple of years ago that the final rules for the Salvage & Marine Firefighting regulations emerged, set to enter force in February 2011. . In 2008, the U.S. Coast Guard published new OPA-90 Salvage and Marine Firefighting regulations, in the form of 15 selection criteria industry should examine when choosing the contracted provider of salvage and firefighting resources. The USCG OPA-90 regulations finalized requirements for salvage and marine fighting response (SMFF) put February 22, 2011 as the deadline for all tanker Vessel Response Plans to include a SMFF section with a named and contracted primary responder. Earlier this autumn Resolve Marine made waves regarding its policy of not charging its

OPA-90 clients administrative or retainer fees through 2011. "We have made tremendous investments in people and equipment to help fulfill these needs," said Farrell, "But we made the call to not have retainer fees for the service for 2011."

"We expect the OPA-90 response business sector to stabilize before we make any decision regarding 2012 fees," said Capt. Imam. "Resolve assures the industry that any retainers the company may charge in 2012 through 2015 will be among the most competitive in the industry."

Central to the new plan is the vetting of a salvor's capability, which ironically is the exact issue which sparked the relationship between Farrell and Capt. Imam more than a decade before he joined Resolve Marine. At the time, Capt. Imam was heading tanker operations at American Eagle Tanker (AET), and according to Farrell, he was only one of two companies that thoroughly vetted the salvor's capability at the time. "AET and Maersk were the only ones that came in to ensure that I had more than a phone booth," Farrell said.

In crafting its latest stance on OPA-90 SMFF retainer fees, or lack thereof, Farrell is quick to stress that his company prides itself on being a one-stop-shop. "Resolve has always stood on its own two feet, and I don't want – when there is an emergency – to be dependent on any other company to respond."

Looking Ahead

Scanning the horizon for opportunity, Farrell notes that the recent oil spill disaster and on-going recovery operations in the Gulf of Mexico will – like the Exxon Valdez spill some 20 years before – prove to be a watershed incident in the maritime industry in regards to the way in which companies must invest in response and recovery activities. Ironically, Farrell counts his company's work in helping to clean up the BP GOM spill as a critical financial factor in helping Resolve to invest in the people, tools and technologies to power the company for the coming generation. While debate rages over changes to the way in which the oil majors go about their business of discovering and recovering energy offshore, Farrell cautions that the salvage industry as a whole and the oil companies must step up to ensure its collective voices are heard, to ensure that emerging rules and regulations are based in reality. "With a variety of government agencies and industry groups trying to take the lead (in creating new regulation), we want to be in the midst of the regulation, so that we can help direct it," Farrell said. "When the Exxon Valdez accident occurred, the salvage industry was not organized, and we were simply being told what to do rather than our voice being heard. The oil industry cannot let what happened to the salvage industry in response to OPA-90" happen to them. While Farrell concedes that much of the work will center on preparation so that the accident does not occur, he said that the oil majors – who have already signaled their collective commitment to doing just that with Chevron, ConocoPhillips, ExxonMobil and Shell collectively investing $1b for the start up "Marine Well Containment Company," an organization designed to identify and develop the technology and technique to ensure better control over future accidents – must be drivers for initiatives that will affect the salvage industry, such as pre-planned, pre-staged response.

www.resolvemarine.com

Resolve Responds to Deepwater Horizon Incident

Since the April explosion of the Deepwater Horizon rig until late summer, Resolve was focused on emergency response and oil spill clean-up operations in the GOM. It was initially called in to support the firefighting response following the rig explosion. Then, as a subcontractor to BP, Resolve worked out of its Theodore, Ala., port facility, in coordination with the U.S.Coast Guard, the U.S. Navy, BP and NRC on assignments throughout the Gulf – - laying boom, transporting skimming equipment, performing vessel decontamination, and directing "vessels of opportunity" for near shore clean-up. Resolve managed a fleet of more than 120 vessels and hundreds of personnel engaged in the Gulf effort. To monitor fleet movements and facilitate communications, Resolve applied their Resolve Tracking and Response (RTR) technology, a proprietary, satellite- based asset tracking, monitoring and response service designed specifically for vessel and fleet management. RTR enables fast, two-way communications, mapping, tracking and response, and real-time operations management reporting. RTR was used in the Gulf to locate and track floating assets and personnel, and maintain two-way communication and data exchange 24/7 for all operations. RESOLVE is presently working with Bahamian law enforcement agencies and marina operators to apply RTR to the problem of vessel theft in Bahamian waters

Atlantico Sul Shipyard

New Wave of Brazilian Shipbuilding

by Claudio Paschoa

Atlantico Sul Shipyard rides at the forefront of the new Brazilian shipbuilding industry, introducing modern technologies, economic and cultural growth, along with environmental responsibility to long neglected Brazilian Northeast Region. Maritime Reporter's Claudio Paschoa reports.

Due to the expected large scale ship and rig orders from Petrobras and its ship transport subsidiary Transpetro, major national and international investors, along with established Brazilian and international shipyards, have been working hard to secure these orders, by competitively winning the Petrobras tenders for tankers, bunker transport ships, oil rigs and support vessels.

This in turn caused the resurgence of the nearly defunct Brazilian shipbuilding industry and is also spreading the industry along the Brazilian coast. Historically the Brazilian high tonnage shipbuilding industry was concentrated in Rio de Janeiro and other south east and southern states. With this the northeastern Brazilian states that were normally relegated to a secondary or small vessel shipbuilding industry are now becoming major players. This is happening in part because of government policy to spread out the industry and also due to northeastern states offering important tax reductions and exemptions for land acquisition, manufacturing plant construction and vital equipment imports.

In 2005 Brazilian companies, Camargo Corrêa, Queiroz Galvão and PJMR Empreendimentos groups joined up into a society and established a new company, Atlântico Sul Shipyard or Estaleiro Atlântico Sul (EAS) in Portuguese. Two years later the foundation works began and Atlântico Sul Shipyard started to be built. Although the original plans called for the completion of the plant to be in 4Q 2009, the unit actually started to operate in July 2008. In June 2008 the company successfully negotiated a partnership that permitted the entry of Samsung Heavy Industries as a shareholder and technical advisor.

To complete the construction of the Atlântico Sul Shipyard, 4,000 workers and 300 companies were involved and a non-stop 24/7 work pace was maintained in order to complete the industrial plant. In early 2010 the manufacturing premises of Atlântico Sul Shipyard already had several areas in operation, such as the plate and profile yard, the plate blasting and painting, cutting, pre-assembly, piping and boiler shops. The construction project of Atlântico Sul Shipyard assured Brasfond (the company responsible for the foundation construction works of the EAS manufacturing plant) the "Outstanding Project Award," an international recognition prizes for deep foundations engineering.

> *"One of the good things in the shipyard is the two 1,500 tons goliath cranes. Only two shipyards in Asia have these cranes, even the Samsung yard in Asia doesn´t have them"*
>
> *• Ricardo Lutz da Cunha e Menezes, Commercial Director & Naval Architect for Atlântico Sul Shipyard*

Atlântico Sul Shipyard covers an area of 162 million sq. m., including a sheltered industrial area of 130 thousand sq. m. **and has the capability to process 160,000 tons of steel per year**. The shipyard includes a 400 x 73 m x 12 m drydock. Its facilities include two goliath gantry cranes, capable of lifting 1,500 tons each, two cranes of 50 tons each and another two cranes of 35 tons each. The wharf area of the Atlântico Sul Shipyard contains a 730 m long outfitting quay, equipped with two 35 ton cranes. An additional 680 m long quay is dedicated to construction and repairs of offshore platforms and also has a 35 ton crane.

The strategic location of the Atlântico Sul Shipyard is one of its competitive advantages, as the shipyard is located inside the Port Complex of Suape, in Ipojuca, a small city in the State of Pernambuco, in Northest Brazil. The location gives access and easy connection to the main navigation routes in the Atlantic Ocean and to 160 ports in all continents of the globe. The location is also privileged regarding the huge oil and natural gas production regions, such as the Gulf of Mexico and the West African Coast, along with the production areas in Northeast Brazil and further south, the vital Espirito Santo, Campos and Santos Basins. This location also helps to optimize logistics for input supplies and equipment. The scale of such plant facilities allows for a substantial reduction in building times and places the shipyard in a distinct group of fourth generation shipyards, on the same level as the Asian plants, which today stand at the forefront of the shipbuilding industry world-wide.

Atlântico Sul Shipyard´s core production is focused on construction of tankers, container ships, bulk, and cargo carriers, among others, as well as offshore platforms.

The shipyard is highly automated and among other equipment it has four plasma cutting machines and one of the largest flat panel production lines in the industry, capable of producing six flat panels per day.

The shipyard also has a modern design department, with a team of highly skilled engineers, widely experienced in the national and international markets and dedicated to the development and detailing of the layout and engineering of ships and platforms, using specialized design software and tools.

Atlantico Sul Shipyard had secured orders for ten Suezmax and five Aframax tankers from Transpetro as part of the Promef 1 shipbuilding program and has also secured orders for another four Suezmax tankers with dynamic positioning capabilities and three Aframax tankers with DP capabilities, also from Transpetro, as part of Promef 2 program. All DP equipped ships built at the Atlantico Sul Shipyard will have Kongsberg DP systems installed. It is the first time that this kind of tanker is built in Brazil and it is destined for the long-haul transportation of crude oil from the pre-salt production FPSOs to onshore refineries. The financing resources for these latest orders (the seven DP tankers), which amount to R$2.6 billion, come from the Merchant Marine Fund (FMM) and the responsible financial institution is the Brazilian Development Bank (BNDES). "This financing consolidates the backing given by BNDES to the reinvigoration of the Brazilian shipbuilding industry. Such backing guarantees EAS the continuity of its production" said Angelo Bellelis, President of EAS.

The shipyard is also building the lower hull for platform P-55. In early May, EAS completed and delivered the first Suezmax tanker to Transpetro (part of the Promef 1 order). The tanker christened João Candido was the first tanker or for that matter, large vessel to be built in Brazil in nearly 14 years. African-Brazilian welder Josenilda Maria da Silva was elected by Transpetro to be the godmother of the Suezmax vessel João Cândido launched on May 6 in a ceremony attended by the President of the Republic of Brazil, Luiz Inácio Lula da Silva. Josenilda is one of the laborers that have been working in the construction of the oil tanker. As one of the most senior employees, she is considered to be one of the best-skilled welders of the Shipyard, having attended the first group to undergo training by Atlântico Sul Shipyard (EAS) at the Eng° Francisco C. E. Vasconcelos Training Center, a technical shipbuilding school built by the Shipyard. Josenilda said she was overjoyed that the Shipyard has chosen her. "I feel thrilled to see that

Atlântico Sul Shipyard finishing first Aframax tanker made in Brazil.

(Photo Estaleiro Atlântivo Sul)

President Lula with welders at EAS shipyard workshop. New jobs created by this impressive new shipbuilding facility have helped to change many lives for the better in Brazil. (Photo Ricardo Stuckert)

something I took part in is now concluded. There is a little bit of me in this vessel," said Josenilda. Josenilda is a local community member of Ipojuca and had been unemployed for five years until offered a job at EAS. "Over five thousand people had registered. It was a great victory for me to have been selected," she recalls.

As a 32-year-old mother of two daughters, she was able to enroll her youngest child in a private school. "I can now give my kids everything they need." A former housewife who had previously been a ceramics factory worker, Josenilda enjoys her job greatly and plans on specializing in the area of welding as a career.

With the trained manpower deficit, EAS has needed to import some specialists in order to fulfill pending orders and train local content. A good example is forty year old Euclides Yamaoka, who left Brazil two decades ago to work in Japan, the birthplace of his parents. At that time, Japan was a place of great opportunities. Twenty years later, he was taking the opposite path and returning to work in major industry in Brazil.

Yamaoka is one of the fifty specialized welders chosen from the Japanese shipbuilding industry by Atlântico Sul Shipyard (EAS) and who is now working in the company. The planned target is to hire two hundred workers, in a strategy set to add the productivity and discipline of Japanese shipyards to the new Brazilian company. "My expectation is, always, through hard work, to reach the top of the pyramid; this would never been possible in Japan," said Yamaoka.

Mr. Ricardo Lutz da Cunha e Menezes, Commercial Director and Naval Architect for Atlântico Sul Shipyard, who works from their office in Rio de Janeiro, has been with the project since its conception and was actually present when the original site foundation preparation and set-up work began. He has strong professional and emotional ties with the project and was kind enough to give us his unique insight into all aspects of the Atlântico Sul Shipyard project, including infrastructure, commercial goals, environmental concerns and social endeavors related to the shipyard project.

"One of the good things in the shipyard is the two 1,500 tons goliath cranes. Only two shipyards in Asia have these cranes, even the Samsung yard in Asia doesn´t have them", said Menezes.

Atlântico Sul Shipyard is committed to their sustainable development programs. The range of programs includes, environmental management, solid waste management, toxic effluent testing and management, rating of nektonic organism survival, superficial and subterranean water quality monitoring, tracking of the biotic environment at the Tatuoca River estuary, environmental education programs and a archeological preservation program in the shipyard area. "Atlântico Sul Shipyard has a commitment to an environmentally friendly development program" said Menezes.

"This financing consolidates the backing given by BNDES to the reinvigoration of the Brazilian shipbuilding industry. Such backing guarantees EAS the continuity of its production"

• Angelo Bellelis, President of EAS

Atlântico Sul Shipyard highly values and looks after its human capital, and in order to ensure productivity in continuously increasing levels and to keep a workforce that values competence, encourages self-development as well as increasing their living standards, the company is investing in training a local workforce in basic specialized skills needed in different areas of the shipyard production line. In line with the best company practices, the shipyard also offers its employees a range of benefits, extensive to their families, apart from in-company programs, with the objective of providing increased safety and well-being to all workers.

"Atlântico Sul Shipyard has a strong commitment in transforming the social reality of Brazil, particularly that of the Northeast and the State of Pernambuco," said Menezes.

This commitment starts with the creation of 5,000 direct and 25,000 indirect job posts that will have an enormous impact on the labor market in the metropolitan area of Recife, one of the regions with the greatest growth in the Northeast. Residents of the five municipalities in the vicinity of the Suape Complex, namely, Ipojuca, Cabo de Santo Agostinho, Jaboatão dos Guararapes, Moreno and Escada, have been benefiting with opportunities and income through the 2,800 direct jobs created by the shipyard.

In order to guarantee better housing conditions for its

workforce, Atlântico Sul Shipyard is constructing a modern residential condominium with 1,500 homes for the employees, in the city of Ipojuca. An educational program has also been started aiming to improve the quality of education at the local public schools, in order for elementary and high-school students in Ipojuca to be better prepared to cope with the new economic development scenario of Pernambuco and to have a better chance of entering the competitive work market upon graduation. "Atlântico Sul Shipyard has developed a range of social projects to benefit the local communities, bringing them new forms of income, education and growth" said Menezes.

Solidary Life is a voluntary program where workers of the Atlântico Sul Shipyard and the local communities engage in social actions, such as renovating and increasing educational levels of the Aníbal Cardoso State School in Ipojuca, the objectives of the program being to promote solidarity, citizenship, social inclusion and ethics in the local society.

The Tatuoca program is focused on the community living at the Tatuoca Island, located near the Atlântico Sul Shipyard. This social program is developing several actions with the objective of improving the educational level of this community, giving them the means to join the formal labor market and provide them with income generation alternatives. Thirty five community members have already been hired to work at the shipyard and this number is expected to grow.

The Waves of Reading program works as an itinerant library aiming at developing the reading skills among workers of the Atlântico Sul Shipyard, and the local community of Tatuoca Island. The library collection comes from books donated by Atlântico Sul Shipyard´s own employees.

Birthplace of Talents is what is being called the newly restored and renovated old Municipal Slaughterhouse, which is

Aerial View of Suape complex with EAS shipyard at center and Suape port at bottom.

(Photo EAS)

EAS shipyard 3D

(Illustration courtesy of Estaleiro Atlântico Sul)

now the city´s first vocational technical school. This important action will help comply with the workforce demand generated by the large industrial investments in the Suape Complex.

The Engineer Francisco C.E Vasconcellos Training Center is the first technical school built by a private company in Pernambuco. It will provide training and qualification for professionals working in the operational areas of the shipyard.

The Atlântico Sul Shipyard is also having effects in the Southern part of Brazil as most of their specialized naval engineers come from the southern states enticed by the high salaries, modern equipment and installations of the shipyard and the possibility of career growth and the chance to work with state of art technology.

Automation is one of the main paradigm breaks that Atlântico Sul Shipyard brought forward in the Brazilian shipbuilding industry. In the past, it was believed that cheap labor would guarantee competitiveness to national shipyards and that was a mistake, according to the Industrial Director of Atlântico Sul Shipyard (EAS), Reiqui Abe. As an example of automation at EAS, Reiqui Abe mentioned the panel assembly line which is unparalleled in this country, with a production capacity of six panels, sized up to 16 or 17 meters each. Without this state of the art panel assembly line EAS would only be able to produce two panels manually. For this year EAS plans a 20% increase in automation equipment investment, hoping to reach 50% production automation within the next few years, whereas the national shipyard production automation average is only 10%.

For this year EAS plans a 20% increase in automation equipment investment, hoping to reach 50% production automation within the next few years, whereas the national shipyard production automation average is only 10%.

ShipConstructor software was chosen to design the Suezmax tankers and offshore platforms after extensive reviewing and testing by Sincronia, a Brazilian IT consultant and integrator for the offshore and shipbuilding sectors. Sirconia found ShipConstructor to be the clear leader in terms of flexibility, customer support, pricing and its ability to meet the cutting-edge technology requirements of EAS. As well, ShipConstructor is easily learned which expedites a fully operational 3D CAD/Cam engineering environment to meet project demands and production schedules. Project Split and Merge (PS&M) is another ShipConstructor innovation which is being used by EAS. PS&M enables EAS to optimize utilization of their workforce by allowing work on a single project to be split and

delegated to designers in different locations while maintaining the regularly updated master project. By using Project Split and Merge EAS will increase efficiency and reduce or eliminate costly production delays.

The shipyard is aiming at being capable of producing one Suezmax tanker every 45 days in five years. Until recently this would be unthinkable for the Brazilian shipbuilding industry. This will only be possible through the partnership between EAS and Samsung Heavy Industries (SHI), the second largest shipyard in the world. The productivity of EAS will

The Presidents of EAS Angelo Belletis and of Transpetro Sergio Machado.

(Photo Estaleiro Atlântico Sul)

Welder at work at the EAS shipyard.

(Photo Wordpress)

still take a long time to reach that of the Korean shipyards, which in some cases manage to build a ship per week. The goal however still is to compete with the Korean shipbuilding giants within five years.**"If the demand continues growing, in five years we will be taking work from the Koreans," said the Industrial Director of EAS, Reiqui Abe**.

Another major shipyard is to be built right next to EAS, will be the STX-Promar, which already has secured orders from Transpetro through the Promef 2 tender. We also have plans for the EISA Alagoas, to be built in the Northeast State of Alagoas and which is owned by the Sinergy Group. Three shipyards are also planned for the State of Bahia, which is just north of the State of Espirito Santo where the northern limit of the pre-salt lies. All these enterprises will place Northeast Brazil back in a growth curve and are sure to attract other enterprises such as refineries and industrial plants that will create more jobs and more growth for the region. We can only hope that this growth will go hand in hand with environmental actions to safeguard the fragile nature environments located along the northeast coast of Brazil.

Stockholders Overview:

• The Camargo Corrêa Group originated in 1939 as a small construction company that grew with Brazil and, at the same time, diversified its business. Nowadays, it operates in 20 countries and employs over 57,000 professionals. Its activities are structured in five business divisions: Engineering and Construction; Cement; Footwear, Textiles and Steel; Concessions; and Real Estate Development, Environmental Engineering and Corporate Division. In 2007 the group reported a consolidated gross operating revenue of R$ 12.4 billion.

• The Queiroz Galvão Group was created in 1953 as a construction company and is currently active in various segments of the economy, such as: drilling and production of oil and gas, production and processing of foodstuffs, concession of public services in Brazil, financial market, steel plants and environmental engineering services. In the Civil Construction sector, the group is known worldwide for its quality, having undertaken projects in Brazil and in other countries of Latin America and Africa. The 54 companies that comprise the group generate annual gross revenues of around R$ 4.4 billion and are responsible for 20,000 direct job posts.

• Founded in 1996, PJMR is an equity holding and ventures management company in the shipbuilding and offshore segment. It expertise was acquired by having participated in diverse undertakings in the naval construction sector and is nowadays also a shareholder of Aker Yards in Brazil, and Noroil Empresa de Navegação Ltda.

• Established in 1974, Samsung Heavy Industries is one of the leading shipbuilding industry companies in the world. Its shipyard, located on the island of Geoje, in South Korea, covers an area of 4.0 million sq. m., includes 4 dry docks, 10,000 employment posts and has an annual processing capacity of 600 thousand tons of steel. The company constructs 52 ships per year, it being the equivalent to the delivery of one ship per week.

Flow Science Association

Flow Science entered into a new international association agreement with Mettalforma Maqs. Equipamentos E Tecnologia Ltda to sell and support Flow Science's FLOW-3D software in Brazil. Flow Science, Inc. is a privately-held software company specializing in transient, free-surface CFD modeling software for industrial and scientific applications worldwide.

On the Web:

www.flow3d.com,
http://www.mettalforma.com.br

Berg Propulsion

Berg Propulsion made a breakthrough into the Brazilian offshore vessel construction market, just a few months after creating a regional office in Rio de Janeiro. Berg won a contract to equip a 64m oil spill response vessel ordered by Astromaritima Navegacao at the Estaleiro Ilha (EISA) shipyard in Rio de Janeiro. Delivery of the vessel, which will operate for the Brazilian oil giant Petrobras, is scheduled towards the end of 2011. Berg was tapped to supply a comprehensive propulsion package, including azimuth and tunnel thrusters, all fitted with Berg's condition monitoring system.

www.bergpropulsion.com

Sherwin-Williams Coatings

At a time when the shipbuilding industry is undergoing a renaissance in Brazil, Sherwin-Williams is playing a strategic role in the fortunes of the shipbuilder Atlântico Sul, which this summer launched Brazil's first ship in 14 years, João Candido, under the Brazilian government's Program for Modernization and Expansion of the Fleet (PROMEF). In a ceremony attended by Brazilian president Luiz Inacio Lula da Silva, the 150,000 dwt tanker left drydock following the closure of its hull and was rolled out to sea to finish for December delivery. It is the first of a series of 22 ships that are already on the shipyard's order book, along with the hull of the P-55 platform of Brazilian oil giant Petrobras, according to Angelo Alberto Bellelis, Atlântico Sul president. Sherwin-Williams' Euronavy ES301 coating system is protecting the new ship's ballast tanks, and the coating is a significant factor in the shipyard's productivity as it fulfills its contract to build ten Suezmax (able to carry up to one million barrels of oil) tankers under PROMEF for Petrobras. Atlântico Sul is the first of a number of new shipyards coming on line to meet Petrobras' surging demand for ships. Keeping up with that demand requires innovative approaches to shortening building schedules, and Sherwin-Williams has been driving that innovation. Using the ES301 coating technology, Atlântico Sul has been able to double its productivity in terms of square meters of surface prepared. Construction of João Candido occurred while the shipyard itself was being completed. Typically secondary surface preparation at the block stage involves abrasive blasting to prepare steel surfaces and weld seams prior to topcoating. Euronavy ES301 can accomplish the same task using ultra-high-pressure (UHP) water jetting, or hydroblasting, which saves shipbuilders time and money. Petrobras pioneered the concept of combining hydroblasting and coatings that are solvent-free and tolerant of humidity across the operations of Transpetro, its shipowner subsidiary.

Sistac Sistemas to Build 25m DSV

Sistac Sistemas in Brazil have selected twin UltraJet UJ575 waterjets to power its new diving vessel Sistac Esperança. Having provided services to the offshore industry since 1995 Sistac Sistemas de Acesso S/A saw the opportunity to provide an offshore dive operation center and proceeded to commission a new Offshore Dive Support Vessel. Designed by the Federal University of Rio de Janeiro this 25m aluminum dive support vessel is unique in its design. The aluminum semi-planning hull design matches load capacity to fuel consumption at excellent speed. The load capacity is needed to carry all equipment and fuel on board. The vessel cruises at 11 knots consuming 185 l/h. The increased fuel efficiency allows it to spend more time at diving sites, with the waterjet propulsion system providing ultimate control for variable loads and sea conditions, at even lower fuel consumption rates. The Sistac Esperança was built by Seasafe Barcos Manufaturados, a specialist aluminum boat builder based in Angra dos Reis, Brazil. It is fitted with all the necessary gear for offshore diving, including a decompression chamber and dive-bell which is launched from the transom by an A-frame crane. Accommodation includes 4 comfortable cabins for 4 crew or passengers in each. With an onboard diving crew of 10, the Sistac Esperança is also equipped to carry out ROV operations. From the onboard dive control room, the dive supervisor has total control over both the divers and ROV. The vessel is capable of operating for 15 days, 200 miles off the coast, without the need of external supply. Electrical power is supplied by a pair of Caterpillar C9 175 kW generators. Fresh water is produced on board at 1400gpd rate in a reverse osmosis water-maker. The craft has a maximum displacement of 100 tons when fully loaded. Powered by twin Caterpillar 3142E engines rated 634 kW (850 bhp) at 2300 rpm coupled to twin UltraJet 575 waterjets via ZF550 1.743:1 gearboxes, the craft has a top speed of 14 knots and a cruising speed of 11 knots. The Sistac Esperança was delivered to Sistac in August 2010, starting a new fleet of offshore vessels that will be in service in the Brazilian Campos Basin.

www.seasafe.com.br

New Crewboat for Tidewater in Brazil

Brazil is one of the bright spots for shipyards in the current global ecomomy. The Industria Naval do Cear S. A. INACE has been making a name for itself as a quality producer since the 1960s. The yard is located in Fortaleza, Cear' State, Brazil and is a leading builder of steel and aluminum yachts for both the domestic and U.S. markets. The yard is also a significant player in vessel construction in support of Brazil's booming offshore oil industry. An example of the quality work being done there is the recently delivered Karen Tide II. The first of two fast supply vessels for Tidewater Inc. the 51.8-m (170-ft.) by 10.4-m (34-ft.) vessel is finished to very high standards in all areas from the wheelhouse to passenger areas, crews quarters and the engine room. The main engines, supplied by Distribuidora Cummins do Nordesto, are four Cummins KTA50 M2 diesels each generating 1342 kW of power and turning 1422 by 1295-m/m four-blade propellers through ZF4650 gears with 3.04:1 ratios. The Karen Tide II achieved speeds of 21-knots on sea trails. Capacities for the ABS-classed vessel include seating for 50 passengers, tankage for 99.3 cu. m. of water and 293.64 cu. m. of diesel fuel. The cargo deck's 269.42 cubic meter open space can carry up to 371 metric tons.

Back to Basics, Back to School

MEBA's CMES ARPA & STCW offerings marry emerging technologies with core competencies for professional mariners.

by Joseph Keefe

Everyone has one. Mine is a battered three-ring binder containing virtually every professional certification accumulated over the course of 30+ year career. A "Radar & Simulator" Certificate of Training from the U.S. Department of Commerce and the Maritime Administration also resides in that file. That disclosure might not be of even passing interest, but since Marad hasn't been a part of the Department of Commerce for quite a while, it might also raise a flag of sorts. As a part of an ongoing effort to bring my credentials into compliance with the STCW code, I briefly considered trying to use this yellowed, 1979-issued document as an excuse for not having to take the STCW-mandated version. As it turned out, that would have been a serious mistake. Here's why:

Compliance vs. Competency

STCW courses may seem like an inconvenient annoyance for officers already taxed with crowded training and shipping schedules. On the other hand, today's offerings – packaged and properly delivered – can bring mariners up to speed on all forms of e-navigation and collision avoidance tools. Certainly, that's the case at the Calhoon MEBA Engineering School (CMES) in Easton, MD, where their Automatic Radar Plotting Aids (ARPA) Course goes beyond the ordinary and provides a heightened level of realism to hammer home the required knowledge.

Knowing that it might be an uphill battle (with the National Maritime Center) to get a 31-year old document certified for compliance in today's environment, I eventually opted to avoid the argument and went to the course. Also needing a Radar Observer renewal, it seemed like the best way to kill two birds with one stone. In July, and ironically on the heels of attending the 2nd Annual International eLearning Conference (think: computers) held at CMES in Easton, I immersed myself in the 30-hour course. Tucked away on the picturesque, sprawling brick-and-mortar Eastern Shore campus, there is arguably no better place to do just that.

Back to Basics

Last having signed articles on board a deep draft merchant ship in the mid-1980's, I also came ashore well prior to feeling the impact of the IMO's Standards of Training, Certification & Watchkeeping (STCW) Convention. Simulator training was not necessarily widely available to the average mariner in my day. Soon after the course began, it became painfully apparent to the crew at CMES that perhaps the last mariner on the planet who had never logged any time whatsoever inside a modern bridge simulator had enrolled. That would be me. Nevertheless, in July of 2010, the instructors patiently led me through the curriculum.

Starting with a prolonged session of paper drills involving various Radar plotting solutions, I came up to speed quickly and – to my ultimate surprise – learned a few new tricks that would ultimately yield handsome dividends during both the Radar Observer Recertification test and the ARPA course itself. Leading this session of the CMES ARPA course was Jeff Munday, a USCG Certified Instructor and U.S. Navy veteran. It is possible that there are Radar instructors with more in the way of boots-on-the-ground plotting experience in pressure situations than this 20-year Navy veteran, but I doubt it.

Munday started by gently erasing the cobwebs of 20 years of time spent away from the wheelhouse. When satisfied as to my proficiency in the required skill sets, only then did he re-introduce the integrated bridge equipment of today to a mariner whose "integrated" bridge experience had previously been confined to using one of the original versions of Raytheon's – a very fine tool in its day – RAYCAS collision avoidance system. Suffice it to say that the CMES full mission bridge simulator is not your father's bridge – nor can it be operated using yesterday's mindset.

Turning Theory into Practice

CMES is better known for its considerable engineering disciplines taken from its 1966 inception. That reputation only augments a lesser known but also formidable modern deck curriculum. To complement that curriculum, the CMES Ship's Bridge Trainer (SBT) Simulation Suite is comprised of:

- Bridge No. 1 - 300 Degree Horizontal Field-of-View DNV Class A
- Bridge No. 2 - 240 Degree Horizontal Field-of-View DNV Class A
- Bridge No. 3 - 180 Degree Horizontal Field-of-View DNV Class B
- Bridge No. 4 - 120 Degree Horizontal Field-of-View DNV Class B
- Desktop Simulator Room – (6) duel screen workstations with VHF Communications, (1) instructor workstation
- (2) SBT Instructor Stations
- Debriefing Area

CMES contracted with TRANSAS, USA, Inc. to design and install a uniquely flexible, scalable, and comprehensive navigational training suite. The system centers on two instructor control and monitoring stations, featuring the latest tools for exercise development, conduct, debrief, and analysis. TRANSAS was

Calhoon MEBA's state-of-the-art simulator.

supported by NavSim Services, Inc. for the hardware/software integration work, and custom electronics and interfaces. Two full-mission ship simulators are equipped to exceed the requirements of Det Norske Veritas (DNV) Class A navigational bridge simulators. An adjacent area houses two part-task bridges, which are designed to DNV Class B standards. Each Bridge has a distinctive feel, designed to mimic different types of vessels. Although each bridge lends itself to particular vessel classes, all are inherently flexible to allow them to be utilized in a variety of different exercises.

The theme of interoperability was paramount in the design of the bridges. Each has a similar set of hardware and software, giving a common thread to training and reducing the learning curve for students using the equipment. Several control units are provided for specific vessel applications. Z-drives, flanking rudders, Azipods and Rotable controls have common interface units in each bridge. To best display these visuals, TRANSAS used the latest projection and image mapping solutions available on the market.

The SBT Suite also includes a Desktop Simulator Classroom (DSC). A shift in simulation techniques towards PC based solutions follows a similar shift towards PC based platforms for onboard equipment such as ECDIS, radar, ARPA, and control systems. The DSC includes six student workplaces, each with dual monitors, VHF, and traditional navigation tools, all arranged to meet the requirements of the USCG NMC. Each workplace incorporates a myriad of navigational tools, controls and displays, resulting in a powerful training resource and ideal location for familiarization of trainees prior to moving on to the full-mission or part-task environment.

Today's ARPA Course Framework and Curriculum

Every Coast Guard approved Automatic Radar Plotting aids curriculum has at its heart the intent to familiarize the mariner with the operation of Automatic Radar Plotting Aids and to enhance navigation safety through the use of this equipment. Inherent in this effort is the disclosure of the equipment's many capabilities – and limitations. At CMES, Munday leverages considerable combat watch team experience to marry the practical aspects of traditional navigation skills to the full extent of the available equipment. At CMES, the curriculum included Basic Theory and Operation of Marine ARPA Systems, set up and operation of the equipment, (a lot of) manual Radar plotting, the use of ARPA to ensure safe navigation, collision avoidance, ARPA operation and a demonstration of proficiency.

Beyond the theory, the considerable simulator time proved to be most useful, especially for a mariner who had been away for an extended period of time. I piloted my imaginary containership into Norfolk, VA and practiced turns in New York harbor. And, when I ran her aground making the Starboard turn at Governor's Island, the simulation was run again until I got it right – but not before first discussing what went wrong. The instructor prodded me gently: "What happened?" I replied, "I started too late and didn't give it enough rudder." "Let's do it again," he ordered.

Simulator time, especially today, is critical to developing the mariner of tomorrow. The realism involved with the modern full mission bridge simulator is simply stunning. Sea swell and wave motion depicted on the 300-degree field-of-view Transas simulators are enough to make even the saltiest mariner queasy. The introduction of fog, rain and other variables add up to a training experience that, without question, is equal to or exceeds real bridge time experience, without the havoc created by a "real" casualty. Munday told me, more than once, "If you haven't failed at a particular scenario, then we are not challenging you. We add situations and variables for a reason." Based on that logic, I can happily report that, over the course of three days, I was sufficiently challenged on more than one occasion.

Beyond ARPA: More than STCW

ARPA certification can be achieved using far less in terms of the considerable equipment suite available at MEBA's CMES facility in Easton. In fact, this probably occurs on a daily basis at any number of training facilities elsewhere. That said, the realistic simulation training is invaluable and arguably essential. For deck cadets training at U.S. maritime academies where achieving adequate sea time within the traditional four year framework is a problem, the full mission simulator could soon be more than a luxury.

A Scandinavian proposal now on the table at IMO, if enacted, could require U.S. cadets to come into compliance with foreign officer candidates who must achieve one year of sea time as opposed to the six months now typically achieved on board the training ship. For deck cadets, the use of full mission bridge simulators could well be the answer. In the engine room, any number of equivalent diesel and boiler simulators could also do the trick. Without a doubt, the realism being provided by all three mediums – in a far shorter period of time and using a myriad of potential emergency scenarios not possible on any training platform – would be equivalent to or exceeding the value of real sea time. And all without the catastrophic, expensive mishaps associated with "on the job training."

New Competency for Old Skill Sets

Assuming that the IMO-proposed sea time rule for new officers is approved, simulation, at least on the American side of the pond, will likely become part of the solution to achieve that metric. For my part, tempted to take what might otherwise be described as a shortcut on my journey to STCW compliance, I instead chose to take the ARPA course without first having been ordered to do so by the Coast Guard. It was the right thing to do.

Far beyond the lessons learned while operating unfamiliar equipment for the first time, the limitations of these aids became very apparent. So did the fact that, on too many occasions, too many younger mates rely far too much on the electronics alone, to the detriment of what is going on right outside their porthole. I found myself operating in an old school environment – sometimes taking visual bearings to compliment electronic ranges, instead of burying my head in the Radar or perhaps relying on an ECDIS chart overlay. That lesson has been all but lost on today's generation of new mariners who have grown up using cellular phones, video games and enjoying the instant (supposed) reliability of GPS fixes. Who says that an old dog can't bring something valuable to the table?

I might have gotten away with that dog-eared Marad training certificate, but that sort of thinking has no place on board today's modern merchant vessel. Certainly, with just two core STCW courses left to complete before presenting my package to the Coast Guard for approval, it is the one lesson that I won't ever forget.

CBT Gets Nautical Institute Backing

Using computers to simulate real life scenarios has become an increasingly important part of the training of seafarers, although it should be considered as a complement for traditional training methods, not a substitute. Examples of high profile collisions, like that between the Andrea Doria and the Stockholm, have subsequently been recreated in computer form with a view to showing crew members how not to do it.

The recent International Institute of Marine Surveying conference in London highlighted the dangers of being over-dependent on electronic equipment and failing to back up electronically provided information with physical checks.

However, as computers have become increasingly powerful and versatile, so too have the computer based training packages available. Crew members can learn how to maneuver a ship in a restricted port area, how to respond to a potential crisis, or how to load a vessel to ensure maximum safety.

For example, Warsash Maritime Academy's full mission bridge simulator has control equipment designed to simulate various vessel configurations, from single or twin screw to azipod propulsion systems.

So, in general terms, what has the contribution of computer based training been? According to Nautical Institute director of projects David Patraiko, CBT brings "a valuable contribution to a blended learning strategy. The obvious advantage is the use of quality multimedia, but other advantages are the ability of students to learn at their own pace and the ability to carry out self assessments." The use of the phrase "blended learning" emphasises that CBT is just part of the training mix, and conventional means of training should not be ignored.

However Patraiko can point to tangible examples of where CBT has contributed to understanding among seafarers where a more traditional approach may not have worked. "There are many examples of how CBT can improve learning, but my favorite is the teaching of ship stability. An animated illustrative example of stability principles, to me, adds much to the diagrams and graphs in book form. "

Clearly, as the technology revolution continues, CBT will be developing with it, with enhanced features, and more realistic simulations. While ship board computers may not have the sophisticated features available for onshore simulators, this may well come in the future.

"I think that as technology continually improves, maritime CBT will benefit enormously from improved graphics, simulation, gaming technology, internet connectivity and greater user interaction," Patraiko said.

Piracy is a potential area where CBT can be used to promulgate information. Patraiko said that while "there is a lot of good advice available to help crews avoid piracy, unfortunately not all of it is being taken. There is a potential particularly by using the benefits of multi-media to improve the application of best practices in this area."

According to the International Maritime Bureau, over a thousand crew members were taken hostage by pirates last year, with 49 vessels hijacked, mostly by Somali pirates.

Norwegian-based Seagull AS is among those organizations that offer CBT products to assist crew members in dealing with piracy incidents. Issues like best practice to avoid a piracy attack, what to do if one occurs and how to react if the vessel is overcome by pirates are tackled.

While it is self evident that no amount of training can entirely prepare you for a traumatic event – the New York-based Seamen's Church Institute is conducting research into post piracy trauma assessment and treatment – it can at least provide preparation for crew members who may be required to go into a danger zone.

Given the number of newbuildings set to be delivered in the next year or so, as well as the shortage of skilled officers, CBT may be a useful solution in overcoming the logistical difficulty of getting crew members to an onshore training faciliity.

Assessing how effective CBT is can best be done at company level according to Patraiko. "The Nautical Institute promotes best practice in the use of CBT, however the measurement of its effectiveness needs to be taken on a company basis when comparing it to other forms of training and of course the costs involved. Trainees may also respond differently to the kind of training methods used." So what is Patraiko's view on taking CBT online and will this represent an improvement? "Linking CBT with the internet has obvious potentials in terms of keeping the training current, interactive, offering feedback and centrally managing fleet training. Although I expect these aspects will increase in the future, the practical use of internet currently in the maritime industry needs to be kept in mind."

David Patraiko, Director of Projects for The Nautical Institute

Issues like the use of broadband have been exercising the minds of ship managers and other trade associations as they seek to encourage young people to go to sea. The Maritime Labor Convention 2006 is in the process of moving towards entry into force with 30 countries needed with a minimum of 33% of the world's tonnage. Patraiko believes that CBT can play a role in circulating information about the new rules. "The MLC 2006 is a vital initiative for seafarer rights, and I'm sure the use of CBT can bring an awareness and understanding of the issues to the seafarers."

The new convention consolidates more than 65 maritime labor standards developed over the past 80 years and sets out seafarers rights across a wide range of topics, including such issues as hours of rest. One question mark is whether experienced seafarers will be attracted to computer based training. According to

Patraiko, “one advantage of CBT for experience mariners is that they are able to learn at their own pace, assess their competence and use the software to target updated issues or identify personal weaknesses”

Products like the SAfeCargo liquid cargo simulator, developed by Warsash and U.S.-based MPRI have modules which provide feedback to the trainee, which they suggest will essentially replace a supervisor or instructor.

However that does not mean that crew members should be left alone to experience a virtual learning experience. Involvement by more senior and experienced personnel, up to and including the master, is essential.

The nature of shipping means that small numbers of individuals will be grouped together on vessels, sometimes for months at a time. A good working environment and strong links between individuals is vital if they are to do their jobs, and enjoy doing their jobs. So can CBT contribute to relationship management, communication during the voyage, or indeed the complaints procedure?

According to Patraiko: “Good quality CBT has the potential to improve understanding of any subject, whether it is regulated, non-regulated or even for personal development. Management and leadership competencies are extremely valuable on board and CBT can play an important role within a blended learning strategy to offer improvement”.

The role of the ship’s master – the “old man” – may conjure up a paternal image for some, but others in the industry say the role is now one akin to that of a company managing director, responsible for those on board, but also ensuring close links with those ashore, with a vital training role to fulfil in both cases.

As with all companies, the managing director’s ability to ‘walk the job’ will be key to the success of the business.

So what are the current limits of CBT? These could be costs, availability of internet access, and the ability of crews to find time to do the training. “I think another limitation is a good understanding of the cost/benefit models for CBT, said Patraiko. Such issues are at the top of the agenda for managers and operators keen to retain their crews. What would need to happen for such limits to be crossed? “For many years there has been an aviation industry CBT Committee (AICC) made up of various stakeholders, and now that the maritime industry is on the cusp of more CBT usage due to the growing functionality of affordable technology and industry demands for training and the management of competencies, maybe it is time to revisit such a concept”.

The maritime industry has often been compared to the aviation industry in terms of its speed of reaction when accidents occur, and its ability to speak with one voice, to name but two criticisms.

However others say that in certain cases ships’ crews are subject to far more rigorous standards than those prevailing in other industry sectors including aviation. These include the need to be physically fit — which in some industry sectors might lead to charges of discrimination — because of their requirement, in the case for example of passenger ships, to be responsible for the safe evacuation of those aboard, with the ability to fulfill these duties with utmost despatch. Computer based training is going to become more rather than less prevalent in the years to come as communications, computer hardware and software improve. A rounded approach to training is the key. The best that computer based training can offer, coupled with good practical and down to earth personal experience and leadership from the top.

SUNY Maritime

Building a Better Future

Maritime Reporter & Engineering News spent some time recently with Elspeth Hannaford, Instructor, Marine Transportation Dept., SUNY Maritime College, to discuss SUNY Maritime's efforts to train the maritime industry leadership of tomorrow.

Tell us about yourself?

I am a 2004 graduate of Massachusetts Maritime Academy, graduating with a Bachelor's Degree of Science in Marine Transportation and a Third Mate's Unlimited License. Upon graduation, I sailed as a Third Mate for Maersk Line, Ltd. until upgrading to 2nd Mate. After sailing for Maersk, I was hired by SUNY Maritime College as an Instructor for the Marine Transportation Department, teaching various Deck Licensing Courses such as Marine Cargo Operations and Ship Stability, Electronic Navigation, Terrestrial Navigation, and Collision Avoidance. I am also a Watch Mate and Deck Instructor for the Summer Sea Terms, and a Faculty Advisor for Women on the Water. I am a Lieutenant in the Merchant Marine Reserves. I will be completing my Masters in International Transportation Management this year, and I am working towards upgrading my license to Chief Mate. When I am not working in New York, I reside in southern Maine.

Please give a brief overview of SUNY Maritime's Summer Sea Term program.

Summer Sea Term is a unique program designed to give Deck and Engine cadets hands on experience and the required sea time to obtain their Third Mates or Third Assistant Engineers Unlimited License to be able to work at sea upon any ship and any ocean. We currently sail for 90 days during the summer months, sailing to such ports as Dublin, Ireland, Pireus, Greece, Valletta, Malta, Reykjavik, Iceland, and Dubrovnik, Croatia. The cadets in the licensing programs complete 3 sea terms, 45 days for the 2 underclass sea terms, and 90 days for their senior sea term. While underway, the cadets are on a busy schedule, rotating through watch, maintenance, and class. During their watch rotation, the students perform the tasks of a lookout, helmsman, Navigator, and Cadet Officer of the Watch. While on deck, cadets get exposed to working and launching the lifeboats and liferafts, preventative maintenance, line handling, anchoring, man overboard drills, fire drills, and supervising underclass cadets.

While in the classroom, cadets learn Navigation, Morse Code and Flashing Light, Marlinspike Seamanship, Ship's Business, Rules of the Road, and Celestial Navigation. The Training Ship Empire State is a 565 foot converted break bulk cargo freighter. She was converted in 1988 into a training ship that can currently handle a total of 684 cadets and 107 officers and crew. She has been in service as the SUNY Maritime Training Ship for over 20 years.

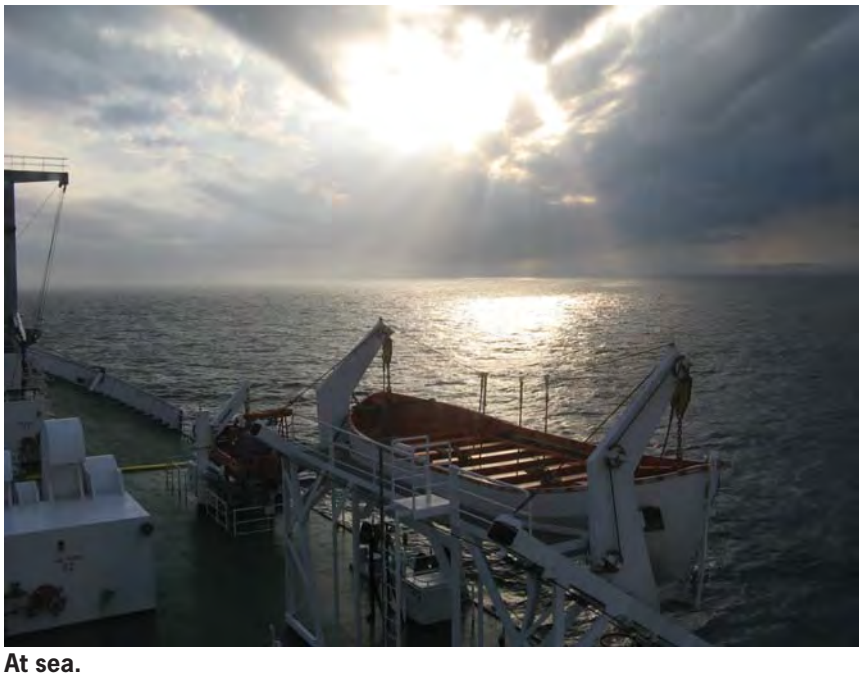
In your experience, how has the Sea Term progressed in the past 5 to 10 years.

With the growth of our school and of the licensing programs, the Sea Term has expanded from one 60-day cruise to 2 45-day cruises (with many officers and crew, as well as the seniors, staying onboard for

Firefighting drill.

Elspeth Hannaford preparing the fast rescue boat.

Deck officers.



At sea.

the full 90 days.) As technology changes, we have added to our curriculum as well as to the facilities onboard our ship. This past year, we have added an ECDIS lab in the classrooms, as well as expanded the number of licensed Officers onboard to help teach and mentor the cadets. The Sea Term is an integral part of the licensing programs, as it provides the necessary exposure to the daily life on a ship, the work and safety responsibilities and of a Mate/Engineer, as well as the reality of being away from home for months at a time.

When we met, you mentioned that the Summer Sea Term cruises are at capacity, and SUNY Maritime is seeking industry partnerships to get students aboard commercial ships. Can you tell me about the efforts to date.

With the growing number of students, we seek to send out our cadets onboard commercial vessels for their "Cadet Observer." Usually completed in lieu of their second class cruise, a cadet observer stays onboard a commercial ship for a minimum of 75 days. He/she follows the Mates onboard, participating in all activities and duties of a working ship, including at sea and inport watches, mooring operations, anchoring, drills, cargo operations, and vessel maintenance. Every year, our school sends out a few dozen cadets to ports around the world. They work on a variety of different ships, from LNGs to Cruise Ships to Government Contracted vessels. The student earns a 6 credit grade upon the completion of their in depth Cadet Observer Project. Companies that have participated in this program include Military Sealift Command, Shell, Celebrity Cruise Lines, Maersk, and OSG.

From your experience, what is the value of putting students on commercial ships?

The Cadet Observer program is an invaluable experience to the cadets, as it provides a one on one learning experience where the student is exposed to the inner workings of a commercial ship at sea. As an Instructor, I can see how the cadets mature and greatly expand their knowledge of this unique industry when they complete their observer time. I have spoken to many cadets about their sea going experiences, and the general response is that it is a very positive experience, with much confidence, knowledge, understanding, and experiences gained.

Do You Have Space Onboard for a CADET?

As SUNY Maritime continues to experience strong growth, it increasingly is seeking to build relationships with ship owners and operators to enable its cadets to gather experience onboard working commercial ships.

If you are interested to learn more, contact the Marine Transportation Department Head, Mr. Anthony Palmiotti, for further information.

Email:
apalmiotti@sunymaritime.edu

Telephone:
718-409-5564

MPT: Opening New Portal's of Opportunity

Ft. Lauderdale, FL-based Maritime Professional Training – or MPT – has long ago shed the image of being a 'yacht school', and today stands as a premier partner in the training and education of modern commercial marine mariners.

The common lament among vessel owners worldwide is the dearth of new mariners in the pipeline to replace an ever-aging workforce. The common lament among mariners is a never ending cavalcade of new rules and regulations which make navigating a career in maritime fraught with obstacles of varying height and severity.

Enter Maritime Professional Training (www.mptusa.com) – or MPT – the private company which aims to help mariners navigate the professional training and education they need with a varied and growing course list, and also with the introduction of its new "Student Portal," an innovative online career management system which in one place houses and helps mariner's manage and recover their full complement of documentation. The Student Portal will offer students 24/7/365 access, and just as importantly is offered free-of-charge.

Set to launch soon, "the student portal will not simply house documents, it will also help to keep our students aware of new rules and regulations, how it impacts their careers, and what they need to do to stay in compliance," said Amy Beavers, managing director, VP, regulatory compliance. "Our goal is to continually improve the technology side of our company for the benefit of the students. We want to be their long-term solution."

The system employs the highest level of security, and is designed as an excellent back-up source for commercial mariners who may need to recover lost documentation in an emergency.

> "Our goal is to continually improve the technology side of our company for the benefit of the students. We want to be their long-term solution." – Amy Beavers, managing director, MPT

As MPT is privately owned and run, it does not enjoy the funding mechanism inherent in government institutions, nor the built in clientele of union schools. Beavers and her staff instead focus on the benefits of a private institution, including the volume of classes it can offer in a given year, as well as the capability to stay more fluid and in-step with industry, developing courses as it sees a need, or in conjunction with client request in the form of customized training solutions.

In addition, MPT is stepping up its customer service with career counseling even to non-students, and additional efforts to help students manage and navigate their careers. "I am passionate about 'training beyond the regulation,'" Beavers said, explaining that certain students seek to differentiate themselves with additional training to make themselves more attractive to prospective employers, particularly in a tight job market.

New Key Executive Leadership Master's Program

American University (AU) and Northeast Maritime Institute (NMI) of Fairhaven, MA, are partnering to offer a Key Executive Leadership Masters Degree in Public Administration (MPA) with a focus in maritime affairs. NMI offers a wide range of courses and maritime training opportunities—used for both professional development and licensing upgrades—for the professional and entry-level mariner. The first session will begin in February 2011. Initially the MPA program will be a 2-year program, meeting 3 days (Friday, Saturday, and Sunday) once a month.

Email: key-nmi@american.edu.

New Polaris Skjold High Speed Navigation Simulator

The official inauguration of the new Kongsberg Maritime delivered Polaris ship's bridge simulator at the Royal Norwegian Naval Academy in Bergen took place earlier this year. The specially developed 1:1 simulator features a 240 degree visual system offering realistic scenarios for officer training. It is designed as an exact replica of the bridge aboard the Skjold class MTB (Missile Torpedo Boats), which are regarded as one of the fastest warships in the world with speeds of more than 60 knots/h (110 km/h). The Skjold simulator features advanced software that simulates the Skjold MTB movements at sea and is interfaced to real navigation equipment, also delivered by Kongsberg Maritime, comprising: 3 x multifunction displays including Kongsberg ECDIS and radar, 2 x operator chairs, AP 2000 adaptive autopilot, custom made bridge consoles and a voyage data recorder (VDR).

Northrop Grumman Opens New Navigation Training Center

Northrop Grumman's Sperry Marine opened a new ship navigation training center in Charlottesville, Va. The new facility will provide a wide range of navigation courses, including computer-controlled classroom training and a full ship's bridge simulator, giving students hands-on training under realistic scenarios. Courses include operation, maintenance, trouble-shooting and repair of shipboard systems for both civilian and military navigation systems.

USN Orders DH Barges

Metal Trades, Inc. was contracted by Maybank Industries. LLC to build two new types of double hull barges for the U.S. Navy. Three "YON" fuel barges and one Ship Waste Offloading Barge (SWOB) will be built, each type with identical 6,900 barrel capacity cargo and double hull configurations. The ABS classed barges are being designed by Bristol Harbor Group of Bristol, RI to be 180 x 44 ft. Production Engineering services are being performed by Bluewater Designs, Inc. of Delray Beach, FL. This is the second time that Metal Trades, Maybank Industries, and Bristol Harbor have teamed up to design and build a new type of double hull barge for the U.S. Navy that meets the latest operational requirements with full compliance with the Oil Pollution Act of 1990. Compared to the previous contract that built two 14,000 barrel fuel barges for the U.S. Navy, this contract addresses two new requirements – a more compact fuel barge design for space-constrained facilities and also a new type of double hull barge to offload and dispose of waste oil from naval vessels.

Galveston Pilot Boat Honors Fallen Colleague

Galveston has a top speed of 29 knots and the ability to stop within two boat lengths when operating at full speed and make a 360 degree turn while stationary. It measures 70 ft. long and more than 20 ft. wide and was built by Gladding-Hearn Shipbuilding. Galveston is a sister-ship to the Galveston-Texas City pilot boat Texas and was commissioned to replace the Gal-Tex. Texas, also built by Gladding-Hearn has been ably serving the Galveston-Texas City Pilots for the past five years. Both the Galveston and the Texas were designed to handle the unique swells and chop of the waters the Galveston-Texas City Pilots service on a daily basis. The Galveston-Texas City Pilots christened Galveston as its newest pilot boat on October 9, 2010. On January 20, 2007, in a tragic accident, the Galveston-Texas City Pilot boat Gal-Tex capsized resulting in the loss of Capt. George "Robert" Frazier. Robert was a Galveston native and was a pilot boat operator for the Pilots for 17 years. "The first thing he would always say to me is 'tell me something good,'" said Wallace Hogan, Presiding Officer of the Galveston-Texas City Pilots. The Pilots were very fond of Captain Frazier and chose to honor their friend's life by dedicating the boat to him and his family.

Multraship Takes Delivery of New Damen Tug

Towage and salvage specialist Multraship bolstered its fleet of specialized tugs and multi-purpose vessels with the addition of the Damen newbuilding ASD 3213 tug Multratug 3. On September 30 the vessel embarked on its delivery voyage from Vietnam, where it was built by Damen Shipyards, to Terneuzen, Multraship's home port in The Netherlands. Thereafter it will be employed principally in the River Scheldt area in a harbor towage and salvage role. With a maximum bollard pull of 94.7 tons, an overall length of 105.4 ft., and a beam of 43.6 ft., the vessel is capable of a speed of 14.3 knots.

Avtron Upgrades T/S State of Michigan

Avtron recently upgraded the T/S State of Michigan propulsion system with an Avtron ADD-32 Electric Drive System. The T/S State of Michigan is a 224 ft. ex-T-AGOS vessel currently used by the Great Lakes Maritime Academy (GLMA) as a training vessel. After serving as surveillance vessels for the U.S. Military through the '80s and '90s, many T-AGOS class ships have been reassigned for research and training purposes. The existing analog drive system was obsolete and unsupportable. As part of this project, the GLMA upgraded both the machinery monitoring alarm system and the electric drive propulsion system. GLMA purchased new Avtron digital controls for the port/starboard propulsion and bow thruster drives. Avtron also supplied new field supplies, new PLC hardware and control logic, and an Ethernet interface for remote communication and fast diagnostic capabilities. Avtron's field service engineers assisted with installation and provided the start up, commissioning, sea trials and training.

Major Overhaul of Norwegian Ferry Engine

MAN Diesel recently retrofitted the M/F Geisnes pendulum ferry's engine to Tier II limits. This retrofit solution achieves a 30% NOx reduction. The MAN 6L23/30 main engine originally installed in M/F Geisnes was built in Frederikshavn, Denmark, in 1988 - and after the delivery of the ferry in 1989, it has served the vessel for 96,842 operating hours. In connection with the major overhaul of the main engine, it was decided by the Norwegian owner, Namsos Trafikselskab, to retrofit an upgrade package with Tier II engine components.

The Tier II main engine upgrade package for M/F GEISNES included:

- New cylinder heads with improved flow properties
- New camshaft for optimized timing
- New fuel equipment (injection pumps and injection valves)
- New gas sealing for increased compression ratio (from 12.6:1 to 13.1:1)
- Readjustment of cam drive gear wheels for retarded injection

New low-speed from MAN Diesel & Turbo

The G-type: New Ultra-Long-Stroke Engine

For VLCCs, it is estimated that the application of a 7G80ME-C will prompt an overall efficiency increase of 4-5%, compared with a 7S80ME-C9 or an alternative engine design with the same engine speed

G-type promises lower rpm with significant fuel and CO2 reductions of up to 7% as part of propulsion package

The first G-type engine, designated G80ME-C, has a design that follows the principles of the large-bore Mk-9 engine series that MAN Diesel & Turbo introduced in 2006. The G-type is designed with a longer stroke to reduce engine speed. "MAN Diesel & Turbo always follows developments in the shipping market closely and we have kept a close eye on the trend for fuel optimization in recent years," said Ole Grøne, Senior Vice President Low-Speed Sales and Promotions, MAN Diesel & Turbo. "As such, we have experienced great interest in the G-type engine during extensive consultation with industry partners and are currently working on a variety of projects with shipyards and major shipping lines. As a result, we have reached the conclusion that the introduction of the G-type engine program is both viable and timely. The G-type is an ultra-long-stroke engine and represents the biggest development within our engine portfolio since the successful introduction of the ME electronic engine within the last decade."

Tankers and bulk carriers have traditionally used MAN B&W S-type engines with their long stroke and low engine speed as prime-movers, while larger container vessels have tended to use the shorter-stroke K-type with its higher engine speed.

Larger container vessels, in recent years, have also been specified with S80ME-C9 and S90ME-C8 engines because of the opportunity they offer to employ larger propeller diameters. Following efficiency optimization trends in the market, MAN Diesel & Turbo has also evaluated the possibility of using even larger propellers and thereby engines with even lower speeds for the propulsion of tankers and bulk carriers.

Such vessels may be compatible with propellers with larger diameters than current designs, and facilitate higher efficiencies following adaptation of the aft-hull design to accommodate a larger propeller. It is estimated that such new designs offer potential fuel-consumption savings of some 4-7%, and a similar reduction in CO2 emissions. Simultaneously, the engine itself can achieve a high thermal efficiency using the latest engine process parameters and design features.

MAN Diesel & Turbo reports that design work for the first G-type is already in progress and final drawings for the structure, moving parts and fuel equipment are scheduled to be ready for delivery in mid-2011. The delivery of piping and gallery drawings is scheduled to follow in the second half of 2011, assuming final order confirmation has been received by the end of 2010. MAN Diesel & Turbo also confirms that other G-type engines of different cylinder diameter will be introduced on demand.

Engine Data

	S80ME-C9	G80ME-C9
Power (kW/cyl.)	4510	4450
Engine speed (rpm)	78	68
Stroke (mm)	3450	3720
MEP (bar)	20	21
Mean Piston Speed	8.97	8.43
Length, 7 cyl. (mm)	12034	12500
Dry mass, 7 cyl. (ton)	910	960
SFOC, L, (g/kWh)	168	167

STX Finland & Viking Line

Innovative New $330m Ferry

STX Finland Oy and Viking Line ABP have signed a preliminary agreement for the construction of a new generation cruise ferry for Viking Line. The agreement includes an option for a sister ship. The ship price will be about $330m, and will be built at Turku shipyard for delivery in the beginning of 2013.

The new cruise ferry will be designed to be the most environmentally friendly big passenger vessel to date, even though it has not yet been decided the goal is to use LNG as the fuel. **The ship will be designed and built to have no marine emissions and its aerial emissions are extremely low.** The ship has been specially designed to operate in the delicate and shallow-water archipelago environment. The wave forming and noise generation have been minimized. The President of STX Finland Oy, Juha Heikinheimo said, "I'm extremely delighted with this project and the continuation of cooperation with Viking Line. When the ship is completed, it will be highly innovative and the most environmentally friendly cruise ferry in the world. Special attention has been given on ensuring that the ship creates pleasant passenger experiences."

The design of the new ship will start immediately at Turku shipyard, and the actual building of the ship starts during fall 2011.

Throughout the design and building of this cruise ferry the shipyard will continue to improve efficiency in production in order to increase productivity by industrializing operations even further.

The cruise ferry is about 210m in length with a gross tonnage of 57,000. The ship, which has a top speed of close to 23 knots, is planned to hold 2800 passengers and will be operated by a 200-member crew. The vessel, which is full of innovative and new solutions, has 870 passenger cabins. It has almost 1300 lane-m for trucks and a separate car deck with approximately 500 lane-m for passenger cars. Additional room for passenger cars can be found on the hoistable car decks. The cruise ferry will operate on a route between Turku and Stockholm.

Caterpillar Powers Indian Coast Guard Patrol Boats

(Photo courtesy Caterpillar)

Caterpillar Marine Power Systems was selected to supply the Indian Coast Guard (ICG) with 72x Cat 3516C marine propulsion engines (2525 bkW @ 1800 RPM, 'D' Rating) and 72x C4.4 auxiliary generator sets (86 eKW @ 1500 RPM) to power 36 Interceptor Boats, which will be built by Larsen & Toubro Limited (L&T), Mumbai. The patrol boats will be constructed with an aluminum alloy hull and feature water jet propulsion.

"Globally the demand for power systems applications in patrol boats is on the rise. The 3516C marine engine and C4.4 generator set have demonstrated superior capabilities in patrol boats around the globe, delivering exceptional results when it matters the most," said Kody Chan, Sales Manager – Asia Pacific.

The engines and generator sets will be delivered over the course of three years, with the project scheduled to conclude in late 2013. The L & T Ship Design Center in Mumbai utilized the 3516C engine for much of the design work and finalized the decision to use Cat engines once tank test (scale model testing) was completed.

Volvo Penta IPS1050

The offshore wind workboat Performer will soon be delivered to Northern Offshore Services in Sweden and will go straight into duty in an offshore wind power park south of Denmark. Performer lives up to her name by providing full service speed with a full load and in rough seas, thanks to twin Volvo Penta IPS1050 pods. "Supply boats for wind farms are a fast-growing business. With the new IPS1050 we have a full range of complete pod systems perfectly suited for these boats. The benefits are numerous, with lower fuel consumption, full service speed with full load and great maneuverability," said Anders Alvhede, Volvo Penta. Performer is multi-functional and fitted for serving offshore wind farms. It is able to carry diving equipment, decompression chambers and other equipment. Performer can make transfers of 12 passengers and carry out diving and survey duties. It is equipped with a fixed 142 kVA generator below deck to supply electrical power during the building phase of the wind towers. She also has bunker tanks to supply diesel fuel. Built by South Boats in the UK, Performer is an aluminum-hull catamaran. Such vessels are usually powered by water jet or variable pitch propellers, but this time owner Northern Offshore Services chose Volvo Penta IPS pods instead. "We already have boats with smaller versions of Volvo Penta IPS and they have given us very good service. The main reasons for

us specifying Volvo Penta IPS is because we get no reduction of service speed with a fully loaded boat," said Martin Landström, director.

Volvo Penta IPS offers favorable fuel consumption and exhaust emissions, partly because of the D13 engines with their very low emissions, but mostly due to the fact that as much as one third less fuel is required. Volvo Penta IPS alsooffers joystick docking, a useful function in low-speed maneuvering. "The joystick is very practical since the helmsman does not have to be built like a spider to handle wheel and controls, but can command the boat with one hand and concentrate on what happens around the boat," says Landström. Another feature is the Dynamic Positioning System, which holds the boat more or less still in the water. This feature is often used while waiting on site for the next service job.

www.volvopenta.com

M/V PERFORMER

Owner . . . . . .Northern Offshore Services, Sweden
BuilderSouth Boats Special Projects Ltd. Isle of Wight, UK
Main engines . . . . . .2 X Volvo Penta IPS1050
Power . . . . . .588/800 kW/HP
Hull . . . . . .Aluminum
Displacement (light ship) 25t
Length o. a. 16m
Width 6.3m
Draft (base to DWL) 1.7m
Bunker capacity, diesel oil . . . . . .6000 liters
Complement total . . . . . .12 pax + 3 crew
Range . . . . . .600 Nm
Speed unloaded max/service . . . . . .26/22 knots

M26.2 and W Diesel Engine Series Launched

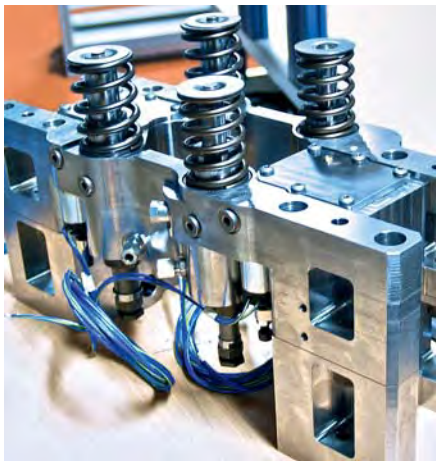
Since 1922, Moteurs Baudouin has designed, developed and manufactured diesel marine engines. At SMM 2010, Moteurs Baudouin unveiled its new M26.2 series of marine diesel engines M26.2 which are available in six, eight and 12 cylinders configuration. Covering a range from 331 kW at 1500 rpm to 808 kW a 1900 rpm, the M26.2 engines family is compliant with IMO Tier 2 and inland shipping regulations CCNR 2 – CE 97/68 phase IIIA. The W series from 75 to 331 kW , 1500 to 2425 rpm is Moteurs Baudouin second 2010 major release. Launched last January the two new models 6W105 and 6W126 - six cylinders in line (respectively 6.75 and 11.56 litres swept volume) are now unveiled in a comprehensive propulsion and auxiliary gensets solution.

A 2011 preview was also unveiled at SMM with the 6W126 CR 368 kW at 2100 rpm prototype. The presented preview will be officially released third quarter 2011 in both continuous rating and high power density options.

www.moteurs-baudouin.fr

ABB Turbocharging: VCM for 4-stroke Diesels

Under the designation VCM Valve Control Management, ABB Turbocharging and engine component specialist INA Schaeffler KG are developing an advanced variable valve train system. VCM offers engine builders a vital technology for attaining low NOx emissions combined with optimized fuel efficiency and increased power density on the four-stroke diesel and gas engines of the future. VCM is based on INA's UniAir system for automotive engines. It allows variation of both valve timing and lift on four-stroke diesel and gas engines in the power range above 400 kW. A prototype of the new VCM system is currently undergoing an extensive test program. Following successful test bed trials, first results from "hot" on-engine trials con-



The VCM system varies valve timing and lift by interposing a high pressure oil chamber into the engine valve train.

firm the system's suitability for highly flexible valve timings on 4-stroke engines. VCM is an ideal complements ABB Turbocharging's Power2 two stage turbocharging system as enabling technologies of Miller Cycles on four-stroke diesel and gas engines. On diesel engines, strong, variable Miller Cycles hold the prospect of attaining the 80% reductions in NOx emissions specified by IMO Tier III limits for Emission Control Areas using only primary, on-engine measures. VCM allows inlet valve timings to be varied at lower engine loads to avoid increased emissions of smoke and particulates and higher thermal loading, as well as improving engine response, idling and starting. VCM is also a versatile and valuable tool for closely adapting engine performance to the operating profile of a given engine application.

Variation in valve timing and lift is achieved by interposing a high pressure oil chamber into the engine valve train between the valve and its mechanical actuation system. A solenoid valve varies the filling of the chamber with engine lube oil pressurized by a camshaft actuated pump. This enables both the timing of the opening and closing of the valve to be varied as well as the distance the valve opens (valve lift). The pump also feeds a brake unit above the valve to limit forces when the valve contacts its seat.

HamiltonJet Reports HT Orders Strong

HamiltonJet reports that it has had success with its new HT series since the first model was introduced less than two years ago with 60 units being sold to date. So far 18 HT1000s have been delivered to South Korea for Coast Guard Patrol boats, with a further 10 jets scheduled for delivery this financial year. A large patrol boat being constructed in the U.S. at present also uses twin HT1000. Seven twin shipsets of HT810s have been ordered for patrol boat projects in Taiwan with the first of these recently exceeding expectations at sea trial. Already there are orders for 16 HT900s for four fast supply vessels being constructed in the U.S.

Raytheon Anschütz IBNS for RiverHawk OPV Program

Raytheon Anschütz tested and delivered an Integrated Bridge and Navigation System (IBNS) for a new class of reconfigurable Offshore Patrol Vessel (OPV), the RiverHawk Advanced Multi-mission Platform (AMP-145). The new ship design for OPV's was developed by RiverHawk Fast Sea Frames of Tampa, Fla., partnering with Raytheon Anschütz to develop and supply the bridge and navigation systems for the first of class ship. The composite and aluminum AMP is

designed to respond to diverse and rapidly evolving tasks associated with national and regional maritime security missions. The AMP features a compact, but efficient ship layout for operation with small crew sizes and systems required to exercise national and multi-national responsibilities for maritime security throughout the exclusive economic zone (EEZ). The RiverHawk AMP series incorporates a range of patented design features focused on significant performance improvement, ease and simplicity of mission re-configurability, and major reductions in life-cycle costs for operations, maintenance, and repair. With an early 2011 launching date scheduled, the 145 ft. vessel is planned for delivery to the Lebanese Armed Forces to operate as a Coastal Security Craft.

"RiverHawk has built key relationships with several global industry partners over the last few years," said Admiral Jake Shuford (US Navy, retired), senior company official. "The Bridge System we have worked on together now for the last two years represents a very significant step toward the genuine COTS, open architecture solution that the maritime community has been reaching for over this last decade. It translates directly into simplicity of design and operation, improved performance, reduced costs of installation, and mission flexibility."

Raytheon Anschütz has equipped the new OPV with a full IBNS, which is certified according to the ABS-NIBS classification. The Raytheon Anschütz scope of supply covers a suite of four widescreen multifunction workstations for navigation, which combine the functions of Chart Radar, ECDIS and Conning. The standardized Human Machine Interface and an increased functionality empower the crew conducting their different tasks from any workplace on the bridge. For route planning tasks, another ECDIS has been installed featuring both, manual and automatic route planning functions. The NP 2035 autopilot was chosen to provide automatic track control of the most precise category C.

In addition to the navigation systems the Integrated Bridge System integrates the ship's automation system, the CCTV and a thermal image camera. A separate

Conning display is part of the main control bridge and displays, apart from all the relevant navigation data, selected data from the ship's automation system. The C2/Operations room is fitted with a customized Situational Awareness Display which shares all charts, targets and movements with the Integrated Bridge System.

K-Master: The Future of Bridge Operation

Kongsberg Maritime unveiled a new focus for its offshore aft bridge workstation during SMM 2010. The K-Master platform is now available as a forward looking bridge, initially for luxury vessels, enabling skippers and crew to navigate and maneuver from a single seated workstation, with all relevant systems, such as propulsion control, chart radar and conning display, at their finger tips. "K-Master was originally conceived as an intuitive, safety and efficiency enhancing control solution for more complex offshore operations such as anchor handling," said Roy Larsen, Marketing Manager, Kongsberg Maritime. "However, the concept of a seated operator with all systems on-hand naturally transfers to other applications, so our engineers have re-designed K-Master to make it suitable for forward bridge operations, and at SMM we are showing the solution we have created for use aboard luxury vessels."

K-Master's touch-screen operation ensures that all control and data is within easy reach of the sitting operator. It was introduced to the market at Nor-Shipping in June 2009 and can include a wide variety of sub-systems including Dynamic Positioning, independent DP joystick, thruster control, machinery automation and cargo control, chart radar and conning display, and bridge auxiliaries. With K-Master as the primary navigation and maneuvering workstation, luxury vessel builders now have the opportunity to completely re-imagine the integrated bridge system. This is especially important in the superyacht and megayacht markets, where style and individuality are high on the owner's wish list. K-Master is based on cutting-edge human factors and ergonomics research carried out by Kongsberg Maritime over the course of several years, with the end result offering safety and operational improvements, leading to improved efficiency and fewer operator errors.

www.kongsberg.com

MARITIME REPORTER AND ENGINEERING NEWS

Serving the information needs of the maritime market since 1939

2011 Editorial Calendar

January — Ad Closing : December 17

Feature: International Naval Technology
Market: Maritime Security
Technical: Training & Education Facilities & Systems
Product/Directory: Maritime Fuels, Lubes & Additives

BONUS DISTRIBUTION:
ASNE Day Feb. 10-11

February — Ad Closing : January 21

Feature: Cruise & Passenger Vessel Annual
Market: Satellite Communications Roundtable
Technical: The Arctic: Special Ships for Special Needs
Product/Directory: Coatings & Corrosion Control

BONUS DISTRIBUTION:
Seatrade Cruise Shippping March 14-17

March — Ad Closing : February 18

Feature: Ship Repair & Conversion
Market: IT & Software Solutions
Technical: The Integrated Bridge
Product/Directory: Marine Propulsion Equipment

BONUS DISTRIBUTION:
CMA – Shipping March 21-23

April — Ad Closing : March 18

Feature: Offshore Annual
Market: U.S. Navy Fleet Report
Technical: Heavy Lifting: Deck Machinery & Cranes
Product/Directory: Shipyards – Newbuild and Repair Facilities

BONUS DISTRIBUTION:
OTC May 2-5
Maritime Security Info, May 4-5

May — Ad Closing : April 22

Feature: Training & Education Edition
Market: Patrol, Escort Craft & RIBS
Technical: Ballast & Wastewater Treatment
Product/Directory: Marine Electronics Buyer's Guide

BONUS DISTRIBUTION:
Norshipping May 24-27
MACC June 14-16

June — Ad Closing : May 20

Feature: Annual World Yearbook
Market: Tanker Technology
Technical: Pump, Valve & Valve Actuation Technology
Product/Directory: Software Solutions

July — Ad Closing : June 17

Feature: The Green Ship Editon
Market: Salvage & Recovery
Technical: Oil Spill Remediation
Product/Directory: Diesel Engine Technical Guide

August — Ad Closing : July 22

Feature: Top 20 Shipyards of the World
Market: Marine Electronics – The Integrated Bridge
Technical: Winch, Rope & Wire
Product/Directory: Maritime Tools: Welding, Cutting & Machine Tools

BONUS DISTRIBUTION:
Offshore Europe Sept. 6-8
NEVA Sept. 20-23

September — Ad Closing : August 19

Feature: Marine Propulsion Annual
Market: Deepwater Offshore Technology
Technical: Next Generation OSVs
Product/Directory: Insulations, Pipes, Pumps & Valves

BONUS DISTRIBUTION:
OTC Brasil Oct 4-6

October — Ad Closing : September 16

Feature: Marine Design Annual
Market: Arctic Ops: Designing Ships & Offshore Structures
Technical: Maritime Security: U.S. Coast Guard Annual
Product / Directory: CAD/CAM & other Software Solutions

BONUS DISTRIBUTION:
Europort Nov. 8-11
SNAME Nov. 16-18
MAST Americas Nov. 14-16

November — Ad Closing : October 21

Feature: Workboat Annual
Market: Training & Education: Keeping in Compliance
Technical: Dynamic Positioning: Harnessing the Power
Product / Directory: Deck Machinery & Cargo Handling Equipment

BONUS DISTRIBUTION:
Workboat Nov. 30-Dec 2

December — Ad Closing : November 18

Feature: Great Ships of 2011
Market: Brazilian Maritime Market
Technical: Drillships & Semisubmersibles
Product/Directory: Maritime Fire & Safety

Fleet Management System Using Google Earth

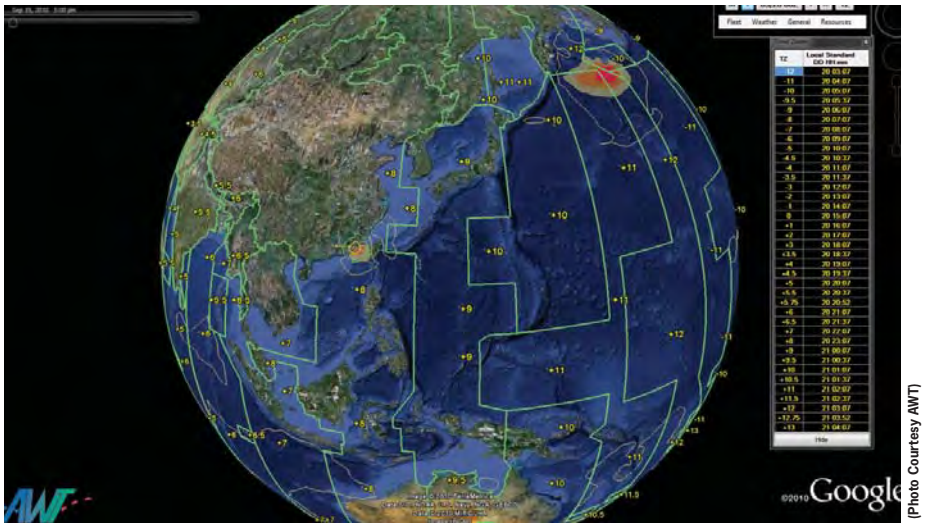
Applied Weather Technology launched GlobalView, a new fleet management system that combines AWT's ship routing services and software with Google Earth technology to give fleet managers a more visual, easy-to-use and powerful system for enhancing the safety of ships and crew, reducing fuel consumption and curbing carbon emissions.

"We believe GlobalView to be the first fleet management system to utilize Google Earth technology—this brings a significant innovation to ship routing technology," said Skip Vaccarello, president and CEO for AWT. "With Google Earth, GlobalView makes it much easier for fleet managers to protect vessels and crew and identify more opportunities to reduce fuel consumption and curb carbon emissions."

GlobalView literally gives fleet managers a "global view" of the locations of their companies' vessels and makes it easy to access important weather and ship-routing data about their current voyages. Fleet managers can see in an instant, all in one place, information that could have otherwise taken hours to gather from many sources. Vessels appear on the globe as color-coded icons that can be customized to provide fleet managers with alerts regarding ship performance, fuel consumption/carbon emissions, weather conditions, ETAs or other factors. A click on the vessel icon gives a summary of the current voyage and sea state. With one glance at GlobalView, fleet managers can identify which ships have alerts warning of excessive fuel consumption. Fleet managers can also view opportunities to reduce vessels' fuel consumption and carbon emissions with AWT's recommended routes. They can see Captains' intended routes and quickly compare them to routes being recommended by AWT for optimal safety, fuel savings and carbon emissions reductions. Alerts can help fleet managers to proactively work with Captains during voyages to take advantage of more fuel-efficient routes. AWT estimates its routing services and BonVoyage (BVS) marine voyage optimization software save the shipping industry approximately 365,000 metric tons (MT) of fuel annually. This translates to potential cost savings of more than $166m per year and reduction of 1,162,000 MT in CO2 emissions, the equivalent of removing 258,000 cars from the road.

Avoiding Regions Known for Pirate Activity

GlobalView also provides historical pirate attack data so that the information is readily available to fleet managers. With GlobalView, fleet managers can access information about pirate activity showing all the regions where their vessels are traveling. GlobalView shows details about actual and attempted pirate attacks, as well as suspicious vessel data, with time and location details. Fleet managers can filter the data by attack type and are provided color coded icons to easily identify where attacks have occurred. The data empowers fleet managers to work together with Captains and AWT to help ships avoid regions known for pirate activity and identify optimal alternative routes.



(Photo Courtesy AWT)

Recent Ship Sales

(Source: Shipping Intelligence, New York, NY)

Date	Name	DWT	YB(age)	Price
Bulk Carriers				
07/01/10	SUNRAY	57,000	08(2)	$36
07/19/10	OCEAN PRELUDE	68,541	95(15)	$22.5
07/14/10	SWIFT FORTUNE	71,240	82(28)	$6.8
07/09/10	FOUR EARTH	75,864	84(26)	$9.4
07/01/10	JIN EMPIRE	79,800	10(0)	$41
07/09/10	IOLCOS TRIUMPH	80,170	80(30)	$7.8
07/09/10	RUBIN CRANE	154,310	94(16)	$24
08/09/10	OS SUNSHINE	15,968	07(3)	$5.8
08/09/10	MINING STAR	18,721	02(8)	$14.2
08/02/10	RIO NEGRO	20,567	99(11)	$12.3
08/19/10	VINASHIN-5	21,340	83(27)	$2.2
08/19/10	ISLAND OF LUCK	26,541	85(25)	$7
08/09/10	FEDNAV YANGTZE	29,800	10(0)	$28.5
08/09/10	FEDNAV PEARL	29,800	10(0)	$28.5
08/09/10	CORDOBA	37,851	10(0)	$29
08/09/10	USUIA	37,851	10(0)	$29
08/19/10	NEW ORION	52,191	03(7)	$29.5
08/02/10	YUN TONG HAI	68,788	90(20)	$19.1
08/09/10	SEAFLOWER	69,128	95(15)	$24.5
08/19/10	ROSALIA D'AMATO	74,500	01(9)	$30
08/09/10	BULK LEHER	149,532	92(18)	$19.6
08/19/10	PRINCESS KATHERINE	164,100	86(24)	$10.4
09/12/10	RICHWAY	21,939	80(30)	$2.2
09/12/10	BEATRIZ	22,145	93(17)	$11
09/15/10	SIR CHARLES PARSONS	22,530	85(25)	$3.5
09/01/10	THOR TRAVELLER	24,232	85(25)	$3.4
09/05/10	PINE HURST	31,784	99(11)	$20
09/12/10	THOR PILOT	33,700	86(24)	$5.8
09/15/10	MILTIADIS JUNIOR II	34,682	03(7)	$26
09/20/10	BROADGATE	35,287	84(26)	$6.2
09/12/10	SMART	36,205	82(28)	$5.9
09/12/10	ALAM SELAMAT	39,100	92(18)	$15.9
09/23/10	FOUNTAIN 5	41,574	87(23)	$13.5
09/05/10	STAR POLARIS	43,775	96(14)	$22
09/12/10	ETERNAL ATHENA	46,710	03(7)	$31.5
09/12/10	MARITIME DIAMOND	47,574	95(15)	$22
09/15/10	FAIR SKY	48,369	00(10)	$26.5
09/05/10	BASIC ARROW	48,907	01(9)	$26.5
09/05/10	CAPTAIN GEORGE II	52,370	94(16)	$17
09/23/10	YASA H MULLA	52,383	02(8)	$31.5
09/23/10	YASA H MEHMET	52,407	01(9)	$31.5
09/05/10	QU SHAN HAI	56,996	10(0)	$36
09/12/10	GOOD FRIEND	61,806	82(28)	$6.5
09/20/10	RUBIN CAMELLIA	71,332	95(15)	$23.8
09/05/10	ELERANTA	73,222	95(15)	$24.5
09/20/10	CHIA MAY	74,008	97(13)	$28
09/15/10	OCEAN BARON	74,193	02(8)	$35.4
09/05/10	ANASTACIA C	76,830	04(6)	$39.2
09/15/10	DONG-A RHEA	149,503	93(17)	$21.5
09/12/10	CAECILIE BULKER	179,362	09(1)	$63
Car Carriers				
08/19/10	COOL STAR	5,228	90(20)	$3
Chemical Carriers				
07/19/10	ANDINO PARK	9,013	89(21)	$3.5
07/28/10	OS PHOENIX	13,946	91(19)	$3.3
07/28/10	SPRING VIRGO	16,008	97(13)	$8.8
07/28/10	CHEMROAD LUNA	30,350	00(10)	$18
07/09/10	MOUNT OLYMPUS	40,011	03(7)	$24
07/14/10	FREJA SPRING	47,110	99(11)	$17.2
08/09/10	GLOBAL SATURN	7,786	01(9)	$7.5
08/09/10	CURZOLA	14,070	93(17)	$6.5
08/19/10	CHEMSTAR ACE	19,481	97(13)	$7.5
08/19/10	ELISA	28,987	05(5)	$21
09/12/10	HOKUSHIN	3,781	04(6)	$3
09/15/10	SUNRISE PEONY	6,536	02(8)	$8.5
09/15/10	GLOBAL VENUS	9,273	95(15)	$4.2
09/01/10	MOUNT FUJI	40,055	03(7)	$24
09/12/10	RAFFLES PARK	41,315	92(18)	$8.5
09/12/10	FORMOSA FOURTEEN	45,694	05(5)	$25.5
09/12/10	FORMOSA THIRTEEN	45,706	05(5)	$25.5
09/05/10	NIZON	45,780	04(6)	$30
09/12/10	FORMOSA FIFTEEN	45,800	05(5)	$25.5
Containerships				
07/14/10	EURO ADVENTURE	9,023	09(1)	$15
07/09/10	HANSA SONDERBERG	23,577	00(10)	$16
07/28/10	CAP COLVILLE	24,166	97(13)	$12
07/28/10	CAP COLORADO	24,166	97(13)	$12
07/09/10	TARA	38,400	96(14)	$17
07/28/10	CSAV RUNGUE	42,566	08(2)	$40
07/28/10	CSAV ROMERAL	42,566	08(2)	$40
07/28/10	YM PORTLAND	58,254	03(7)	$52
08/09/10	DARTMOOR	9,950	98(12)	$8.4
08/02/10	HAMBURGO	32,482	96(14)	$14.8
09/01/10	ITAL VERDE	14,265	84(26)	$2
09/12/10	MOL SILVER FERN	17,429	96(14)	$8.5
09/20/10	LAUT MAS	22,215	91(19)	$6.2
Gas Carriers				
08/09/10	BLACKFRIARS BRIDGE	6,118	81(29)	$1.5
Passenger Ferries				
07/14/10	ATLANTIDA	800	10(0)	$36
09/20/10	SPIRIT OF OCEANUS	645	91(19)	$10.5
RoRo				
07/14/10	BALTIC PRINT	4,600	79(31)	$1
08/09/10	RUNNER	10,160	90(20)	$6.5
Tankers				
07/09/10	GOLDIE	29,998	87(23)	$2.7
07/19/10	SUNROSE	95,621	93(17)	$10.8
07/28/10	EMERALD QUEEN	107,176	97(13)	$20.5
07/28/10	MONTE UMBE	107,222	97(13)	$25
07/19/10	HYUNDAI BANNER	281,074	96(14)	$26.5
07/19/10	AL SAMIDOON	284,890	92(18)	$14
08/19/10	AGIA THEODORA	4,575	93(17)	$1
08/19/10	HIGH LAND	41,450	92(18)	$4
08/02/10	AMOY	41,476	92(18)	$4
08/19/10	ASSOS	47,872	06(4)	$43.5
08/09/10	ONOZO	100,020	90(20)	$8.5
08/09/10	DUBAI PARADISE	115,578	09(1)	$57.5
08/09/10	DUBAI PRINCESS	115,578	09(1)	$57.5
08/09/10	TL CREATION	298,324	98(12)	$55
08/09/10	DUBAI TITAN	299,999	93(17)	$36
09/23/10	OW LAS PALMAS	6,893	08(2)	$3.5
09/15/10	PORT ARTHUR	41,490	92(18)	$6
09/01/10	AEGEAN GLORY	45,691	92(18)	$7.6
09/12/10	ST. GEORG	47,141	02(8)	$21.8
09/01/10	GUNHILD KIRK	50,326	09(1)	$40
09/05/10	SOTRA SPIRIT	95,420	95(15)	$17.2
09/20/10	PERICLES GC	275,993	90(20)	$16
Tweendeckers				
07/28/10	EVA DANIELSEN	4,279	86(24)	$2.3
07/28/10	MARTINA M	5,160	84(26)	$1
07/09/10	BARAKAH I	6,252	78(32)	$.8
07/28/10	LUCKY STELLA	6,959	02(8)	$7.8
07/09/10	MARIANA LAURO	7,100	06(4)	$4.8
07/14/10	PARITAS H	8,450	09(1)	$9.8
07/28/10	SEAWAY NO. 2	8,747	97(13)	$5.5
07/19/10	ASIAN SPIRIT	10,762	97(13)	$8
07/28/10	BEGONIA G	12,119	07(3)	$8
07/19/10	AMAR	14,284	80(30)	$.3
07/09/10	OCEAN LUCK	19,943	83(27)	$6.2
08/02/10	BEGONIA I	12,119	07(3)	$8.1
09/12/10	STELLA MARIS	2,639	08(2)	$3.5
09/15/10	FRI SKIEN	3,740	00(10)	$4
09/15/10	BREMER REEDER	3,792	00(10)	$4
09/15/10	FRISIAN SKY	3,792	01(9)	$4
09/15/10	IBUKI	5,132	91(19)	$1.6
09/15/10	PERSEUS	8,934	98(12)	$7.2
09/15/10	MARITIME QUEEN	9,727	98(12)	$6.8

Prepared by SHIPPING INTELLIGENCE, INC., New York.

Wärtsilä 3C to Integrate Ship Controls with a Single Interface

Wärtsilä Communication and Control Center (Wärtsilä 3C) – launched at SMM 2010 — is touted as the first system to integrate the entire vessel's control into one solution.

Wärtsilä 3C is a new way of thinking, and it is positioned by the manufacturer as the first system to integrate the entire vessel's control into one solution. With the introduction of Wärtsilä 3C, Wärtsilä's integrates its own products and systems, such as automation, propulsion and engines, with other operationally relevant equipment and systems to obtain a truly fully integrated solution. In this case, all the needed ship's controls and alarms are integrated with a common interface for the highest efficiency and best possible situational awareness. The Wärtsilä 3C has been designed in cooperation with experienced maritime professionals to ensure fluent control of the vessel, and to make ship operation easier and safer.

Wärtsilä 3C system is a key enabler for the leveraging of energy management and integrated navigation solutions, and offers efficiency optimization and emissions reduction benefits. Route planning, optimal engine configuration and decision support will increase the vessel's fuel economy and reduce the maintenance requirements of the ship's systems. In optimizing engine performance, and ensuring maximum power availability with high efficiency, fuel consumption is reduced – as is, therefore, the volume of harmful emissions.

With the Wärtsilä 3C, owners can remotely optimize their assets and achieve real-time fleet management. The Wärtsilä 3C will comply with all major classification societies and notations, and is designed to meet the highest standards – even when being used in the most difficult operating environments. The modularized components and customized design make the Wärtsilä 3C suitable for all types of vessels. Furthermore, regardless of the ship's level of redundancy, it will maintain the same high system design and component quality. The navigation technology used in the Wärtsilä 3C is supplied by Raytheon Anschütz, a proven provider of advanced maritime navigational systems.

Jaakko Eskola (above) launched the new 3C concept (below) at SMM.

Maitland Honored by Coast Guard Foundation

The Coast Guard Foundation announced that board member, **Guy Edison Clay Maitland**, was the recipient of the Coast Guard's Distinguished Public Service Award. Presented by Coast Guard Commandant ADM Robert Papp, the honor for "personal and direct contributions" was bestowed following remarks at the Foundation's 30th Annual Salute to the United States Coast Guard, which took place on Tuesday, October 5, 2010 in New York City.

Highlighting his fifteen years on the Foundation's National Board of Trustees and acknowledging his well-respected reputation in the maritime community, the award credits Maitland as a driving force behind Coast Guard Foundation activities. "Since joining the Foundation, he [Maitland] has contributed untold hours of service and exceedingly generous personal resources in support of Foundation programs that benefit the men and women of the Coast Guard and their families," declared Papp. "These programs have helped those Coast Guard families impacted by Katrina, provided college scholarships for the children of enlisted personnel, provided educational grants for enlisted personnel, and delivered much needed relief to the Coast Guard units and families so deeply impacted by operational accidents in Hawaii, California and Washington."

In addition to his service to the Coast Guard Foundation, Maitland is known throughout the maritime industry as an advocate for quality shipping through his work as Founding Chairman of the North American Marine Environment Protection Association (NAMEPA) and Chairman of the Industry Advisory Council for the North American Maritime Ministry Association, amongst other distinctions. Professionally, Mr. Maitland is Managing Partner of International Registries, Inc. which administers the Marshall Islands ship registry—the world's third largest.

Konzel Joins Donjon Marine as VP Ops & Engineering

Konzel

Donjon Marine, Co., Inc. has hired Stephen N. Konzel as Vice President of Operations & Engineering.

Previously serving as Vice President and General Manager of NETSCo Naval Architecture & Marine Engineering since 2007, Konzel brings a broad array of experience and skills to his new position with Donjon including strategic business planning, staff supervision and development, financial reporting, analysis and contract administration, marketing/client development, safety management, project management and planning, labor relations/negotiations, estimating/negotiation process improvement, and Lean & 6-Sigma practices. Prior to his work with NETSCo, he was General Manager of Cleveland Shiprepair Co. Before that he served as Engineering Manager & Production Manager for Toledo Shiprepair Co., and prior to that, as Project Manager, Todd Pacific Shipyards in Seattle.

Johnson Joins Senesco Marine

Senesco Marine located in North Kingstown, R.I., announced that it is bringing on board Tom Johnson who will be responsible for new business development expanding the ship builders services to the commercial market. Johnson is a 1969 graduate of the Texas Maritime Academy holding a B/S in Marine Engineering, U.S. Coast Guard license and commission in the U.S. Navy at the time of graduation. Johnson will operate a Senesco Marine office in Houston, Texas seeking new vessel building opportunities with the petroleum tank barge, oil and gas exploration and production, and short sea shipping operators.

Christian Joins Creative Systems

Christian

John W. Christian started his maritime career at Kings Point, USMMA, in the 1970s performing classwork on facility-sized mainframes, while Creative Systems was developing stability software on similar machines in Seattle. Since then he has accumulated wide-ranging experience in marine and computer technology while Creative Systems has become a leading supplier of marine software. Christian combines experience in merchant, naval, and offshore activities, both international and domestic, with business, computer, and training backgrounds. He is that link, often missing, between the engineers and the real world. His formal education includes Master's degrees in Business Administration, Technology Management and Computer Information added to his Bachelor's in Nautical Science and Marine Transportation. Christian is well-equipped to understand the needs of the naval architects, salvage engineers, navies, coast guards, regulatory agencies, and ship operators who depend on the GHS software.

ABS NS Strengthens Management Team

ABS Nautical Systems added four senior executives to lead the firm's growth globally.

Thomas Blenk has been appointed Vice President of Global Operations for ABS Nautical Systems based in Houston. Blenk, a veteran of ABS with over 12 years of experience in both classification and operations, oversees the account management and consulting teams and is overall responsible for implementation of the NS5 software suite for customers worldwide.

Brad Achorn has been appointed to the ABS NS management team as Regional Vice President, working in the Piraeus office. A veteran of ABS for 13 years, Achorn started as a surveyor and has held a number of increasingly senior positions throughout his career, until his most recent as ABS Country Manager for Denmark.

Darren Unger has been promoted to Director of Global Account Management for ABS NS based in Houston. A 28 year veteran of ABS, Unger is responsible for client satisfaction and retention, as well as inside aftermarket sales, development of business plans and servicing key accounts.

Alvaro Pozo has been promoted to Regional Director for the South America region and is based in Viña del Mar, Chile. Pozo has been with ABS NS since 1999.

Austal Graduates 21 Apprentices

Austal USA honored the second set of graduates of its four-year apprenticeship program with a banquet in Mobile, Ala. The 21 graduates honored received their certificates of completion and designation as Department of Labor Class A Journeymen. "The apprentice training program at Austal challenges the students both academically and practically," said Joseph J. Rella, Austal USA President and COO.

The program is certified by the U.S. Department of Labor, Alabama Department of Post Secondary Education, and the Veteran's Administration and governed by the Department of Labor Standards of Apprenticeship for the respective trades of Pipefitter, Marine Electrician, Fabricator, and Fitout. The Alabama Department of Post Secondary Education has approved our four trade programs for the Veteran's Administration which means that all eligible veterans may now apply for and receive GI Bill benefits that were earned for military service.

4th from left, Joe Rella, Austal USA President and COO with 2010 graduates of the 4-year Austal Electrical Apprenticeship Program.

JMS Develops iPhone Application for Mariners

JMS announced the release of its first iPhone application, as well as plans to develop more. The U.S. Navy Salvor's Handbook is now available for the iPhone. The U.S. Navy Supervisor of Salvage wanted to provide to their on-scene salvage personnel, access to its extensive library of marine casualty response know-how. The Salvor's Handbook was intended to be a condensed and ready-reference of expert guidance that could fit in the salvor's hip pocket. JMS Naval Architects & Salvage Engineers first authored the U.S. Navy Salvor's Handbook for the Supervisor of Salvage in 1990, and since its government publication, JMS has received thousands of requests for the handbook from commercial mariners and salvors all over the world. JMS now makes the same expert guidance available for your iPhone. To get your copy, visit JMS's website: www.JMSnet.com or search "JMS" or "Salvors Handbook" in the App Store icon right from your iPhone.

www.jmsnet.com

Thales Minehunting Sonars put to the Test

(Please credit Crown Copyright)

Four Royal Navy (RN) mine countermeasures vessels (MCMVs) fitted with Thales UK's minehunting sonars have been taking part in a series of joint exercises with the U.S. Navy (USN) in the Arabian Gulf. The exercises were designed to enable the two navies to further develop minehunting techniques in the warm, shallow waters of the Gulf. The RN force consisted of two Hunt-class MCMVs (HMS Middleton and HMS Chiddingfold) and two Sandown-class vessels (HMS Grimsby and HMS Pembroke). The Hunt-class fleet is fitted with Sonar 2193, an advanced hull-mounted wideband minehunting sonar; the Sandown class operates with Sonar 2093, the most successful variable-depth multi-mode sonar in its field.

Clyde Marine's McMurry Young Business Person of the Year

McMurray

Colin McMurray, Managing Director of Clyde Marine Training, celebrated success at the Glasgow Business Awards as he was presented with the award for Young Business Person of the Year. As the Managing Director, Colin has brought the company through six years of continuous growth both in terms of business and profitability. This included being involved in the management buyout team that acquired the business from its previous owner

Gowdy Joins Global Diving & Salvage

Seattle-based Global Diving and Salvage has hired Renee Gowdy as Lead Estimator, responsible for developing estimates and proposal production within Global's Marine Construction Division for Federal, State, Local and civil customers as well as other key markets.

McClaugherty Joins Surf Subsea

SURF Subsea, Inc. (SURF), announced that Jim McClaugherty has joined the team as Vice President of Business Development. He will have the responsibility of leading the company's Sales and Marketing efforts. Jim has 40 years of experience in the Offshore Industry. He has recently departed EPIC Diving & Marine where he served as their Director of Marketing for 3 years and has come aboard with SURF Subsea to pursue worldwide business opportunities and to assist in the growth of this exciting company.

Donjon-SMIT Names Hankins President

Hankins

Donjon-SMIT, an OPA-90 Alliance, has named Paul Hankins as President. He formerly served as Donjon-SMIT's Vice President of Operations and has been with the organization since 2005. Hankins has more than 30 years of management and supervisory experience in the federal government and private industry, including more than 18 years in emergency response and marine salvage operations management. Prior to joining, Hankins was Deputy Assistant Administrator for Maritime and Land Security for the Transportation Security Administration (TSA), and also served as Director of Response Preparedness.

Signal Wins Transocean Drillship Project

Signal International won a contract from Transocean UK Limited, to refurbish and upgrade the Deepwater Navigator drillship. The initial contract is valued at $32.4m. The work is slated to be performed at Signal's shipyards in Pascagoula, MS and Mobile, AL. The drillship was to arrive the second week in October at Signal's East Bank shipyard in Pascagoula where an extensive list of repairs and upgrades will be performed. Major items include living quarters enhancements and refurbishment; the fabrication and installation of a new helicopter deck; high and low pressure pipe system replacement; major equipment removals and repair, ventilation system enhancements, and the upgrade of electrical power, communication and control systems.

Following equipment removals, the ship will move to Signal Ship Repair (SSR) in Mobile for dry docking.

At SSR the Deepwater Navigator will undergo hull and tank repairs, thruster removal and repair, servicing of the main propulsion system and lower hull painting. Upon completion, the ship will then return to the Pascagoula shipyard for installation of new and refurbished equipment, new quarters and helideck modules, systems completions, commissioning and redelivery.

Goldberg, Otero Win 2009 Thomas Crowley Trophies

Captain Vic Goldberg, vice president of marine operations for Crowley Maritime Corporation's petroleum transportation team, and Tony Otero, vice president of finance and planning for the company's shipping and logistics operations, were awarded 2009 Thomas Crowley trophies, the company's highest honor. The employee recognition program was created in 1985; only 52 of the company's more than 4,300 employees have been awarded the limited-edition bronze sculpture, which depicts a young Thomas Crowley as he ferried goods to and from ships on San Francisco Bay in the early 1890s. The trophy serves not only as a tribute to the founder of the company, but also to those honorees who have aligned themselves closely with the company's values and displayed outstanding performance along with dedication, leadership, initiative and productivity. Goldberg joined Crowley in 2002 as vice president of ship management in Weehawken, N.J., and was promoted in 2005 to vice president of marine operations. He relocated to Jacksonville in 2006, and today is responsible for the operation of Crowley's marine petroleum assets including seven product tankers and 14 articulated tug barges. Otero started his career as a senior accountant at Crowley in 1998 after working several years for the accounting firm, Deloitte & Touche. He was promoted to manager, accounting, in 2004 and to director, finance, for the logistics business unit in 2006. The following year he also assumed the financial responsibilities for the Puerto Rico Caribbean liner business unit as well as the Latin America liner group including all accounting activities in foreign countries. In 2010, Otero was promoted to vice president finance and planning for the three liner/logistics business units. Otero earned his bachelor's degree in accounting and his master's degree in accounting from the University of Florida, and he is a certified public accountant (CPA).

Photo courtesy Crowley Maritime

MAN Diesel Merge UK Ops

Stockport based MAN Diesel Ltd and its sister company MAN Turbo (UK) Ltd have merged operations in the UK to form a new organization, MAN Diesel & Turbo UK Ltd.The merger of the two UK operations into one organisation, follows the announcement of the integration of the individual parent companies, MAN Diesel SE and MAN Turbo AG. The Headquarters of MAN Diesel & Turbo SE is based in Augsburg, Germany. The first ever training course held at the newly constructed MAN Diesel & Turbo UK Ltd Training Academy in Stockport was recently completed. The two-week long training program, covering engine maintenance for the Mirrlees Blackstone ESL MK2 engine range, included delegates attending from a major overseas customer, the Royal Jordanian Air Force.

Wärtsilä Reports Strong Results

"The third quarter was strong for Wärtsilä at all levels, as net sales developed according to plan, profitability was strong, and cash flow from operating activities was at an all time high level," said Ole Johansson, President and CEO. "As a result of this positive development we now expect our profitability to exceed 10% for the year 2010. The improvements in Wärtsilä's market environment that started in the second quarter have continued, and we expect the order intake for the full year to clearly exceed last year's levels. Despite this, structural changes in the market, intense competition and price pressure support our restructuring and efficiency improvement measures which will ensure our competitiveness also in the future."

Highlights of the review period January-September 2010

- Order intake EUR 3,002 million, +22%
- At the end of the period the order book totaled EUR 4,243 million, -21%
- Net sales EUR 3,091 million, -17%
- Operating result EUR 328 million, 10.6% of net sales (11.2)
- All time high cash flow from operating activities EUR 491 million

Viking Acquires Hygrapha

Viking Life-Saving Equipment A/S agreed to acquire Hygrapha GmbH & Co. The move sees the two former competitors joining forces to strengthen capabilities, with a strong strategic presence in Germany, where the deal will be a significant win for shipowners looking for global safety solutions. With an annual turnover in excess of $20.8m and some 35 employees globally, Hygrapha has grown to become one of the largest independent trading suppliers of safety products to the maritime industry. Hygrapha officially became part of the VIKING Life-Saving Group on October 1, 2010.

Rutter Partners Integrated Oil Spill Solution

Canadian based Rutter Technologies and its Norwegian partner, Aptomar AS, announced orders for six Integrated Oil Spill Response and Management Systems. This comes on the heels of the recent certification of the technology by the Norwegian Clean Seas Association (NOFO) following the conclusion of trials in June. The Integrated Oil Spill Response and Management System provides operators with real-time information about the volume and thickest areas of an oil slick in order to maximize recovery efforts. It combines Rutter's Sigma S6 radar processor and display with the Aptomar SECurus system. This integration gives the operator the ability make immediate decisions on oil slick detection both onboard vessels and onshore. Three systems have been purchased by Edison Chouest Offshore LLC to be deployed on three vessels operating in Brazil in support of Petrobras, the Brazilian oil company. The Rutter/Aptomar integrated system meets the Petrobras' standard for oil spill detection and relative thickness measurements. www.rutter.ca

Topaz Wins $100m EPC Contract

Topaz Engineering, a division of Topaz Energy and Marine won a $100m EPC contract for the Phase IV Oil Storage Terminal for client GPSChemoil in Fujairah, U.A.E.

Through its subsidiary, Nico International Hydrospace, Topaz Engineering has won one of the major tank terminal repeat contracts in Fujairah for GPSChemoil, a partnership between Gulf Petrol Supplies LLC (GPS) and Chemoil. The 580,000 cu. m. terminal is one of the largest EPC tank terminal projects awarded to Topaz Engineering in the recent past in terms of project value and terminal size. The fully automated storage terminal is equipped with a facility for loading and receiving middle distillates, gas and fuel oil from shipping berths at OT1 and OT2 via eight loading and receiving pipelines running from the jetties to the terminal.

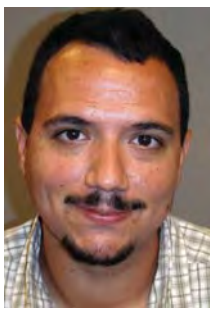
The scope of work, which is expected to take almost two years to complete, includes complete engineering, procurement of all materials, tanks and critical equipment, and the construction of the entire tank farm. Work will also extend to commissioning and hook up to the existing facilities of the Port of Fujairah and the GPS terminal.

CSAV New Car Carrier Service From Port Everglades

Chilean line Compañ a Sud Americana de Vapores (CSAV) started its first vehicle carrier service at Broward County's Port Everglades. CSAV's new Pure Car Carrier (PCC)/Pure Truck Carrier service sails every other week from Port Everglades using Florida International Terminal, LLC, (FIT) for cargo handling.

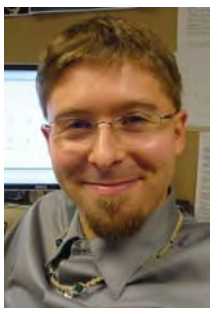
EBDG Adds Staff

Elliott Bay Design Group (EBDG) announced three additions to its team. In EBDG's Seattle office naval architect Nick Barczak joined the team, bringing three years of experience in naval architecture. Barczak's technical skills range from drafting, to CFD and FEA analyses, wind tunnel and towing tank testing to basic naval architecture.



Rhoda

Turner



Barczak

Naval architect David Turner joins EBDG's New Orleans office bringing over 12 years experience. He has experience with a variety of vessel types including ferries, barges, research vessels, aluminum crewboats and offshore vessels. Also joining the New Orleans team is structural designer Anthony Rhoda, who brings 10 years of professional drafting experience.

ABS Forms Greater China Operating Division

ABS announced a major organizational change with the creation of a fifth operating division that will be responsible for the society's activities in The People's Republic of China, Hong Kong SAR and Taiwan. The reorganization took effect October 15.

The Divisional Headquarters will be located in Shanghai where ABS already maintains a large engineering, survey and administrative office. Adam Moilanen has been appointed President of the new ABS Greater China Division. The existing China, Hong Kong and Taiwan senior management teams remain in place and will form the nucleus of the new divisional executive team.

The new division, which has been carved out of the existing ABS Pacific Division, will operate in coordination with the Pacific, Europe and Americas Divisions of the society and with the Nautical Systems fleet management software division.

Spurring the decision to establish the new operating division has been the rapid diversification of China into the gas and offshore sectors, two areas of traditional strength for ABS.

"The level of offshore and energy related activity in China, both in relation to China's own needs and also in terms of major new construction projects for a wide range of offshore exploration and production units, is growing at a very rapid pace," said Adam Moilanen.

Hatlapa Expands in Asia

Hatlapa is widening its field overseas by expanding its Shanghai operation. Hatlapa Asia Pacific Pte Ltd. Singapore, the umbrella organization for all of Hatlapa's Asian branches, was first founded in 1996. The Shanghai office was then registered in 1999, followed by an office in Nanjing in 2007.

Comyns Joins Intellian

Intellian hired marine electronics marketing veteran, Paul Comyns as Vice President of Global Marketing, to drive worldwide awareness, messaging and positioning for Intellian and its extensive line of exceptional satellite TV, VSAT communication and Fleetbroadband antennas.

New Ferry Contract at Custom Steel Boats

Custom Steel Boats, Inc. of Merritt, NC signed a contract with the Chatham Area Transit Authority located in Savannah, Ga., for the construction of a 67 ft. S-Class 150 Passenger Ferry. The project is scheduled for completion in September 2011 and will be delivered to Savannah for use in transporting passengers to and from the International Trade and Convention Center located on Hutchinson Island. The vessel was designed by DeJong and Lebet in to meet the needs of the Chatham Area Transit Authority. After design approval by the United States Coast Guard the vessel was computer lofted by Boksa Marine Design located in Lithia, Fla. The first load of steel for the vessel was delivered from Metals USAin Mobile, Ala. on October 5, 2010.

Schottel Service Agreement, North America

Schottel Inc. the US American subsidiary of the German manufacturer of propulsion systems, Schottel GmbH, signed a service cooperation agreement with CS Controls Inc. (CSC) in September 2010 at the SMM in Hamburg, Germany. With this agreement, CSC is assigned to undertake repairs, upgrades and overhauls of Schottel thrusters in North America.

Teekay Offshore Acquires FPSO, New Shuttle Tanker

Teekay Offshore Partners L.P. completed the acquisition of the Cidade de Rio das Ostras floating production storage and offloading (FPSO) unit from Teekay Corporation for a purchase price of approximately $158m. The partnership also announced that its 51 percent-owned subsidiary, Teekay Offshore Operating L.P. (OPCO), has acquired the newbuilding shuttle tanker, the Amundsen Spirit, from Teekay for approximately $128m and has agreed to acquire two additional newbuilding shuttle tankers, the Nansen Spirit and the Peary Spirit, from Teekay for a total purchase price of $260m.

HB Rentals Secures Contracts

Global Offshore accommodation specialist HB Rentals secured contracts worth in excess of $1.5m for modules on platforms in the North Sea. The contracts have been agreed with various companies including Petrofac, Lundin Britain, Ensco and E-ON Rurghas.

Bourbon to Sell Bulk Freight Operations

Bourbon signed a letter of intent to sell its freight operator activity to a company which is 100% controlled by Jean-Louis Bottaro and his family. Bottaro founded and managed Setaf from 1968 to 2008. In this sale the cement carrier Endeavor remains the property of Bourbon, who continues to operate it within the framework of a service contract with the buyer.

"The development of our Freight Operator activ-

BALPURE Ballast Water Treatment System Receives Final Approval

The BALPURE ballast water treatment system from Severn Trent De Nora received final approval from the International Maritime Organization's Marine Environment Protection Committee (MEPC) 61st session, 27 September to 1 October, 2010. Type approval of the BALPURE equipment is anticipated in early 2011. "Electrochlorination-based ballast water treatment systems such as BALPURE are well suited for ships with high ballast water flow rates such as tankers and bulk carriers because of their low power consumption, especially when compared to other technologies," said Marwan Nesicolaci, Severn Trent Services' vice president of international sales and business development,. "Additionally, the BALPURE system is easy to separate into smaller sub-assemblies to fit installation requirements on retrofit or new construction vessels, minimizing changes to ship design. The sub-assembly design of the BALPURE system is exceptionally well suited for vessels with hazardous area rated-pump rooms (as required by SOLAS rules)."

www.severntrentservices.com

ity requires investments that Bourbon would not be able to make for several years, due to the decisions announced in the Bourbon 2015 Leadership Strategy. This is why the sale to a professional in the Bulk field is the best solution for the development of this activity", said Jacques de Chateauvieux, CEO of Bourbon. "With this sale, Bourbon becomes a pure player in marine services to the offshore oil and gas industry, focused on the implementation of its strategic plan."

The sale should be completed before the end of the year.

Horizon Lines Reports Q3 Results

Horizon Lines, Inc. reported financial results for its fiscal third quarter ended September 19, 2010. On a GAAP basis, third-quarter net income was $7.7 million, or $0.25 per diluted share, compared with $8.4 million, or $0.27 per diluted share, for the third quarter of 2009. On an adjusted basis, third-quarter net income totaled $11.0 million, or $0.35 per diluted share, excluding charges of $3.3 million after tax, or $0.10 per diluted share, for antitrust-related legal expenses, an equipment impairment charge and union severance. This compares with 2009 adjusted net income of $11.4 million, or $0.37 per diluted share, after excluding antitrust-related legal expenses and a vessel impairment charge totaling $3.0 million after tax, or $0.10 per diluted share. Third-quarter revenue increased to $311.0 million from $308.0 million a year ago.

Container volume for the 2010 third quarter totaled 65,726 loads, a 2.8% decline from 67,649 loads for the same period a year ago. Puerto Rico and Hawaii/Guam experienced the largest year-over-year declines. Alaska volume was down just marginally. Container volume for the 2010 nine-month period totaled 190,610 loads, down 1.4% from 193,305 loads a year ago.

Drydock Conference
February 2-3, 2011

The Seventh International Dry Dock Conference will be held in San Diego, California, on February 2-3, 2011. The conference, the latest in a very successful series, is a great venue for gathering invaluable insight and information into dry docking, making it ideal for Dock Masters, Docking Officers, Dry dock crews, Engineers, Naval Architects, Port Engineers, Marine Surveyors, Program/Project Manages, Owners/on-site Representatives and Shipyard Management. This event offers not just lectures from some the world's leading dry dock experts, but also opportunities for attendees to take part in discussions where they can gain knowledge and share experiences. The conference is open to all those involved with, or interested in, the dry docking of ships and vessels, regardless of their experience level. Past conferences have attracted dry dock industry personnel from six continents as well as key executives from international shipyards, engineering/consulting firms and government agencies.

Among the highlights of the upcoming San Diego conference will be a series of presentations from field experts on unique dry docking and ship launching challenges.

For conference information/registration, visit

www.drydocktraining.com

Container rates, net of fuel, for the 2010 third quarter, rose slightly to $3,247 from $3,229 for the third quarter a year ago. Container rates, net of fuel, for the 2010 nine-month period were $3,258, marginally below the rate of $3,266 a year ago.

"A summer slowdown in the pace of economic recovery pressured volumes across all of our markets, resulting in a third-quarter financial performance that was short of our expectations," said Chuck Raymond, Chairman, President and CCEO. "We had anticipated a firmer overall economic recovery in the third quarter. However, after some initial inventory rebuilding this past spring, economic activity slowed in our tradelanes as consumer spending remained muted in the face of continuing high unemployment. The quarter also was impacted by high fuel prices and lower revenue from transportation services agreements. In addition, vessel operating expenses increased from a year ago due to the timing of regulatory dry-dockings.

NOL Group Reports $282M Q3 Profit

NOL Group reported net earnings of $282m for the third quarter of 2010, a $421m turnaround from the $139m net loss in the third quarter of 2009. NOL said revenue in the third quarter improved 55% to $2.4b. The group has now reported net earnings of $283m through three quarters of 2010. It lost $530m during the same period last year.

Third quarter revenue for APL, NOL's liner shipping business, improved 60% to $2.2b. For the first three quarters, revenue was up 51% to $5.9b. APL's Core EBIT in the third quarter was $301m following a Core EBIT loss of $130m in the third quarter of 2009. Core EBIT through three quarters of 2010 was $314m compared to a Core EBIT loss of $502m in the same period a year ago. Third quarter volume for the shipping business increased 12%. Through three quarters, volume was up 29%.

SpecTec, Corena Breakthrough Shipdex Orders

The three companies Corena, SpecTec Group and Intership Navigation announced the first purchase of the AMOS Shipdex supplied by SpecTec Group and powered by Corena.

The AMOS Shipdex Suite is for the production, management, use and validation of technical information developed in accordance with the Shipdex Protocol. It is an integrated suite of software tools giving ship owners and operators the benefits of major cost savings in terms of better data quality and improved electronic use.

Berg Selected for United Faith

Berg Propulsion's feathering controlled pitch propeller has been selected by United Faith (Hong Kong) Group subsidiary Celestone Marine Engineering Co. Ltd, as part of a deal that looks to equip up to four (2+2) 50,000 dwt semi-submersible heavylift vessels with complete propulsion systems. The deal will see installation of combination propulsion systems on each ship, involving traditional diesel engine plus electrically powered Azimuth driver systems from Berg, the Berg CPP with feathering capability, two Berg Azimuth Thrusters (BAT), and two Berg CP tunnel thrusters.

The vessels, construction of which will commence in Nantong, China at the end of 2010, are under China Classification Society class and are rated ICE 1B. They will feature a fully open stern, DP-2 dynamic positioning capability and optimised ballast tank design. They will be capable of float-on/float-off, stern load-out and float-over operations.

Navy Contract for Energy Conservation Project

Maersk Line, Limited (MLL) won a contract by the U.S. Naval Surface Warfare Center, Carderock Division (NSWCCD), to assess and apply Advanced Waste Heat Recovery (AWHR) technology to Military Sealift Command (MSC) ships. The contract involves a two-phase approach. In phase one, MLL will conduct a detailed analysis to determine which MSC ships will generate the great-

est return on investment from the use of AWHR technology. Based on the findings, MLL may then lead the installation of such systems in phase two.

Keel Laid for T-AKE 13

General Dynamics NASSCO laid the keel for USNS Medgar Evers, the 13th ship of the Lewis and Clark class of dry cargo-ammunition ships (T-AKE). The ship is named in honor of Medgar Evers, the African American civil rights activist whose 1963 murder prompted President John F. Kennedy to ask Congress for a comprehensive civil rights bill. Mrs. Gina Buzby, wife of Rear Admiral Mark H. Buzby, commander, Military Sealift Command, was the honoree for the keel-laying ceremony.

Mrs. Buzby authenticated the keel of T-AKE 13 by welding her initials onto a metal plate which will be permanently affixed to the ship. Construction of the Medgar Evers began in April 2010. When T-AKE 13 joins the fleet in the first quarter of 2012, the 689-foot-long ship will be used primarily to stage U.S. Marine Corps equipment abroad and to deliver as much as 10,000 tons of food, ammunition, fuel and other provisions at one time to combat ships at sea.

Affiliate of Platinum Equity to Acquire ACL

American Commercial Lines Inc., one of the largest and most diversified inland marine transportation and service companies in the U.S., announced that it has entered into a definitive merger agreement to be acquired by an affiliate of Platinum Equity, in a transaction with an enterprise value of approximately $777m. ACL's Board of Directors, acting on the unanimous recommendation of a Special Committee of independent directors, approved the agreement and has recommended the approval of the transaction to ACL's stockholders. Under the terms of the agreement, ACL stockholders, other than GVI Holdings, Inc. and certain of its affiliates (GVI), will receive $33 in cash for each share of ACL common stock they hold. GVI will receive $31.25 in cash for each share of ACL common stock it holds if the transaction closes before December 31, 2010 and $33 per share thereafter. GVI has entered into a Voting Agreement to support the transaction.

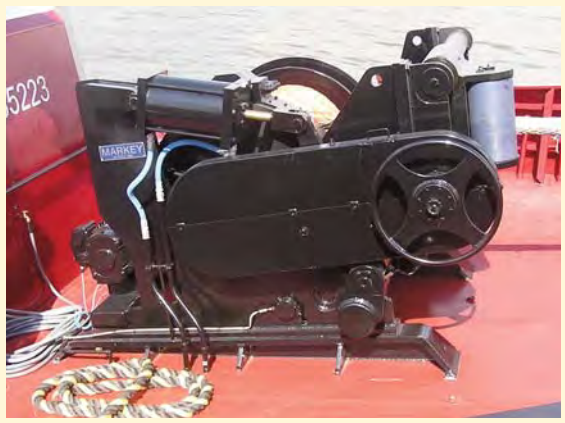
"Following thorough analysis by a Special Committee of independent directors, our Board of Directors has determined that this transaction offers the best value for our stockholders," said Clayton Yeutter, chairman of the board.

The transaction is subject to customary closing conditions, including the expiration or earlier termination of the Hart-Scott Rodino waiting period and the approval of ACL's stockholders, but is not subject to any condition with regard to the financing of the transaction. Financing consists of a combination of equity contributed by Platinum Equity and debt financing provided by Wells Fargo Capital Finance, LLC.

ACL expects the transaction to close in the fourth quarter of 2010. ACL intends to keep the company's existing senior secured notes outstanding and will comply with the indenture governing the notes, including making any required offer to purchase the notes upon a change of control.

Markey Delivers for Bisso, Oceaneering International

Markey Machinery Company of Seattle, Washington recently delivered a model DEPCF-42 40HP Electric Render/Recover Winch to Eastern Shipbuilding for installation on the new Bisso Offshore tug "Beverly B." This hawser winch features capacity for 500 ft. of 8-in. soft-line, proven Render/Recover capability to 180 ft./min. line-speed and a brake that will hold 150 tons. All electric controls and a line-tension display system with data-logging rounds out the system. A Markey type CEW-60 2-Speed Electric Capstan on the stern is provided for general line-handling. The Beverly B. is a 96-ft. x 4200-hp x 50-ton bollard-pull ASD tug.



Shipment of Electric Anchor/Mooring Winch

Markey Machinery completed shipment of the first two WECDF-20 125HP Electric Anchor/Mooring Winches for the Oceaneering International of Houston, TX, new 130-ft. Diving Support Vessel. Each winch carries 6,000 ft. of 1.25-in. wire rope and is powered by a AC-Variable Frequency drive system outfitted with Markey's Render/Recover technology to provide control of the vessel in a four-point mooring system. A single control station for all four winches provides the operator with the ability to position / reposition the vessel with the simple movement of a joystick. A new feature integrated into these winches is a multi-disc brake in place of a conventional band-brake, to provide standard braking service and for control during emergency anchor deployments. Markey's extensive use of finite-element analysis to design the structure resulted in a total weight of less than 30,000 lbs.

Rapp Hydema Logs New Orders

Rapp Hydema AS recently won an order for a suite of electric winches—including oceanographic, hydrographic, CTD and other devices, plus control systems—for the new South African Research Vessel. The South African Department of Environmental Affairs is to be owner and operator of this polar research vessel, with operations chiefly planned for the Antarctic region. The shipyard STX Finland Oy selected Rapp, and the vessel is to be built at the STX yard in Rauma, Finland.

"We were fortunate to have worked previously with South African Department of Environmental Affairs some years back," said Tore Torrissen, Marketing Manager at Rapp AS in Bodo, Norway. "We had developed close working-together relationships with them, when we delivered the research winch package to the R/V Ellen Khuzwayo that was built at Farocean Marine in Cape Town (now Damen, South Africa). Despite the worldwide economic downturn, the South Africa order coincides with an increasing production load at Rapp. Within just two weeks of the South Africa order, Rapp's U.S. effort captured a similarly-sized suite of research winches for the University of Alaska-Fairbanks. This order from the U.S. National Oceanographic and Atmospheric Association (NOAA) both include deck machinery packages similar to the South African order. Rapp will be delivering the South African deck machinery in summer 2011.

Palfinger Expands Marine Business

The Palfinger Group is acquiring the marine crane division of Palfinger systems GmbH, expanding its marine portfolio. The business acquired from Palfinger Systems GmbH, which is controlled by the Palfinger family, generated revenues of almost EUR 30m in 2009. When taking over NDM, a Dutch manufacturer of davits and deck equipment, in July 2010, Palfinger announced its intention to expand its marine crane business. The market of marine cranes recorded a slump in 2009 but has been showing a distinct recovery in the current financial year. The offshore wind power business is a promising market with great future, suggesting exceptionally high growth rates for the years to come.

Samson Proves Heavy-Lift Slings

Samson recently completed testing on high-performance synthetic rope slings, resulting in a greater understanding of the critical elements that affect sling performance in a variety of configurations. The Samson R&D team has applied this knowledge to the development of a software application to help clients determine the best synthetic sling for their heavy-lift operation. This success has been demonstrated by the repeated use of the grommet-type sling in the installation of 140 turbine foundation monopiles at the Greater Gabbard project of the North Sea.

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

Coastal Marine Equipment
20995 Coastal Parkway, Gulfport, MS 39503
www.coastalmarineequipment.com
tel: 228-832-7655
email: sales@coastalmarineequipment.com
Descr: anchor winches, anchor windlasses, capstans, mooring winches, reels.

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

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

Cranesmart Systems Inc.
4908 97 St., Edmonton, Alberta, T6E 5S1, Canada
www.cranesmart.com
tel: 1-888-562-3222
email: info@cranesmart.com
Descr: Cranesmart Systems Inc. is a specialty manufacturer of Cranesmart load monitors, anti-2-block systems, LMIs (load moment indicators) and boom angle indicator systems for all cranes and other winch line applications.

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

David Round, Inc.
32405 Aurora Rd. Solon, OH 44139
www.davidround.com
tel: 800-535-2725, 440-248-4700
email: info@davidround.com
Descr: Manufacturer of marine & subsea winches constructed from marine grade components such as NEMA 4 or 4X components & optional level winders.

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

DMW Marine
102 Pickering Way, Suite 503
Exton, PA 19341
tel: 610-363-3846
www.dmwmarine.com
Desc: DMW Marine offers top quality cranes for ship and offshore cranes. A complete crane range designed for hoisting operations in a marine environment. Heavy duty designed with emphasis on the side load force of the marine operations.

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

Fluoron
Triumph Industrial Park, Bldg. #120,
505 Blue Ball Road, Elkton, MD 21921
tel: 410-392-0220; fax: 410-392-45587
www.fluoron.com

Gator Supply Co., L.L.C.
2236 Manhattan Blvd.58
Harvey, LA. 70058
tel: (504) 362-0781; fax: (504) 367-4216
www.gatorsupply.com

Hannay Reel
553 State Route 143, Westerlo, NY 12193-0159
www.hannay.com
tel: 877-467-3357
Descr: Durable metal reels of all types (hose, cable, storage) and for all industries.

Hypac
Unit 3 & 4, 2 Hewer Street, Hampstead Gardens, South Australia 5086,Australia
tel: +61 8 8333 0222
email: info@hypac.com.au • www.hypac.com.au
Desc: Since 1980 Hypac has been providing solutions for workboats, riverboats, crewboats, passenger ships and vehicle ferries. we design and manufacture specialised equipment for high speed ships from 25 to 150 metres.

Intercon
P.O.Box 9055, Kansas City, MO 64168
www.intercon.com
Steve Rheams
tel: 985-212-9272
email: srheams@intercon.com
Descr: Intercon is a designer and manufacturer of heavy duty deck machinery and coupler systems Products: anchor windlasses, mooring winches, towing winches, capstans, coupler systems.

J.K. Fabrication, Inc.
3101 W. Commodore Way, Seattle, WA 98199
www.jkfabrication.com
tel: 206-297-7400
email: sales@nordicmachine.com
Descr: Fabricator of a wide variety of marine winches.

JonRie InterTech LLC
982 Whispering Oak Circle, Manahawkin, NJ 08050
www.marinewinch.com • tel: 609-978-3523
email: BJDME@marinewinch.com
Descr: Marine capstans, consulting engineers or designers, electric control systems, marine deck equipment, winch drive systems, hydraulic equipment or systems, hydraulic power units, hydraulic units, slat spare parts, inspection services, testing, winches, hydraulic drives.

Lantec Winch & Gear, Inc.
5827 Production Way Langley,
British Columbia V3A 4N5, Canada
www.team-twg.com
tel: 604-530-0737
email: sales@lantecgear.com
Descr: Custom manufacturer of winches including barge & towboat, electric, heavy duty, lifting, hydraulic, material handling, power driven & pulling & hauling winches.

Marine & Mainland, The Crane Services
11981 A. Spencer Road, Houston, TX 77041
www.marinemainland.com
tel: 713-896-1115
email: rmeyer@marinemainland.com
Descr: Specializing In marine, offshore & shipboard crane inspection, repairs, refurbishment, preventative maintenance & load testing.

Markey Machinery
7266 8th Ave., South Seattle, WA 98108
www.markeymachinery.com tel: 800-637-3430 fax: 206-623-9839 email: info@markeymachinery.com
Descr: Markey Machinery Company designs and manufactures high quality custom deck machinery for workboat, scientific and dockside applications.

Mobro Marine
606 State Road 16 East
Green Cove Springs, Florida 32043
tel: (904) 284-9670; fax: (904) 358-8706
www.mobromarine.com

NABRICO
1250 Gateway Drive, Gallatin, TN 37066
tel: 615.442.1300; fax: 615.442.1313
Email: nabrico@trin.net
www.nabrico-marine.com
Desc: NABRICO provides a full line of deck hardware with a commitment to a quality product at a reasonable price with outstanding service.

New England Ropes
848 Airport Road Fall River, MA 02720-4735
www.neropes.com
tel: 800-333-6679
Email: neropes@neropes.com
Descr: New England Ropes' marine design and construction are derived from a century of combined engineering and manufacturing experience.

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

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

Orion Ropeworks, Inc.
953 Benton Ave.
Winslow, ME 04901
www.orionropeworks.com
tel: 207-877-2224, 888-537-7673
email: sales@orionropeworks.com
Descr: Manufacturer of rope in co-polymer, nylon, polyester, polypropylene & combination fibers; Twisted rope constructions from 1/8 inch to 4 inches, 8-strand plaited rope from 1 1/2 inch to 3 inch & double braid from 1/4 inch to 2 inches in diameter.

Paducah Rigging
4150 Cairo Road
Paducah, KY 42001
tel: 270-443-3863 • fax: 270-443-8437
www.paducahrigging.com

Phillystran, Inc.
151 Commerce Dr., Montgomeryville, PA 18936
www.phillystran.com
tel: 215-368-6611
email: info@phillystran.com
Descr: Custom manufacturer of ropes including synthetic, plastic & nylon ropes.

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

Pullift
Solon, OH 44139
www.pulliftwinches.com
tel: 440-439-1818
email: Pullift@aol.com
Descr: Manufacturer of industrial winches & marine winches; Winches have enclosed motors that are reversible rotary vane design for smooth shockless starts & positive load control.

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

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

Ronstan International, Inc.
45 High Point Ave, Suite 2 Portsmouth, RI 02871
www.ronstanmarine.com tel: 401-293-0539 email: pkatcha@ronstan.us
Descr: Distributor of FSE Robline Teufelberger rope including braided rope, single braid & double braid for marine & industrial applications.

Samson Rope
2090 Thornton Street, Ferndale, WA 98248
tel: 360-384-4669 • fax: 360-384-0527
www.samsonrope.com

Schoellhorn-Albrecht
1141 Reco Ave., St. Louis, MO 63126
www.schoellhorn-albrecht.com
Brian Pavlisin
tel: 314-965-3339
email: brianpav@schoellhorn-albrecht.com
Descr: Capstans, anchor windlasses, mooring winches.

Smith Berger
7915 10th Avenue So., Seattle, WA 98108
tel: (206) 764-4650
www.smithberger.com
email: sales@smithberger.com
Desc: Today, Smith Berger's focus on the maritime industry is concentrated in three product areas: Towing Equipment;
Standard Fairlead Products; and Custom Engineered Mooring Equipment.

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

CS Unitec's EB Diamond Abrasive Wheels

CS Unitec's Eco Brazing (EB) Diamond Combination grinding and cutting wheels reduce sparking up to 1%, making them a good choice for cutting metal in hazardous environments in oil, gas, nuclear, mining, marine and other industries. The EB Combination disc is ideal for grinding and cutting steel, stainless steel, aluminum and titanium, as well as fiberglass. The EB abrasive wheel lasts 100 times longer than an ordinary resin bonded wheel, therefore increasing the tool life and significantly reducing abrasive dust and material waste. Available in 35 and 50 grit on disc sizes 4", 4-1/2", 5" and 7" diameter, the disc's light weight allows for high-rotation grinding with portable angle grinders. Max speeds of discs range from 8400 to 15,200 RPM depending on disc diameter. Additionally, its high-yield steel backing plate is elastic, helping to ensure that operators do not grind the material by over removal.

Email: info@csunitec.com

Sailor Mini-C

The new SAILOR 6110 mini-C introduces next generation advances in GMDSS operation and installation. Designed from the ground up as an integral part of the new SAILOR 6000 GMDSS Series, the SAILOR 6110 mini-C features innovative cabling design and integration with the new SAILOR 6006 GMDSS Message Terminal, which offers a wealth of touch-screen functionality for safe, efficient operation of a vessel's GMDSS, SSAS and LRIT procedures. A key feature of the SAILOR 6110 mini-C is the introduction of CAN-BUS (NMEA 2000) cabling, which is a major departure from the proprietary cables used in the previous generation SAILOR mini-C. Sub-systems, such as alarm panels are now connected using RJ45 cables via a switch, making expanding the system easier and less costly. The SAILOR 6110 mini-C is a next generation GMDSS product, offering triple functionality - GMDSS, SSAS and LRIT - Inmarsat C suite to enhance operation. It features the unique new ThraneLINK network solution, which enables all products in the SAILOR 6000 GMDSS Series to communicate with each other.

www.thrane.com

Elektronix Marine PCs

During 2010 Elektonix invested in development, design and quality assurance of a brand new range of marine approved PCs. Enix is based on a completely fanless design with Core 2 Duo CPU, and with several years of availability for all components. For standalone installation, wall mounting, or in 19 "rack (2U och 3U). Industrial Wide-Temp Flash Disk (for a system with no moving parts), or 2.5" Industrial 24 / 7 hard drive.

Email: goran@elektronix.no

Cygnus Hatch Sure

Cygnus Instruments released the "Cygnus Hatch Sure," a lightweight system for testing leaks of cargo hatch covers. Sea Water ingress is one of the major sources of damage to cargo, resulting in expensive insurance claims. The system provides a quick and effective method of evaluating hatch seals. Leaks can be detected accurately and reliably. Cygnus Hatch Sure is ABS type approved and is accepted for use by P&I clubs. It can be used in place of hose testing and has the advantage of use in sub-zero temperatures and no pollution risks. The key benefits of this new instrument are: Digital calibration controls; Open hatch value sound level simultaneously displayed in dB; Powerful and robust transmitter;

www.cygnusinstruments.com

HydroComp's PropExpert 2010

HydroComp PropExpert is a software tool for the sizing and analysis of propellers for workboats and pleasure craft. It provides the tools needed for the proper selection of propulsion system components - engine, gear and propeller. Development in 2010 has produced a number of new features for PropExpert, including:

• Speed prediction – New speed prediction algorithms were developed to ensure accurate prediction of real speed and power for Catamarans, Riverboats (new), and Sailboats.

• Additional vessel types – In addition to the standard "Displacement", "Planing" and other vessel types, new types (e.g., Riverboat) allow for improved prediction of associated Vessel parameters and speed prediction.

• New data checking – Additional data checks confirm reliable performance, such as a new check for face cavitation with highly cupped propeller.

Upcoming planned development efforts include:

• A performance correction is in development for the effect of camber (progressive pitch).

• PropExpert will be able to help correlate the analysis of a Prior trial to known values from an "overload test", which will aid in describing accurate performance.

www.hydrocompinc.com

Container Security

The Belgium company European Datacomm developed a new Container Security Device (CSD) to the market called EDC77 which is designed to provide communication on GPRS (GSM technology) and satellite. Currently EDC77 is using Iridium as its satellite communications provider. EDC77 employs the latest in sensor technology to include door, light, temperature, humidity, vibration and shock sensors. The EDC78, expected early 2011, will also include radiation sensors. The EDC77's authorized agent feature which identifies electronically the accountable persons verifying the cargo and its quantity at "stuffing" and at opening at destination.

www.europeandatacomm.com

The L.C. Doane Company

The L.C. Doane Company's latest entry in LED lighting is the ML290. Having a rated life of over 50,000 hours, LEDs can significantly reduce onboard maintenance and energy costs. The small size of the ML290 lighting fixture allows for various applications in remote locations where changing bulbs can be problematic.

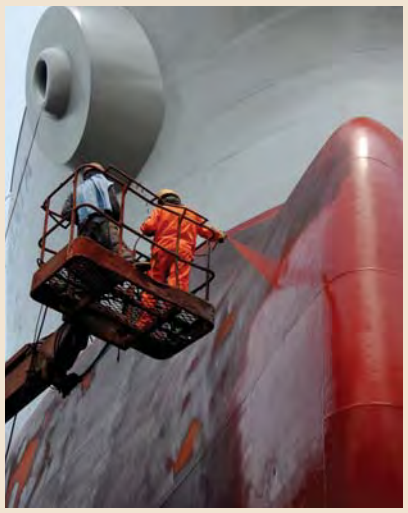
www.lcdoane.com

Ecospeed Protects Icebreaker

The British Antarctic Survey selected Ecospeed to provide a coating to protect their ice strengthened research vessel Ernest Shackleton during expeditions to the Antarctic region in which it is subjected to extreme mechanical forces. The vessel was coated in Frederikshaven, Denmark, where the grit blasting and application of the two layers were done under the eye of an Ecospeed inspector. The timing was geared to the schedule of the yard. The Ecospeed coating has no maximum overcoating time. Ernest Shackleton is a 1A1 ICE-05 class icebreaker which is used for expeditions to the South Pole. Throughout these journeys the vessel has to crush the thick ice of the Antarctic Ocean and its underwater hull therefore needs to be protected against the extreme mechanical forces that it has to encounter. Besides its durable resistance to mechanical damage, Ecospeed is also a non-toxic coating and offers a TBT-free, copper-free and biocide-free solution for the pro

www.hydrex.be

International Expands Antifouling Range



International Paint has improved and expanded its range of antifouling coatings. The line up includes higher volume solids products, meaning reduced coats per scheme, lower levels of overspray and reduced VOC emissions. The range features

- Intersmooth7460HS SPC and Intersmooth®7465HS SPC provide fouling control for up to 60 months.
- Intersmooth360 SPC and Intersmooth®365 SPC variants are specially designed for coastal vessels.
- Interspeed6400 and Interspeed®6200 are an economical choice for up to 36 months in service.
- Interswift6800HS is a high volume solids, low VOC blend of copper acrylate SPC technology and rosin based CDP technology.

http://www.international-marine.com/foulingcontrol/Pages/interactive_presentation.html

FLOW-3D/MP V 4.1

Flow Science, Inc. announced that a new release of the distributed-memory version of its FLOW-3D computational fluid dynamics software, FLOW-3D/MP, is now available. FLOW-3D/MP Version 4.1 is designed to offer performance improvements, up to 40x on 64 processor cores giving FLOW-3D/MP users the opportunity to run larger and faster simulations than ever before. Version 4.1 includes a variety of subroutines in FORTRAN source form that allow users to customize FLOW-3D/MP. Users can customize boundary conditions or add their own models to meet their unique CFD modeling requirements.

Email: info@flow3d.com

Marine Travelift's 700-Ton Hoist

Marine Travelift Inc. recently announced that its 700-metric-ton mobile boat hoist has completed more than two years of service and is making a significant difference in the business of its owner, Grade One Marine Shipyard Sdn. Bhd. (GOMS) in Lumut, Malaysia. GOMS is a full-service shipyard, handling ship repairs, emergency repairs, refitting, refurbishment, scheduled maintenance, conversion work and hull, mechanical and electrical work on a routine basis. It's also a shipbuilder. A few years ago, GOMS's management began looking for new lifting equipment that could handle the yard's diverse business mix — in particular, the Royal Malaysian Navy (RMN) and Malaysian Maritime Enforcement Agency (MMEA) vessels. To meet the demands of such a special contract, as well as to offer an alternative shipyard facility to RMN and MMEA, the new equipment would have to be able to lift the vessels, each weighing a maximum of 700 tons.

www.marinetravelift.com

New Catalog from Omega

Contains more than 150 pages of state-of-the art products separated into seven sections: Automation, Sanitary, Temperature, Electric Heaters, Wireless/Data Acquisition, Pressure/Strain/Force, and Flow/Level/Environmental. A few featured top-selling products designed and manufactured by Omega are the UV-1000 Universal Verbalizer, a handheld process-signal to speech device, the CTXL series of Circular Chart Recorders, the OMEGASCOPE Wireless Handheld Infrared Thermometer Series.

www.omega.com/literature/controlcat28/

Diesel Switch Eliminates Fuel Changeover Problems

With the recent introduction of stringent environmental regulations, ship owners and operators are increasingly obliged to operate their MAN B&W two-stroke main engines on ultra-low sulfur fuels in defined marine zones. When entering/leaving such defined marine zones, the changeover from preheated HFO to cold MDO/MGO and vice versa represents a risk for fuel-pump sticking or seizure if not performed properly due to the very small clearances within fuel pumps. In response, MAN Diesel & Turbo has developed the Diesel Switch, building on its own patent, to handle this fuel changeover in a controlled way and avoid rapid temperature deviations and fuel-pump seizures. The Diesel Switch ensures the necessary flexibility and safety when changing between HFO and MDO/MGO and comes in two variants: for retrofits and newbuildings.

www.mandieselturbo.com

Miko Salvage Patches

A fourth generation of Miko Salvage Patches has been introduced following upgrades to the successful design of the "Hat-Shaped Patch". Manufactured in Norway by Miko Marine AS, the company's range of salvage patches has been responsible for preventing the loss of ships and boats on numerous occasions. The new design relates to patches that are like a shallow bag with a brim.

Email: info@miko.no

23-in LED Display

Comark Corporation announced the availability of the MDU23, a 23-in UXGA LED backlit display, which can be set at up to 400 NITS at full brightness. The MDU23 has been tested in accordance with IEC 60945, and is ECDIS and ECDIS-N compliant. In addition, it is fully MIL Tested to MIL-STD 901D grade A, MIL-STD 167- class 1, type A; MIL-STD-810F; and MILSTD-461E.

www.comarkcorp.com

New Sailor VHF

The new SAILOR 6222 VHF DSC Class A was shown for the first time during SMM 2010. This new DSC/GMDSS radio is based on the same foundation of high reliability, ease of use and leading-edge functionality, as part of the new SAILOR 6000 GMDSS Series, which is also unveiled at SMM. A number of hardware and software improvements, including improved replay functionality, which features a new menu system to easily access the recorded previous 240 seconds of a message. It also features a high quality 3.2-in. QVA graphical display (320x240 pixels) that can be read regardless of the light conditions on the bridge day or night and the onboard 6W loudspeaker offers excellent sound quality whilst enabling simpler installation. On the software side, Thrane & Thrane has improved menu structure and performance, making the SAILOR 6222 VHF intuitive and easy to operate, across multiple languages.

As part of the Thrane & Thrane SAILOR 6000 Series, the SAILOR 6222 VHF features the new ThraneLINK network solution, which enables all products in the series to communicate with each other.

www.thrane.com

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This directory section is an editorial feature published in every issue for the convenience of the readers of MARITIME REPORTER. A quick-reference readers' guide, it includes the names and addresses of the world's leading manufacturers and suppliers of all types of marine machinery, equipment, supplies and services. A listing is provided, at no cost for one year in all issues, only to companies with continuing advertising programs in this publication, whether an advertisement appears in every issue or not. Because it is an editorial service, unpaid and not part of the advertisers contract, MR assumes no responsibility for errors. If you are interested in having your company listed in this Buyer's Directory Section, contact Mark O'Malley at momalley@marinelink.com

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AUTOPILOT SYSTEMS
AG Marine, 5711 34th Ave NW 2nd floor, Gig Harbor, WA

AZIMUTH CONTROLS
Prime Mover Controls, 3600 Gilmore Way, Burnaby, BC V5G 4R8, Canada

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Textron Systems, 1010 Gause Blvd., Slidell, LA , tel:985 661-3621, fax:985 661-3631, dmirelez@tmls.textron.com contact: Daniel Mirelez, www.textron.com

BOATBUILDER
Washburn Doughty, P.O. Box 296, E. Boothbay, ME 04544, USA

BOW AND STERN THRUSTERS
Omnithruster Inc., 2201 Pinnacle Parkway Twinsburg, Ohio 44087, Cleveland, OH 44139, USA , tel:330 963-6310, fax:330 963-6325, widmer@omnithruster.com contact: Kurt Widmer, www.omnithruster.com

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Washington Chain & Supply, P.O. Box 3645, Seattle, WA 98124, USA

CONTROL SYSTEM-MONITORING/STEERING
Omega Engineering, One Omega Dr., Stamford, CT 06907, USA , tel:203 359-1660, fax:203 968-7192, kkwait@omega.com contact: Dan Jackson, www.omega.com

CORDAGE
Yale Cordage, 77 Industrial Park Road, Saco, ME , tel:207 282-3396, fax:207 282 4620, info@yalecordage.com contact: Dick Hildebrand, www.yalecordage.com

CRANKSHAFT REPAIR
In-Place Machining, 3811 N. Holton St., Milwaukee, WI 53212, USA

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Coastal Marine Equipment, 20995 Coastal Parkway, Gulfport, MS 39503-9517, USA , tel:228-832-7655, fax:228-832-7675, sales@coastalmarineequipment.com
Smith Berger Marine, 7915 10th Ave. S., Seattle, WA 98108, USA

DIESEL ENGINE- SPARE PARTS & REPAIR
Goltens Worldwide, PO Box 1176, Marion, MA , tel:508 728-3128, fax:508 536 6025
Motor-Services Hugo Stamp, 3190 SW 4th Avenue, Ft. Lauderdale, FL 33315, USA , tel:954 763-3660, fax:954 763-2872 , www.mshs.com

DOOR LOCKS
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Advanced Structures Corporation, 235 W. Industry Court, Deer Park, NY , tel:631 667-5000, fax:631 667-5015, advstrcorp@aol.com contact: Paul Eisenberg, www.AdvancedStructuresCorp.com
Walz & Krenzer, Inc, 91 Willenbrook Rd.Unit B4, Oxford, CT , tel:203 267-5712, fax:203 267-5716, sales@wkdoors.com contact: Melissa Shepstone, www.wkdoors.com

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EPC CONTRACTORS AND ENGINEERING
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Boll Filter, 9822 General Drive. Ste. 180, Plymouth, MI 48170, USA , tel:734 451-4680, fax:734 451-4681, Latorre@bollfilterusa.com contact: Michele Latorre, www.bollfilterusa.com

FURNITURE
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GALLEY EQUIPMENT
Jamestown Metal Marine Sales, Inc., 4710 Northwest 2nd Ave., Boca Raton, FL 33431, USA
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US Outfitters, 10752 Deerwood Park Boulevard South Waterview II Suite 100 Jacksonville, FL 32256, Jacksonville, FL

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L-3 Maritime Systems, 9 Malcolm Hoyt Drive, Newburyport, MA 34232, USA , tel:978 462-2400, fax:978 462-4497, Jon.Miller@L-3com.com contact: Jon Miller, www.L-3com.com/MPS

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Thermax Marine-Panel Specialists, Inc., 3115 Range Rd., Temple, TX 76501, USA , tel:813 340-3940, fax:813 264-2507, thermax@panelspec.com contact: John Hutchinson, www.thermaxmarine.com
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LUBRICANTS
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R. M. Young Company, 2801 Aero Park Drive, Traverse City, MI , tel:231-946-3980, fax:231-946-4772, vsherman@youngusa.com

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Inventory Locator Service, 8001 Centerview Parkway Suite 400, Memphis, TN 38018, USA

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PROPULSION ORDER TELEGRAPHS
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Wing Inflatables, P.O. Box 279, 1132 Samoa Blvd., Arcata, CA 99521, USA

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SEALS
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•Progress payments
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•Manage design to ensure that deliverables are sufficient to support the project schedule.
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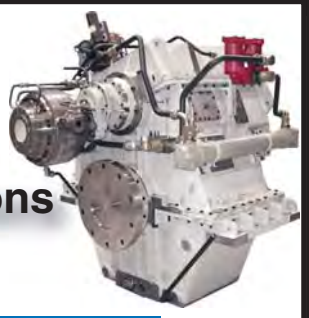

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