

MarineNews

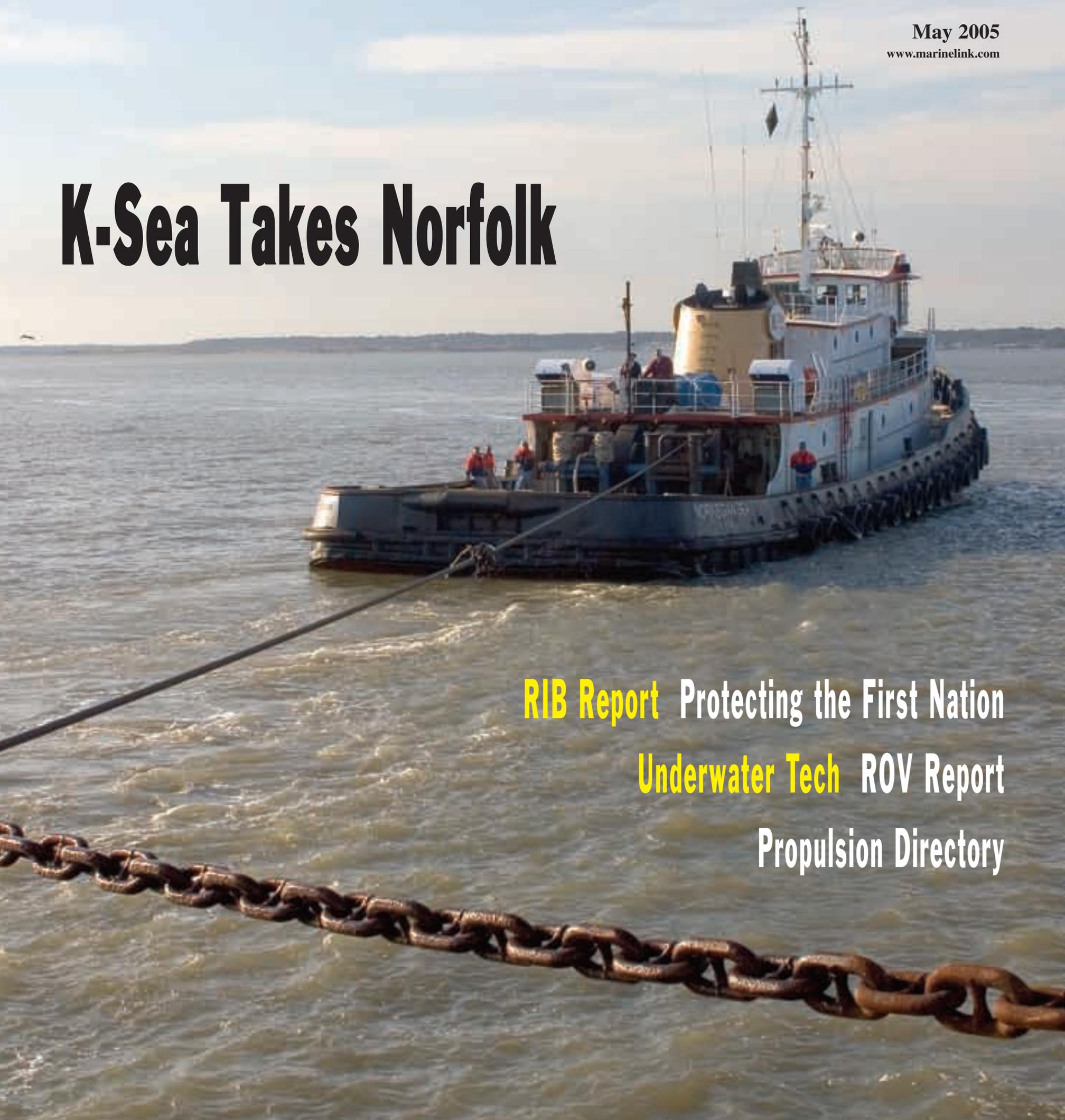
May 2005
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K-Sea Takes Norfolk

RIB Report Protecting the First Nation

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On the Cover: K-Sea's new acquisition, The Mighty Norwegian Sea, with the KTC 50. (Photo: Don Sutherland)

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MarineNews

Founded in 1914

ISSN#1087-3864 USPS#013-952

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Subscriptions to **MarineNews** (12 issues per year) are available for \$23.00 for one year; \$38.00 for two years. Send your check to: **MarineNews**, 118 E. 25th St., New York, NY 10010. For more information call Nicole Sullivan at (212) 477-6700; fax: (212) 254-6271; sullivan@marinelink.com

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

Periodicals Postage paid at New York, NY and additional mailing offices.
Canada Post International Publications Mail Product (Canadian Distribution) Sales Agreement No. 0970700.
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Kvaerner, OSG In 10 Jones Act Ship Deal



On April 14 at the Kvaerner Philadelphia Shipyard in the shadow of the Blue Goliath, more than 750 employees, state officials and other dignitaries gathered at a ceremonial contract-signing between Kvaerner ASA and Overseas Shipholding Group, Inc. to build 10 Veteran MT-46 class Jones Act Product Tankers, with an option for two additional vessels. OSG plans to transfer them to another subsidiary which will bareboat charter them to subsidiaries of OSG for initial terms of five or seven years, with extension options for the charterer.

The \$1 billion agreement, reportedly to be the largest of its kind in U.S. shipbuilding, solidifies stable workflow at the Philadelphia shipyard until mid-

2010. Having remained busy with its Matson container contracts awarded in February, Kvaerner Philadelphia Shipyard's once uncertain outlook has taken a positive turn.

Former President Bill Clinton who was responsible for enacting the National Shipbuilding Initiative in 1993 and providing the \$80M in funding in order to provide the much needed infrastructure, training and financial backing to help Kvaerner Philadelphia Shipyard get off the ground, served as the event's keynote speaker. Clinton said, "I believe every great country needs to make things. We might have to do it with fewer people and more technology, but we need to make things." Kjell Inge Rokke, the indus-

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trialist and main owner of Aker Kaverner believed that the Philadelphia yard could compete in the Jones Act market. Rokke thanked Clinton for his contributions to the American shipbuilding industry. He also gave thanks to the hundreds of employees and shipyard workers, whose dedication has attributed to the yard's productive revival. — J.Rabulan

Bisso Marine Salvages Liftboat



Bisso Marine recently salvaged a 105 class lift boat in the Gulf of Mexico. The D/B Big Chief, D/B Lili Bisso and crew arrived at the salvage location to discover the liftboat lying on its portside and resting back on its starboard leg. The angle of the liftboat complicated the safe removal of the legs by the divers, therefore the 600 ton capacity D/B Lili Bisso was used to stabilize and support the liftboat to enable salvage divers the opportunity safely cut the lower leg sections from the hull. The D/B Lili Bisso then lifted the liftboat to the surface and transported it on the hook to Leesville, La. The D/B Big Chief remained on location to recover the lower leg sections and other debris then towed to meet the D/B Lili Bisso in Leesville, La. The liftboat was delivered to the owners in a floating condition. From mobilization to delivery, the salvage operation was completed in seven days.

Donjon Creates Port Albany Ventures

Donjon Marine Co., Inc., a provider of multi-faceted marine services including towing, emergency response, and dredging, entered a joint venture purchase with Metal Management, LLC to form Port Albany Ventures LLC. Port Albany Ventures LLC significantly expands Donjon's towing and barging operations in the

northeast while expanding into bulk terminal operations. The operating terminal, comprising 27 acres, is located on the Hudson River in Albany, NY. With deep-water access, the terminal handles a vari-

ety of bulk cargoes, including salt, scrap iron, gypsum, mill scale and other products. The acquisition also includes a fleet of 17 tugs and barges.

"We are enthusiastic over this acquisi-

tion. In addition to a substantial increase in our marine transportation activities, we welcome the opportunity to work with Metal Management as partners in terminal activities. We have worked successfully

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Kvichak Acquires MARCO Pollution Control

Kvichak Marine Industries, Inc. acquired MARCO Pollution Control, company that designs and manufactures oil spill recovery equipment.

With this newly added division Kvichak will expand its product offering for its existing line of all-aluminum vessels used in the spill recovery industry - many of which utilize the MARCO Filterbelt module as the primary recovery platform. "We saw this purchase as a perfect fit for Kvichak," said company president, Keith Whittemore. "This purchase enhances our product line by providing owners and operators with a one-stop shopping source for the complete recovery package. The MARCO product name and quality reputation will live on, now backed by the Kvichak commitment of customer service, rapid response and fast delivery." Kvichak's first goal following

the acquisition is to begin building an inventory of commonly used spare parts - with the initial focus on the one-ft. and three-ft. wide backing belts and filter pads used on the Filterbelt Oil & Debris Recovery System. "There are over 100 recovery vessels operating worldwide that utilize the Filterbelt system," said Whittemore. "Once we get our inventory up and running, we intend to ship backing belts and pads within 24-hours of receiving an order. We recognize operators can't afford to wait for these items during a spill." Existing MARCO Pollution Control customers can now contact Kvichak Marine for any of their spare parts needs. New construction vessels, complete Filterbelt modules, Capsulpumps, Sidewinders, and VOSS skimming units are also available.

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together for a number of years and are looking forward to combining our individual expertise to expand our future opportunities," said Arnold Witte, Chairman, CEO and President of Donjon Marine Co., Inc.

AAPA Honors Caver

The American Association of Port Authorities (AAPA), the organization representing public ports throughout the Western Hemisphere, at an event at its annual Spring Conference, presented retiring U.S. Army Corps of Engineers Civil Works Deputy Director Thomas F. "Fred" Caver, Jr., with a Career Achievement Award. The award honors Caver's many contributions to the port industry during his nearly 36-year career with the Corps. "Among his many contributions, Deputy Director Caver has been instrumental in helping implement AAPA's Quality Ports Initiative between the Corps of Engineers and the U.S. public port industry," said Kurt Nagle, referring to the Association's efforts to make substantial improvement in the partnership between U.S. seaports and the U.S. Army Corps of Engineers. "This partnership is crucial to ensure our nation's navigation infrastructure will be able to handle the future growth in domestic and international shipping volumes that are already straining our ports, harbors and waterways."

In his current role, Caver assists the Corps' Civil Works Director in managing and directing the programming, planning, design, construction, operations, maintenance and dredging activities of the Army Civil Works' \$5 billion annual program.

Previously, Caver served as Chief of the Corps' Programs Management Division in Washington, D.C., where he was responsible for proposing the scope, direction, content and options for the Civil Works'

entire long-range and annual programs. He also coordinated the justification and the defense of program resource requirements and oversaw its implementation.

"Prior to coming to Washington, Fred Caver spent many years in the Lower Mississippi Valley Division at Vicksburg, helping the public port industry by planning and designing critically needed navigation projects and, particularly, by providing the leadership to make those projects a reality," remarked Nagle. He added that Caver's staunch advocacy for ports within the Administration and to Congress occurred at perhaps the most trying time in Corps history, "which made his achievements and his tenure with the Corps all the more remarkable."

AAPA Chairman Gary LaGrange, who also serves as president and CEO of the Port of New Orleans, presented the Career Achievement Award to Caver. More than 200 legislators, governmental staff members and port industry leaders took part in the Spring Conference event, which ran April 4-5.

T&T Salvage Announces New Response Alliance

T&T Marine Salvage, Inc. of Galveston, Texas and the Bisso Marine Company, Inc. of New Orleans, La. announced a new response alliance-T&T Bisso, LLC.

Recent legislation amending OPA 90 requires that an owner or operator of a non-tank vessel of 400 gross tons, operating on the navigable waters of the United States, prepare and submit to the U.S. Coast Guard a vessel response plan by August 9, 2005. In addition to pollution response, the plan must list salvage, fire-fighting and lightering services the vessel will call upon in the event of a casualty.

Tank vessel owners and operators have been required to meet these requirements since 1993. To the answer this need of both tank and non-tank vessel owners and operators, T&T Bisso was established to bring together the resources of two of the oldest salvage companies in the United States, combining 165 years of experience in the marine industry.

Over the past ten years, T&T Marine and Bisso Marine have performed over 80 percent of the salvage response in Gulf of Mexico ports and offshore. This new alliance will maintain an aggregate heavy lift capacity of over 3400 short tons, a full array of salvage gear, and high capacity portable fire pumps. T&T Bisso will offer OPA 90 coverage throughout the United States including the following services: salvage masters, salvage engineers, heavy lift, diving, survey, towing, lightering, and firefighting. By pre-positioning equipment and through a network of responders across the country,

T&T Bisso will provide rapid and professional response to owners and operators. There will be no charge to be named for this OPA 90 coverage.

EBDG Adds Staff

Elliott Bay Design Group announced that David Smith has joined the firm as Project Manager. Smith brings over 25 years of shipyard design and construction experience to the team and has worked in shipyards across the country.

Smith is currently leading the design effort for a new Ship Docking Module. John Farmer joins the team as a Designer II. Farmer has a BS in mechanical engineering technology from Purdue University and over 10 years of 3-D design and surface modeling experience. Farmer is currently working on a tank barge for Bollinger Shipyards.

EBDG announced that Alisha Lamb has been promoted to Designer III. Lamb joined EBDG in 2003 and has been actively supporting the firm's design team. She is currently working on multiple betterment projects that EBDG is completing for SeaRiver Maritime.

Megatech-Marine Signs Agreement

Fischer Panda Generators U.S., through its newly-formed subsidiary, Megatech-Marine, has announced a deal with Brazil-based Megatech Dumon to exclusively import marine propulsion engines for North America. Megatech-Marine will market the new series of Mercedes-Benz and MWM Sprint diesel engines to boat manufacturers and dealers throughout North America. Marineized and imported through Megatech Dumon in Brazil,

Megatech-Marine's new lineup will feature one series ranging from 190 hp to 290 hp manufactured by MWM Sprint, a Brazilian manufacturer which has been producing diesel engines since 1953. A second series of mechanical and electron-

ic diesels ranging from 320 hp to 800 hp, are manufactured by Mercedes-Benz in Germany.

"With the superior quality, history and expertise of Mercedes-Benz and MWM Sprint-built diesel engines, Megatech

Dumon has for many years provided international markets with these high-performance marine propulsion systems," said Chad Godwin, Director of Sales for Megatech-Marine.

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ACBL Announces Appointments

American Commercial Lines Inc. announced that it has appointed William L. Schmidt to the position of Vice President of Information Technology and Karl D. Kintzele to the position of Vice President of Internal Audit.

Schmidt started his career at ACL in 1995 serving in various capacities throughout the company including: Manager of Liquid Sales, Assistant Vice President of Gulf Fleet Services, Assistant Vice President of Logistic Services, Vice President of Strategic Sourcing, and most recently as Vice President of Corporate Support. Schmidt will have responsibility for overseeing all information technology services for American Commercial Lines and its subsidiaries.

Karl Kintzele joins ACL as Vice President Internal Audit reporting to the Chairman of the Audit Committee of the American Commercial Lines Inc. Board of Directors. He will be responsible for compliance with appropriate corporate financial standards, internal control standards, and related Sarbanes-Oxley initia-

tives. Commenting on these new appointments, Mark R. Holden, President and CEO, stated "I am very pleased that Bill and Karl have agreed to join ACL's senior management team. Bill's extensive background in marine transportation provides an understanding of the technology needs required to support future growth and services for the organization and its customer base. Karl's expertise in Sarbanes-Oxley compliance and internal control standards will provide a solid foundation for the Company as it returns to meeting SEC reporting requirements."

Jeffboat Appoints Linzey Senior VP

Jeffboat LLC has appointed Jerry R. Linzey as its Senior Vice President, Manufacturing. Linzey brings over 20 years of manufacturing and leadership skills to the company and has held positions with various organizations including Delphi Automotive Systems, a division of General Motors, The Stanley Works, a division of Stanley Tools, and most recently as the Senior Vice President of Manufacturing for Wabash National Corporation, where

he oversaw over 3,500 salaried and hourly associates. Linzey holds a B.S. in Metallurgical Engineering from Purdue University.

Mark R. Holden, President and CEO of Jeffboat parent company American Commercial Lines Inc., said "I am pleased to welcome Jerry to Jeffboat and the ACL companies. He brings to the company an extensive background in manufacturing where he has established an impressive record of operational growth and financial contributions to the businesses. As we focus on the Company's future in the manufacturing of transportation equipment, Jerry's experience will serve Jeffboat extremely well in improving manufacturing processes and operational efficiencies. I am delighted to have Jerry join our management team."

Robertson Joins Maersk Board

Charles "Tony" Robertson, Jr. joined Maersk Line, Limited's (MLL) board of directors as an outside director. Robertson was elected to the board on April 5 during the annual board meeting in New

Jersey. Robertson's wealth of experience and knowledge is a significant addition to our board of directors and will add substantial value to Maersk Line, Limited's core business," said John Reinhart, MLL's president and chief executive officer.

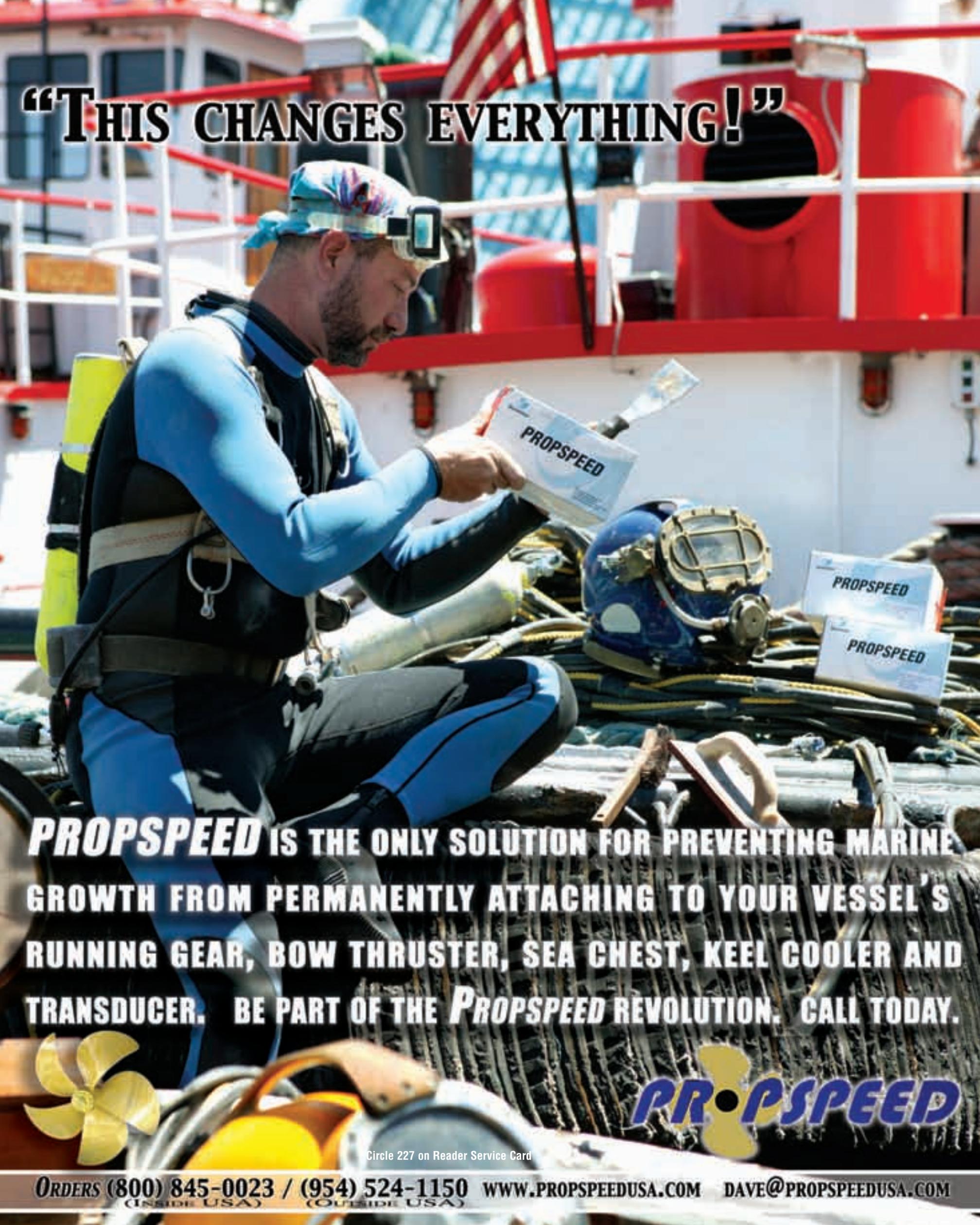
During his 33 year career with the Air Force, he held a variety of operational and staff positions, including command at the squadron, wing and numbered air force levels. As a command pilot, he logged 4,700 hours in airlift, tanker and bomber aircraft, including 150 combat missions as a gunship pilot in Vietnam. A retired U.S. Air Force general, Robertson most recently served as commander in chief of the U.S. Transportation Command, and commander of the Air Mobility Command at Scott Air Force Base, Ill. Currently, Robertson serves as vice president of the Air Force Support Programs for Boeing.

Robertson holds a bachelor's degree in engineering science from the U.S. Air Force Academy and a master's degree in industrial management from Central Michigan University. In 1985, he attended the National War College and later attended the National and International Security Program.

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“Fixing” the Waters

By Joan M. Bondareff and Charles T. Blocksidge

Two well-respected commissions, the United States Commission on Ocean Policy, and the privately-funded Pew Oceans Commission, have recently concluded that the oceans are in serious trouble and have recommended a number of actions to fix them. Paramount among the issues identified are over-fishing, coastal pollution, population density along the coasts, coral reef bleaching, global climate change, new uses of the ocean, etc. Although the two commissions were separately created and funded, their conclusions and recommendations are remarkably similar. One of the key recommendations of both commissions is to reorganize the federal government to address these issues, and to create new regional arrangements between the federal government and the states and tribes.

While the final reports of both commissions cite numerous recommendations in great detail, this article is designed to provide a summary of both reports. In particular, we will address what has happened with some of the recommendations, and what impact the new regional structures will have on U.S. companies doing business in the oceans and coastal waters.

The U.S. Ocean Commission (the "USOC") was established pursuant to the Oceans Act of 2000 (the "Oceans Act"). The USOC was tasked with conducting a wide-ranging review of all of the issues related to the oceans, coasts and Great Lakes. This was the first time in over thirty-five years that the federal government conducted a comprehensive review of ocean related policy. The USOC was chaired by Admiral James Watkins, who capped off a thirty-seven year naval career as the Chief of Naval Operations and later served as the Secretary of Energy under President George H. W. Bush from 1988 to 1992.

Under the mandate of the Oceans Act, the USOC started its comprehensive review in September of 2001. On April 20, 2004, it submitted its preliminary findings to the nation's governors and other stakeholders for comment and subsequently submitted its final report to the President and Congress on September 20, 2004. Almost contemporaneous with the action of the USOC, another well respected organization commenced a similar undertaking.

The Pew Oceans Commission (the "POC") was privately funded by the Pew Charitable Trusts and was chaired by former California Congressman and Office of Management and Budget ("OMB") Director Leon Panetta. Similar to the USOC, the POC identified policies and practices that would be necessary to protect the oceans and

its coasts, and perhaps more importantly, to restore them to their previous state. The POC began its work in October 2001 and submitted its final report in May 2003.

The USOC and the POC have adopted similar recommendations of reorganization and legislative implementation to fix our "broken oceans." The USOC's recommendations are based on three main points: (1) establishment of a coordinated national ocean policy to improve decision making; (2) high quality information stemming from ocean data and science; and (3) increased ocean-related education to create a strong stewardship ethic. The USOC articulated numerous tangible recommendations to implement these themes. Perhaps the most overreaching of these recommendations was the establishment of a National Ocean Council ("NOC") within the Executive Office of the President. The USOC contemplated that a council such as the NOC could provide the leadership and coordination necessary to implement the USOC's recommendations as a whole. In particular, such a council would, among other things, establish broad principles and national goals for governing the nation's oceans and coasts, coordinate the efforts of the federal agencies, identify new ocean issues from a statutory and regulatory standpoint, and assist in the development of regional ocean councils. To further implement an ocean policy, the USOC recommended that the President should, through an executive order, direct the National Oceanic and Atmospheric Administration ("NOAA"), the Environmental Protection Agency ("EPA"), the United States Army Corps of Engineers, and the Departments of the Interior and Agriculture to improve their regional coordination and increase their outreach to regional stakeholders. The POC also based its recommendations on a set of core ideas, such as (1) a unified national ocean policy; (2) comprehensive and coordinated governance of ocean resources; (3) restructured fishery management; (4) management of coastal development; and (5) control of pollution sources that harm the marine ecosystems. In order to implement these themes, POC recommended the establishment of an independent national oceans agency (i.e. move NOAA out of the Department of Commerce); the establishment of regional ocean councils similar to the NOC discussed above; and a federal interagency oceans council to foster coordination among the responsible agencies (like the NOC).

The Bush Administration quickly implemented some of the USOC's recommendations. By an executive order in December 2004, President Bush established a new cab-

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inet level Committee on Ocean Policy which is chaired by the Chairman of Environmental Quality ("CEQ"). The Committee also consists of the Secretaries of State, Defense, the Interior, Agriculture, Health and Human Services, Commerce, Labor, Transportation, Energy, and Homeland Security, the Attorney General, the Administrator of the EPA, the Director of OMB, and various other high level members of the government. This Committee is expected to convene its first meeting in 2005 and will develop an 18-month plan to address most of the USOC's recommendations. The Administration also drafted legislation, consistent with the USOC recommendation, entitled the NOAA Organic Act which would establish NOAA as a separate entity within the Department of Commerce. In addition, the Bush Administration formalized its strong support to ratify the U.N. Convention on the Law of the Sea and urged Congress to provide advice and consent on this treaty as soon as possible.

In addition to the White House, Congress has also begun reviewing and drafting legislation to implement the recommendations of the USOC. During the 108th Congress, Congressman Sam Farr (D-CA) introduced a bill entitled OCEANS-21, the Ocean Conservation, Education, and National Strategy for the 21st Century Act. Given the timing of its introduction, not much action was taken on the legislation. The House Oceans Caucus co-chairs, which include Congressmen Tom Allen (D-ME), Curt Weldon (R-PA), Wayne Gilchrest (R-MD), Jay Inslee (D-WA), and Jim Saxton (R-NJ) as well as Farr, recently laid out a rough timetable for drafting and reintroducing a revised version of OCEANS-21 in the next several months. Rep. Farr has been quoted as saying that he is "committed to doing whatever it takes to get the substantive recommendations from the [POC] and [USOC] reports, changes that will ensure the health and wealth of our oceans for generations to come, written into law." Congress and the Administration are beginning to create new regimes for handling new and existing uses of the ocean, including wind energy and aquaculture. The nation is just beginning to debate whether to establish certain areas of the ocean as off-limits to development in marine protected areas. Because of failures in existing regimes, presumably new institutional mechanisms, including regional governance structures, will be instituted to solve inter-state and federal-state-tribal problems, e.g. impacts of climate change on coastal development. Users of the ocean will have to be alert to these changes to make their voices heard in the process. Both the USOC and the

POC provided invaluable information concerning the current state of our oceans and coastlines. The largest questions that remain concern what the Administration and Congress will do with this information. An enormous amount of work remains.

About the Authors

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K-Sea Takes Norfolk, Virginia

By Don Sutherland

December Seventh 2004 will go down as a day of celebration in Mariners Harbor, Staten Island, NY. That was the day K-Sea Transportation Partners announced its agreement to acquire the equipment and holdings of Bay Gulf Trading in Norfolk, Va. In contrast to other historical events for which December Seventh is noted, this move was not so surprising. The company has released a succession of major announcements since K-Sea began in 1999, and has kept the reporters hoping. This one was impressive, but it was also just the latest.

The first such announcement was that the company existed in the first place, rising phoenix-like when a management team of Eklof Marine Corp. bought-out the 40-year-old firm to launch K-Sea. The next announcement surprised even them, not having been on their original charts - within months they'd purchased most of Maritrans' northeastern sea tugs and barges, expanding K-Sea from predominantly a harbor bunkering operation to a long-haul carrier of liquid products. Their primary product is petroleum in various forms and their primary routes between the Gulf and New England, but there are others. Their barge Aqua delivers potable water around New York Harbor, and their Kara Sea has been to Pakistan and back three times with edible oils, and is now trading in South America.

A year ago, another not-altogether-surprising announcement was issued, that the company was going public, trading on the New York Stock exchange. The move was intended, said CEO Tim Casey, to increase financial resources for continued expansion.

Compared to the developmental rate of most five-year-olds, the announcements were coming fast and furious. Peppered between the strategic events were the tactical additions of boats, plenty of boats and barges to go with them. Some 26 additional tank barges have been acquired since Eklof was succeeded by K-Sea, the company's carrying capacity enlarging from 1.1-million to 2.5-million barrels over that period. The acquisition in Norfolk adds ten barges with a combined capacity of about 255,000 barrels. Including a 100,000BBL barge the company now has building, and including the phase-out of 325,000BBL capacity in old equipment under OPA 90, the total projected carrying capacity of K-Sea should be 2.7-million barrels by autumn. This

K-Sea's new acquisition, "The Mighty Norwegian Sea" in the words of Capt. Codd, bound for Wilmington N.C. with the KTC 50. (Photo: Don Sutherland.)



assumes there are no further announcements before then.

Who knows what could come up? Besides the ten barges and seven tugs, the \$21-million Bay Gulf acquisition included a terminal, leased offices, and what the announcement casually described as "a water treatment facility."

"It's a former oil terminal," K-Sea's V.P. of Administration Rick Falcinelli said in

mid-February about the four-tank complex, "converted to a wastewater treatment plant, to be known as Norfolk Environmental Services. We'll be servicing our own vessels first, then third-party vessels. We'll begin the operation on the landside, from the street - the facility is able to receive wastewater delivered by truck, as well as by tugs and barges." Not that it's an unheard-of idea - several maritime

companies have established environmental operations of various descriptions - but entering the wastewater treatment game means a whole new business gets the K-Sea touch. Who can say where it would lead?

The Tugboat Fleet

K-Sea's announcements have involved tugboat acquisitions over the years as

well, including some of the most bodaciously eye-catching on the horizon. From the stately Tasman Sea and regal Volunteer to the deluxe Lincoln Sea, K-Sea's ocean tugs are nearly all pinned and married to their barges as dual-mode ITBs. Most of K-Sea's pinboats can tow as well as push, however, should an irregular condition arise. Tugboating being what it is, such things sometimes happen.

K-Sea resold the smallest of the seven tugboats in the Bay Gulf purchase, bringing the company's present fleet to a total of 25. Two of the new acquisitions were built for sea duty, and Capt. Falcinelli thought both would be modified to pin in the notches of JAK-system equipped barges. "They'll probably work out of New York, along with the intermediate boats," he told us, "while the smaller boats will operate out of Norfolk." All are twin-screw, ranging from 900 to 4200 hp, and the group includes K-Sea's first standard pushboat (they also have the Odin which is a pushboat, but nobody accuses the Odin of being standard). The names of the new boats uphold K-Sea's most charming convention: Scotia Sea, Banda Sea, Timor Sea, Davis Sea, Sargasso Sea, and Norwegian Sea.

"The Norwegian Sea is the biggest of the bunch," V.P. of Operations Capt. Tom Sullivan III tells us, "and was the second

into drydock at Feeney's in Kingston. All of them got hauled and spruced-up as required, with the work on the Norwegian being representative. The stern grating was replaced with new fiberglass, the deck was blasted and coated and the tow winch was serviced. Several hundred feet of hose were replaced with stainless steel pipe, threaded sea valves were discarded and new flanged valves installed. A large section of bulwark was also renewed."

K-Sea is famously houseproud, in an industry where nobody likes to show-off works-in-progress. But we were eager for a photo-op as soon as the boats were in company colors. We were cleared for a visit with the Norwegian on March 3.

We'd met the Norwegian's skipper, Capt. Chris Webb, a year or so before, then in command of the Bering Sea. The discussion that time centered upon a website we both knew, which criticized the containment of tug crews at terminals. The discussion this time centered upon bringing a boat back to life, and it was getting-to-know-you time for Capt. Webb and the Norwegian. What did the last guys who ran her keep up with, and what did they not?

One of the starters stopped starting on that cold March afternoon. Within ninety minutes a replacement materialized, and the Norwegian Sea pulled away from the



Capt. Pete Codd flashes a smile from the wheelhouse of the Norwegian Sea. (Photo: Don Sutherland.)

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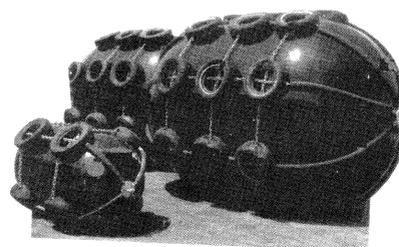
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TUGBOATS

K-Sea dock at Mariners Harbor. But the dispatcher had been required to rearrange the chessboard a bit, tugboating being what it is, perhaps bidding the Norwegian to fill-in for those that had filled-in for the Norwegian. It meant staying out overnight, supporting K-Sea's bunkering activities on the bay and the Narrows.

Photographers are forbidden to become emotionally involved with their models, but it's hard to avoid once you sleep together. A night with the Norwegian Sea gave a few moments to kick-back, chill-out, commune with the boat. If the Norwegian Sea is anything, she's comfortable. She's not too loud, as 3900 hp, dual EMD-16 tugs are concerned, and she is roomy. The galley takes a few strides to cross, and the outside decks are broad. The only place where she's close, for some odd rea-

son, is the doorway to the wheelhouse, where anyone over five-foot-ten has to duck. We remembered most times.

The Norwegian Sea was built in 1976 at Port Arthur, Texas, by Burton Shipyard Co., for Twenty Grand Towing, Inc. of Morgan City. Renamed Portsmouth when sold to in 2000 to Seaforce Marine, her dimensions are 139 x 34 x 17.2 ft. From a distance, the Norwegian's proportions give an impression of flatness and lowness, but that's an illusion fostered by her long, broad afterdeck. Her bow rises perhaps 12 ft. or more above the surface, even though the fantail takes water through the scuppers underway - the raised bow is not just extra freeboard, it echoes the boat's sheer.

She was accommodating. She was beguiling. She was surprising. The Nor-



As though in a scene from "Titanic," A.B. John McCormick points-out the way for engineer Ron Rosenberg, somewhere off the coast of (probably) North Carolina. (Photo: Don Sutherland.)



Confined to the boat between watches, the crew finds many avenues for self-improvement. Deckhand Noah Christodal brushes-up on his linetoss. (Photo: Don Sutherland.)

wegian Sea was becoming a boat to love.

She also handled nicely. Under the hands of Capt. Webb or mate Alan Scott, she made turns in places you mightn't think a 130-ft. boat could. She could be nimble, even graceful, as when Mr. Scott reduced power so the wind would carry tug and barge to the ship sitting in the Narrows. "I'll just let us fall alongside," he said, and landed the barge like a feather. While both agreed that the Norwegian Sea is a bit more of a boat than harbor bunkering strictly calls for, they issued no complaints about handling.

Norfolk-Bound

Having spent a night with the Norwegian, we wanted to get to know her better. What was she like in her intended element, the ocean? That juxtaposed itself

with another question, what does the Norfolk facility look like, and what about the other new boats? It all jelled when the Norwegian was assigned to tow the KTC 30 to Norfolk, on the 25th of March. We tagged along, for what might have been a 72-hour turnaround. But tugboating being what it is, we packed an extra pair of socks. By the time we reached Wilmington N.C. twelve days later, we'd gotten to know the Norwegian Sea.

It was the opposite crew this time, customarily under Capt. John DiFranks and mate Capt. Lawrence Chicchelly. Tugboating being what it is, Capt. Pete Codd, otherwise of the Java Sea, filled-in for Capt. DiFranks and kept the crew entertained for the next week. At the Yorktown terminal, around 12:45 on March 27th, the Norwegian Sea was met by the tug

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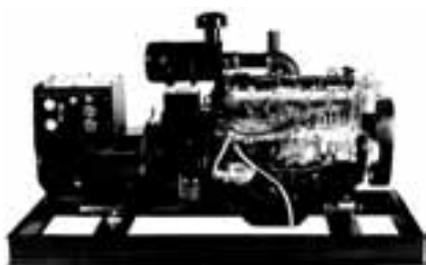
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TUGBOATS



Vice President of Operations Capt. Tom Sullivan III at the newly-acquired Norfolk terminal. Could there be more to come, and if so, what? (Photo: Don Sutherland.)

Houma, which assisted with the docking. Last we'd seen Houma, she was stationed in New York. But that's the nice thing about tugboats - they go places as needed.

The Norwegian Sea made Norfolk harbor at about 1600 hours, and ambled past the wall of Navy ships.

Norfolk is that oddest of places, a harbor unabashedly intended for boats and all that supports them. While the shorelines of New York and others vanish beneath elite housing, Norfolk's skyline is one of cranes in all sizes and types. More cranes pass on barges, in a seemingly endless succession. Cranes are for lifting, and lifting means people are working. Corporate and residential skylines make handsome pieces of sculpture, but they stand stock still. Norfolk's changes shape and inclination as its booms go about their business, maybe a bit different in the afternoon than it had been in the morning. Drydocks line the shores, big

enough for aircraft carriers, exposed hulls reasserting the town's maritime preoccupation. Here and there, highrise developments pop-out incongruously from the industrial panorama, though the sheer mass of the maritime presence should keep them in proper perspective. And maybe the buildings say something about their occupants, who undoubtedly moved-in for the waterfront views. They must be people who find beauty in the sight of folks getting things done.

All in all, not a bad place to set-up shop, if you're in the bunkering and transportation business with a new environmental services company.

The Norwegian's next call was on the Banda Sea, delivering the tug's nameboards as she stood by a barge on a debunkering job. The ex-Hoyt S. Vandenberg, a missile-tracking ship of the 1960s and more recently a star of the sci-fi movie "Virus," was being prepped for reefing.

Next morning, new orders for the Banda, and for the Norwegian - stand by alongside the debunkering operation.



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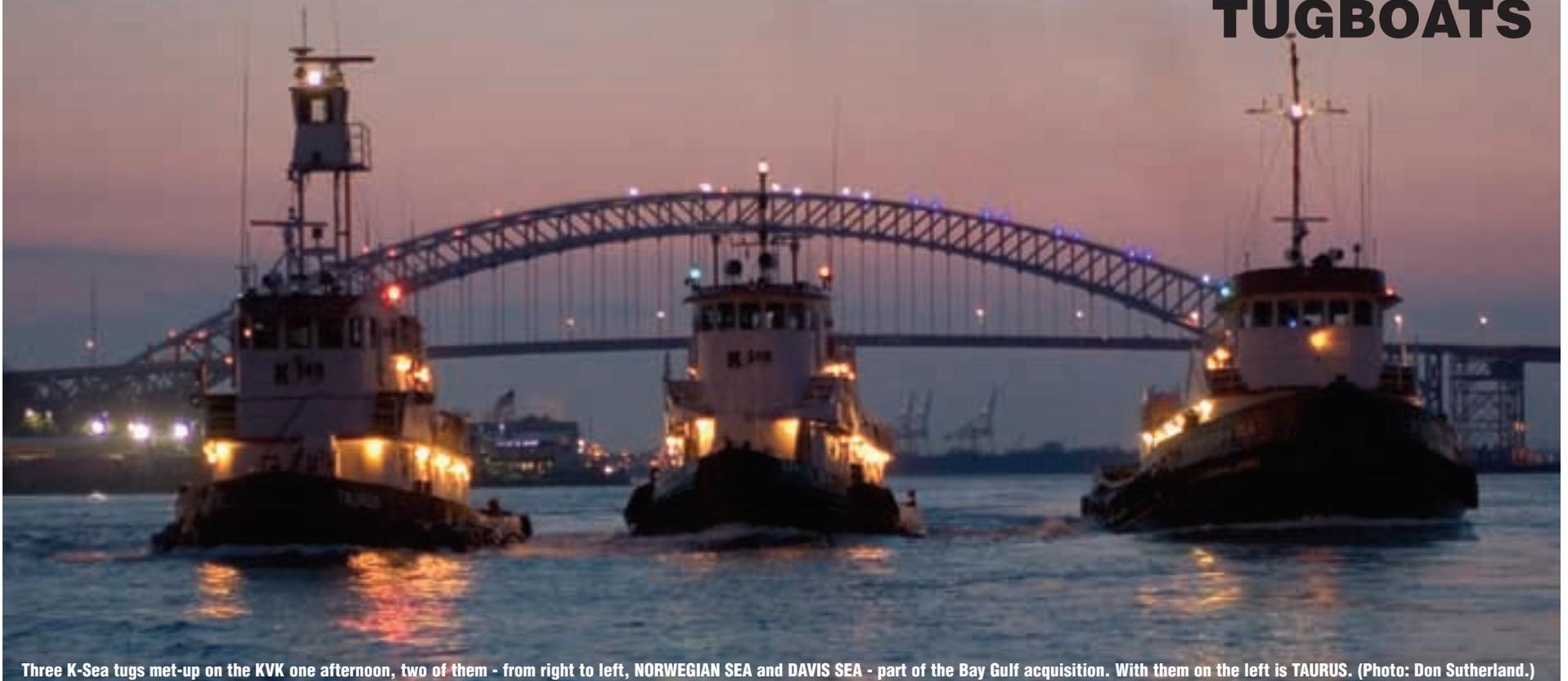
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Three K-Sea tugs met-up on the KVK one afternoon, two of them - from right to left, NORWEGIAN SEA and DAVIS SEA - part of the Bay Gulf acquisition. With them on the left is TAURUS. (Photo: Don Sutherland.)

The base just upland being under security, the crew stayed aboard and got to know their boat all the better for the next couple days. It's said that the DVD of "Virus" coincidentally was aboard, but that the gents in the galley lost interest before its conclusion.

Capt. Codd, in consultation with Capt. Webb by phone, proceeded to give the wheelhouse a makeover, regarding such items as a shelf near the back window. Was there a reason for a shelf near the back window? Down in the galley, the deck crew and a couple engineers sawed about two inches off the perimeter of the table, re-covering it in a handsome yet tasteful material which did not clash with the walls. Being tugboating, where winches and cables and engineroom systems also require inspection and upkeep, and getting-to-know-you is still the name of the game, there was always plenty to do.

New orders arrived: Take the KTC 50 to Yorktown, fill 'er up, then down to Wilmington. Capt. DiFranks would join the boat at Yorktown, and Capt. Codd could finally return to his long-awaiting neighbors. It would add another day or two to the mission, but it was an opportunity to know the boat even better.

Yorktown was a quick hop, though the weather seemed to be closing in. Easter weekend was a wet one for the Northeast in general. Towns all along the seaboard reported rivers leaping their banks and surging down Main Street. It was no time to be towing gasoline. The Norwegian Sea sat at anchor for a few days, and TV reception, never very good for some reason, seemed to get worse as the fog rolled in. The crew would have gone ashore, if the terminal permitted, at least for supplies, as the barge captain and mate had joined the tug at Norfolk. But that was okay, there was plenty of oatmeal in the pantry.

There were even the fixings for a full turkey dinner, Thanksgiving-style, for Easter Sunday. It remained on the table a good part of the day, as crew came and went, getting to know the boat better yet.

Wilmington and Beyond

The weather cleared, the barge raised its anchor, and the Norwegian Sea with the KTC 50 was Wilmington-bound. Except for the dolphins and sea turtles pointed-out from the bow by Capt. DiFranks, and the bright sun-

shine and waters swelling and changing between blue and green, and the lulling roll of the boat all the way, it was an ordinary ride on a tug.

April fifth was crew-change day. Capt. Webb and his crew pulled up and poured out of a Plan B taxi company van, Capt. DiFranks and his crew piled in, and off they went to the airport. Once they arrived, they of course received special attention. They were five men from different home states, traveling together from on one-way tickets purchased the day before. They received very special attention. Having gotten that attention, they were waved through and boarded the airplane. The crew that couldn't get off the tugboat finally got off the tarmac.

While we'd been cooling our heels in Norfolk, K-Sea made another announcement. We didn't see it until several days later, of course, because we were out on a tugboat. But it clicked with something Tom Sullivan said, on a tour of the tank facility:

***NEW YORK--(BUSINESS WIRE)--March 30, 2005--K-Sea Transportation Partners L.P. (NYSE: KSP) announced today that its operating subsidiary has signed a new, five-year \$80 million revolving credit agreement with a syndicate of banks led by KeyBank National Association. The initial drawdown on the new revolving credit agreement, totaling \$61.7 million, was used to

repay outstanding borrowings on the previous facility and certain other higher cost variable rate term loans. In addition to a lower interest rate, the new credit agreement includes more favorable collateral and financial covenant requirements. As with the previous agreement, obligations under the new agreement are secured by a first priority security interest, subject to permitted liens, on certain of the operating subsidiary's vessels.

The new agreement also allows the Company to request an increase in the total availability under the agreement by up to \$20 million, to a maximum of \$100 million. Loan proceeds can be used for any purpose in the ordinary course of business, including vessel acquisitions, ongoing working capital needs and distributions. The new agreement expands the Company's financial flexibility and improves its ability to respond to opportunities in its markets.***

"Is this the start of a new expansion initiative," we'd asked Capt. Sullivan on the tour of the grounds in Norfolk. He smiled, and said "there's a rumor we might be interested in looking at new acquisitions." And maybe more than that.

So maybe the next boat in the fleet should uphold K-Sea's most charming convention. Maybe it should be called the We'll Sea.



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Circle 253 on Reader Service Card

Pushing Through Challenging Waters With Ease

Amidst a choppy mass of heavy ice chunks on the Illinois River, the M/V Sprig has spent the last 32 long, cold winters moving barges back and forth between loaders and towboats. And it operated 31 of those winters on its original Cat engines.

A workhorse tug owned and operated by Beardstown, Ill.-based Logsdon Tug Service Inc., M/V Sprig operates year round, but it was designed specifically to handle the challenging winter environment found at Mile 88 of the Illinois River near Beardstown.

"M/V Sprig was originally built to try to accommodate those conditions," explains Kim Logsdon, president of Logsdon Tug

Service, a barge towing and marine construction company with a four-generation history. "It was built heavy in the bow for the ice and has a high horsepower-to-weight ratio that helps in negotiating that environment."

The tug's original engines were twin Cat D379 engines, rated at 550 bhp, 1200 rpm each, that logged an estimated 60,000 to 70,000 hours of operation since M/V Sprig was built in 1973. Logsdon chose to stick with 1200 rpm engines for a repowering completed in December 2004, selecting twin Cat 3508 engines rated at 600 bhp each that serve to increase the tug's horsepower-to-weight ratio.

A key factor in choosing engines was to

have enough power to push through heavy ice without bogging down. Logsdon notes that the previous and current Cat 1200 rpm engines move M/V Sprig through the ice much more efficiently than the similar horsepower, competitive twin 1800 rpm engines used on one of the company's other vessels.

"We have operated our 1800 rpm boat and M/V Sprig side by side in ice conditions, and there was no comparison. In lug conditions and heavy ice conditions, the Cat engines provide higher torque and don't bog down. They keep on going," says Logsdon.

Improved Results With New Engines

M/V Sprig primarily operates as a harbor tug/push boat on the Illinois River to move barges to and from grain elevators. The vessel transports barges loaded with grain out to larger line towboats for transport to destinations as far as the Gulf of Mexico. Balanced power and a high towing capacity are keys to the tug's operation.

"We're seeing performance now that we didn't see with the D379s," says Logsdon, noting that the new engines are more responsive and start easier due to direct fuel injection. The 34.5 L, V-8 3508 engines get a boost from electronic fuel governing, with enhanced power, performance, emissions control and fuel economy, as well as less noise and vibration, compared to the D379s.

An increase in horsepower by about 100 bhp has also made a difference for M/V Sprig.

"We're able to operate the boat with barges at lower rpms and still get the job done because of the engines' high torque," says Logsdon. "We're seeing more maneuverability at slower rpms, which means fuel savings. In fact, we're getting a minimum of six gallons per hour of better fuel economy compared to the original engines."

Given the 31 years of service from the original Cat engines, Logsdon said there was no question about what brand to install next.

"The length of service we received on the D379s far outshines other diesels in this sort of application. And we're expecting as good, or hopefully better, service out of the 3508s," says Logsdon.

Logsdon Tug Service also operates two other tugs powered by Cat engines, the M/V Clyde, which was built in 1955, and the M/V Elco, which was built in 1967.

Vessel: M/V Sprig (The Sprig)
 Builder: Humboldt Boat Service, St. Louis, Mo.
 Owner/Operator: Logsdon Tug Service
 Year Built: 1973
 Year Repowered: 2004
 Home Port: Beardstown, Ill.
 Length o.a.: 64 feet, 6 inches
 Width Overall: 24 ft.
 Hull Depth: 7 ft.
 Operating Draft: 5.5 ft.
 Eye Level: 26 ft.
 Weight: about 100 tons
 Towing Capacity: averages six loaded grain barges or up to 12 empty barges in normal water
 Speed: light boat speed of approx. 13-14 mph
 Main Propulsion: (2) Cat 3508 engines
 Original Engines: (2) Cat D379 engines
 550 bhp, 1200 rpm each

Company Ops: A Family Affair

Nestled at Mile 88 on the Illinois River in Beardstown, Logsdon Tug Service is in its third generation of ownership. Kim Logsdon's grandfather started the company in 1947, and his dad took over in 1975. Logsdon has worked there since 1978 and became president in 1986. He runs the company with the help of his sister Lynn Logsdon and brother Matthew Logsdon, who are both co-owners. Kim's son, Ryan, recently became the fourth generation of the family to work at the company.

Logsdon Tug Service originated as a construction company and continues to drive pilings and complete dock work in addition to towing barges. The company also operates vessels in Meradosia, Ill., which is located on Mile 72 of the Illinois River.

The company performed the engine repowering project using a crew of its own employees. Repower crewmembers included:

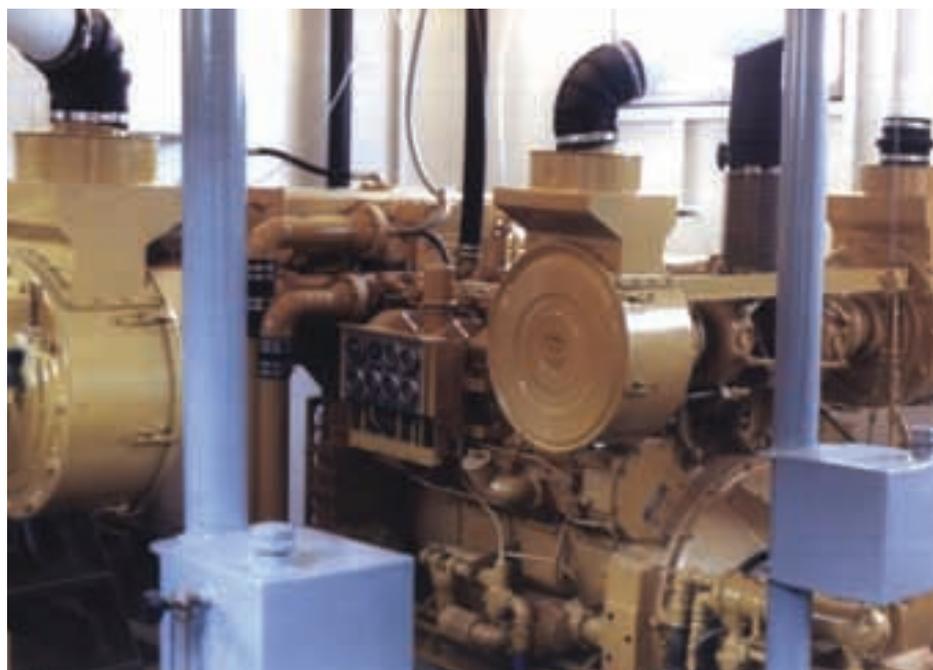
- Kim Logsdon - chief engineer, pilot, crane operator, supervisor
- Ryan Logsdon - fabrication, welding, measurements for alignment
- Gary Scheland - veteran pilot, general labor
- Pat Seaborn - electrical engineer and installer
- Tim Meyer - material coordination, engineering, alignment
- Nick Brasel - material coordination, alignment, general labor

Altorfer Inc., an independent Caterpillar dealer in Springfield, Ill., provided M/V Sprig's new engines and performs the majority of service work on Logsdon Tug Service's vessels.

Circle 38 on Reader Service Card



The M/V Sprig repower crew removes the original Cat D379 engines from the tugboat.



New twin Cat 3508 engines, rated at 600 bhp, 1200 rpm each, power the M/V Sprig following a repowering performed by the crew of Logsdon Tug Service.

Washburn & Doughty Builds Z Drive FiFi Tugs

Washburn & Doughty Associates, Inc. of East Boothbay, Maine is currently building 98 x 37 ft., 6,500 hp, Z-Drive Firefighting Tugs for both Crescent Towing of New Orleans, Louisiana and Moran Towing of New Canaan, Ct. These vessels, Hulls 85 and 86 respectively, will provide ship-assist services for LNG tankers at the Elba Island LNG re-gasification terminal in Savannah, Ga.

This 98 x 37 ft. tug is a new in-house design from Washburn & Doughty. The design developed from significant input from Moran, Crescent, the shipping companies and their consultant, Greg Brooks. In addition, Washburn & Doughty contracted with Glosten Associates who analyzed the tug's escort capability from their escorting computer model. Glosten predicted that at 8 KTS the tug will have steering forces of 75.6 ST and braking forces of 116.2 ST.

Hulls 85 and 86 will be classed ABS Maltese Cross A1, Maltese Cross AMS, Towing Vessel, Fire Fighting Class 1, Escort Vessel. The Firefighting 1 classification requires two monitors to each produce 5280 gpm for a distance of 394 ft. at a height of 148 ft., as well as a deluge system and the ability to sustain firefighting operations for a minimum of 24 consecutive hours.

Firefighting 1 equipment on both vessels will include two Caterpillar 3412C engines rated at 900 hp @ 2100 rpm and Nijhuis HGTFI-1-250.500 pumps located in the engine room. The pumps will supply two remote controlled FiFi 1 monitors mounted on the aft upper deck. Controls for the monitors will be located in the pilot-house and locally at the monitors. The monitors will each have a capacity of 5,300 gpm and a range of 394 ft. The firefighting systems will also include a deluge sprinkler system and eight fire stations located on the main deck.

Crescent and Moran chose different main engine packages. Crescent's tug will be powered by two GE 7FDM12 main engines and Moran's vessel will be outfitted with two EMD 12-710G7B main engines. Both vessels will feature Rolls-Royce model US255 Z-Drives and bollard pull is estimated at about 88 ST.

Both Hulls 85 and 86 will be equipped with John Deere model 6068TFMGK-99, Tier 2 emissions certified, marine generator sets providing 99 kW @ 1,800 rpm, 208V 3 phase power. One generator is normally on-line while the other is on standby. (The generators will be set up for automatic paralleling.) In the event that the on-line generator fails, the standby generator will automatically start and go on line. The generator experiencing the failure will be automatically shut down. The bow will be fitted with a Markey type DESF-48, 100 hp electric escort winch. The winch drum holds 750 ft. of nine in. synthetic line. The winch features line-pulls up to 365,000 lbs. @ 0- 8 fpm; line-speeds up to 600 fpm; and a drum brake holding capacity of 476,000 lbs. utilizing an Eaton water cooled brake.

A 15 hp Markey CEWC-60 electric stern hawser capstan shall be fitted on the aft deck and a 5 hp Markey CEP-40 electric messenger capstan shall be fitted on the foredeck.

Bow fendering for the tugs includes 12 x14 in. rectangular molded rubber on the upper section; 16 in soft loop

on the middle section and; a "Turk's head" style fender on the lower section. 12 x14 in. black rubber "D" fender will be fitted at the main deck on the sides and stern.

Accommodations are located in the deckhouse and include a mess/galley; four two man staterooms, two heads and lockers.

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Circle 239 on Reader Service Card

RIBs to Protect "First Nation"

By Larry Pearson

The Canadian arctic region of Quebec, Canada has some of the most unforgiving climate on Earth. The Nunavik region located at the North East corner of Hudson Bay is especially bitter and harsh at least eight months of the year.

Search and rescue takes on a whole new meaning when the weather is so bad it is difficult to find people in harm's way, let alone bring them aid and comfort.

The Kativik Regional Government is the political entity responsible for the region. Knowing that calls for help could go unanswered even during the four months when the region is not frozen over, they contacted Northwind Marine, Inc., Seattle, Wash., to provide high-speed, durable search and rescue boats for seven of the region's communities.

Three Indian tribes that comprise the "First Nation" communities in the region inhabit the area. Kuujjuaq is the administrative center for Nunavik. In total, there are 14 communities that are home to approximately 10,000 people. The main occupation of the inhabitants is fishing, so it is not unusual for a vessel to get in trouble and need help.

Northwind Marine, formerly known as Workboats Northwest, had built vessels of this type for Alaskan communities, so they knew the kind of tough vessel the Nunavik area needed.

Company President Bruce Regan, said, "Our experience indicated that a 27-ft. vessel with a aluminum hull and super-structure and the hull girded with polyurethane tubes would give them a



One of the Nunivik vessels on sea trials conducted by her builder Northwind Marine.

rugged, dependable and low maintenance vessel.

"Because of the rocky coast line and the ever-present ice and snow, sacrificial beaching plates were also used, so the boats can beach without damage," Regan added.

Speed and fuel economy were also important factors. Mercury 225-hp outboards were chosen to provide 47-knot full load speed and 27-knot speed with one engine out.

Another critical factor also tipped the scales favoring the choice of Mercury Outboards. "They have proven to be reliable and low maintenance engines, but the availability of local dealer support was a

key factor," Regan said.

Reliability and low maintenance was critical for all components of the vessel. "Repairs to the vessels will have to be done primarily by the operators," Regan remarked. "We had to design a vessel with easily replaceable components, maintenance area accesses and a lot of equipment designed for the rugged sea conditions such as self-bailing capability using Rabud sea scuppers and Matson non-skid deck coating.

To aid in rescue operations, the vessel has a casualty bench inside the cabin, so first aid can be applied on the spot out of the weather. A removable pipe fly bridge can be installed atop the cabin to make it

easier to spot victims in the water and ice flows.

Because the crew will be patrolling large areas, a V-berth was installed. On trips that will require overnights stays, the V-berth and the casualty bench can sleep four people.

The "Pilotmaster" boats have an enhanced navigation electronics suite that includes Furuno color radar and Furuno color GPS. "We recommended this type of navigation setup based on our experience with other vessels we built working in harsh environments," said Regan.

Communications gear includes a Standard VHF radio and a satellite telephone the owners will install themselves.

Electrical equipment includes a Northwind Marine DC breaker panel, bilge pumps and three 12-volt batteries in plastic isolation boxes.

The 27-ft. boats will be transported to the Nunavik region by a container ship that regularly provisions the small communities near Hudson Bay.

Business at Northwind Marine is good. It is in the process of building 20 fireboats for Iraq that will all be delivered by the end of 2005, recently completed a 34-ft. passenger vessel for tours in Alaska and delivered a 27-ft. by 10-ft. tender for the NOAA fisheries research vessel Oscar Dyson. With a second research vessel under construction, a third on order and probably construction of a fourth vessel when funds become available, Northwind is hopeful of adding three more tenders to their order book.

Circle 25 on Reader Service Card

Ribcraft Introduces New Vessels



The Ribcraft 6.5 (21 ft.) was introduced this winter. Measuring over 21 ft., this RIB features Ribcraft's signature deep V hull design with full length lifting strakes and integrated internal stringer system as well as Ribcraft's multi chambered Hypalon tubes. Designed with all weather

performance in mind, the 6.5 provides excellent comfort and control in rough seas. With considerable deck space, the Ribcraft 6.5 offers a full range of consoles, seating arrangements, and options to the customer.

Ribcraft has also delivered a 30 ft. United States Coast Guard certified passenger for hire RIB to an adventure tour operator in Hawaii. Certified in the state of Hawaii, the Ribcraft 9.0 is one of only a handful of FRP boats certified for this type of use in the state. Customized to the customer's specifications, this RIB features eight pod seats in front of the console and a large custom aft back to back centerline bench capable of seating eight additional passengers with built in storage below. Powered by twin Honda 225 hp fourstroke out-

board engines mounted to a transom extension bracket so as to not interfere with deck space, this RIB reaches speeds of 50 mph.

Ribcraft delivered 4.8s to the State of Maine's Marine Patrol. These two RIBs, along with a third to be delivered in July, will be used in conjunction with department's marine fisheries enforcement responsibilities. At 15 ft. 7 in., these Ribcraft 4.8s, chosen for their rugged design and Ribcraft's ability to customize the boats to the specific mission, will serve as boarding and rescue craft that will be deployed from the Marine Patrol's larger fisheries enforcement vessels. A custom designed launch and recovery gantry will allow the officers to quickly deploy the RIBs off the stern of the patrol

vessel for routine inspections of commercial fishing vessels along the coast of Maine and then easily return by simply driving the RIB up onto the mother craft.

Circle 12 on Reader Service Card

Ballard is Commercial RIB Dealer

Ballard Inflatables of Seattle, is now the exclusive dealer of AB Inflatables' Profile F19 commercial RIBs in the Northwest. Ivor Heyer, AB Inflatables president, made the announcement.

The new Profile F19 was primarily designed for rescue and law enforcement, and its heavy-duty construction withstands the rigors of these demanding operations. However, the craft is also ideally

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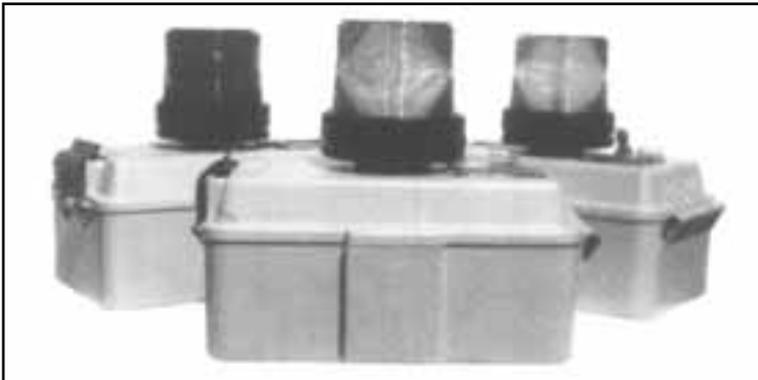
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suited for commercial work, as well.

Ballard's Ed Hajek said, "This boat was very well thought out and designed. It's ideally suited for my commercial fishing and industrial customers."

Ballard Inflatables has been serving the boating community in the Northwest and Alaska for over 25 years. Ballard also does custom canvas work, aluminum and steel fabrications, mechanical and electrical work and engine repair.

The business also maintains an extensive inventory of parts and accessories for Tohatsu and Yamaha motors.

Circle 14 on Reader Service Card

Sporty RIB Flies Without Wings

Hydrolift Power offers its latest model of its S-24 platform—the S-24RIB. This craft has the advantage of improved stability and smooth running in rough sea conditions. Its 24 ft., two-step hull design not only tames the waves but also flies over them. The hull is built with a high-tech lay-up process that pulls the resin through under vacuum, resulting in light weight and improved fuel economy. Its rated speed, with either diesel or gasoline sterndrives, ranges from 50 to 70 knots.



SeaArk Marine Delivers Rescue Vessel to L.A.

SeaArk Marine, Inc. has delivered a 32-ft. Dauntless RAM Class Rescue Vessel to the City of Los Angeles for use in and around the Outer Harbor of the Port of Los Angeles. The vessel is constructed of all-welded marine-grade aluminum, featuring a deep vee variable deadrise hull that produces a smooth, dry and stable ride for the crew.

The mission of the vessel is to provide fast initial response to swimmers, vessel rescues and other marine emergencies where the ability for rapid response is of major importance. The vessel is powered by twin Yanmar 6LPA-STP inboard diesels, each rated

at 315 hp achieving speeds of 29.2 knots. Optional outfitting includes twin dual level controls, air/hydraulic suspension seats, emergency light package, electronics suite, tow line reel and bow storage compartment. To facilitate rescue operations, the boat features a recessed deck area at the transom, a dive door and swim platform.

Circle 13 on Reader Service Card



And, the pontoons are integrated into the hull, making entering, exiting and mooring the boat much easier than with conventional RIBs. As with the standard S-24 and the S-24SUN open bow, the S-24RIB boasts top-notch Gaffrig Platinum and Faria instruments and controls. The deck features all stainless pop-up cleats, handrails and pop-up lantern. Hydrolift has accommodated the crew and passengers with a host of interior amenities,

including ample storage space beneath the rear sofa; two lockable storage compartments; adjustable driving and passenger seats; chart table and glove compartment; sleeping accommodations for two in the cabin; console cover; and complete cushion set. The S-24RIB, with its 7 ft. beam and 69-gallon, built-in fuel tank, is available with a 214-hp diesel or gasoline power from 220 to 460 hp.

Circle 15 on Reader Service Card

Williard Launches Fast Interceptor

ASSAULT 43 Specifications:

LOA:43 ft.
 Beam o.a.:10 ft.
 Draft, approx:3 ft.
 Propulsion:Twin Cummins
QSC electronic diesel engines
 Drives:ZF Trimax
 Seating:Up to 15 persons
 Sponsons:Air filled Polyurethane
w/ separate chambers

Scheduled to be introduced by Willard Marine, Inc. at the 2005 MACC in Norfolk, Va., is a new concept for a safe Patrol Interceptor RIB, named Assault 43. In recent years the demand for increased performance has been apparent for use with the new classes of faster

ships and for use by allied countries.

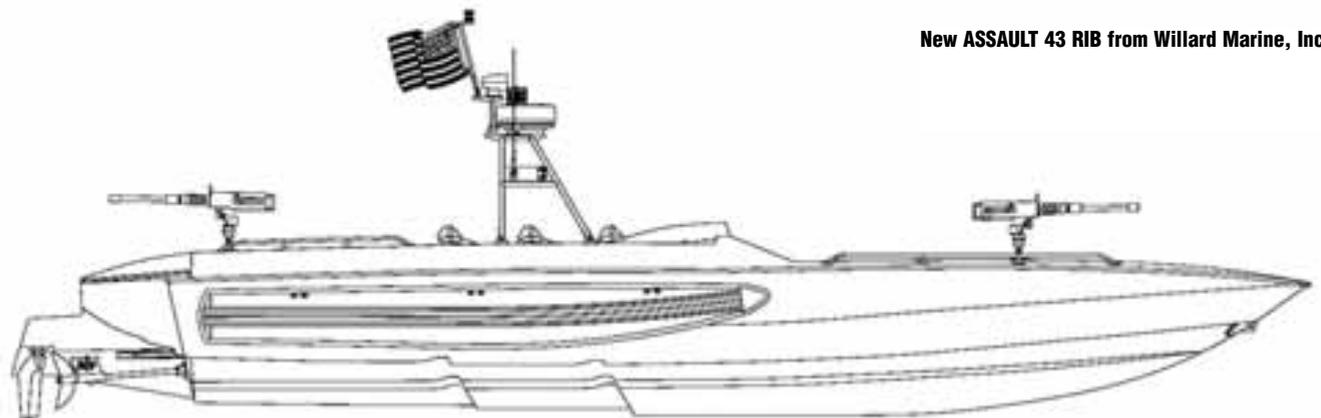
The Assault 43 design has been developed by Willard Marine in conjunction with Team Scarab.

This alliance has made available the

use of high-speed hulls and equipment which have been proven by years of successful ocean racing and long range endurance runs.

By combining Willard Marine's expe-

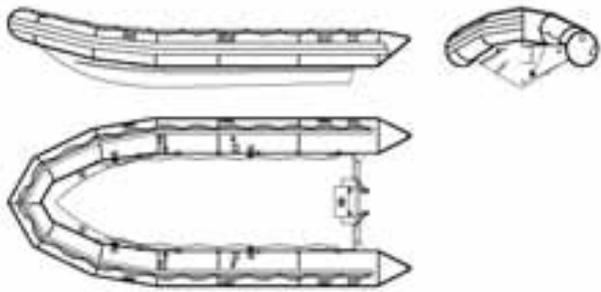
New ASSAULT 43 RIB from Willard Marine, Inc.



rience in military craft requirements, engineering, construction and quality assurance, the Assault 43 has been developed and built.

Circle 16 on Reader Service Card

Zodiac 730 Evolves from Navy RIB



Zodiac's SRMN were originally built for military use so their hulls are reinforced to take the maximum G forces that are applied when fully laden and powered at maximum speed. These Sea Ribs are simple, functional and tough. The collar is a heavy-duty neoprene hypalon with Zodiac's special intercommunicating valves. The total deck area is open and reinforced allowing installation anywhere of our wide range of steering consoles, bolsters and other equipment. Available as an off the shelf product and maintained in stock at warehouses and selected dealers.

Government Utilizes CPI Marine Air Collars

CPI Marine manufactures collars or sponsons for RIB builders, and has also supplied the government with its products. CPI Marine has recently applied for a GSA (General Services Administration) schedule to make its products readily available to its government customers.

CPI Marine offers a wide variety of inflatable products. The air collar is constructed of 40oz urethane material for its outer cover and contains patent pending removable bladders constructed of 40-mil urethane film. The collar is outfitted with stainless steel D-rings for tie downs and lifelines. The collars are custom built and can include a variety of trim packages. All seams are heat-welded with inside and outside seam tape. Custom colors and sizes are available as well as custom logos. All air collars include an extra port, starboard and bow bladder, repair kit, foot pump and written bladder removal and repair instructions with video.



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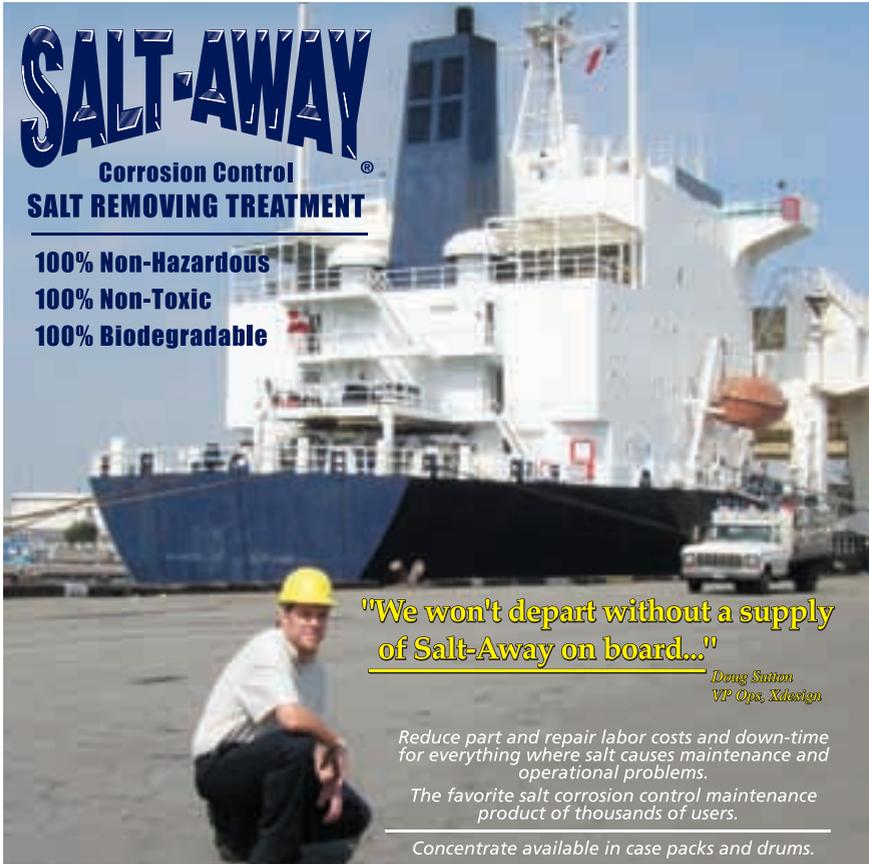
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Tug Company Honored

Island Tug and Barge Ltd. of Vancouver, B.C., received an award from the Washington Department of Ecology for

excellence in marine safety and environmental stewardship. The Exceptional Compliance Program (Ecopro) Award was presented at the Odyssey Maritime Discovery Center on Pier 66, 2205 Alaska Way, in Seattle.

Tank-barge companies receive the Eco-pro Award only if they meet or exceed all 26 of Ecology's marine-safety standards for tank barges. Island Tug and Barge is the fifth company to earn the award since the program began in 1999. This is the

first tug-and-barge company to receive the award.

"Island Tug and Barge has demonstrated its commitment to the environment by voluntarily meeting our state's tough marine-safety standards," said Ecology Director Jay Manning. "Our company roots go back 50 years, and that doesn't happen if you are not committed to safety and the environment," said Robert Shields, president of Island Tug and Barge. "We handle a great deal of the marine petroleum transportation requirements for Western Canada, and that work requires a very high level of management oversight and crew training."

Horizon Offshore Names New CEO, CFO

Horizon Offshore, Inc. elected David W. Sharp, currently its Executive Vice President and Chief Financial Officer, as President and Chief Executive Officer. Mr. Sharp also was elected to the Company's board of directors for a term expiring in 2007 to fill the vacancy caused by the resignation of Bill J. Lam in December, 2004. The Company also announced the promotion of Ronald D. Mogel, currently Vice President International Accounting and Tax of the Company's subsidiary Horizon Offshore Contractors, Inc., to Chief Financial Officer. The elections will be effective on April 30, 2005. Richard A. Sebastiao of RAS Management Advisors, Inc., a turnaround and management consulting firm, who functioned as the Company's Chief Restructuring Officer and principal executive officer since August 30, 2004, has resigned, also effective on April 30, 2005.

Vinyard Re-elected to SCA Chair

On April 21, 2005, Herschel T. Vinyard, Jr., Vice President of Atlantic Marine Holding Company, was re-elected Chairman of the Shipbuilders Council of America (SCA). Donald T. "Boysie" Bollinger, CEO of Bollinger Shipyards, Inc., Lockport, LA, was elected Vice Chairman. The elections occurred during the annual SCA Spring Meeting held in Arlington, VA.

Upon his election, Vinyard commented that, "I am pleased to have the opportunity to continue to serve the nation's shipyard industry at such a critical time. For the first time in several years, we have united the competitive shipbuilding industry with the ship repair yards that maintain America's military fleet."

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Icebreaking Buoytender Launched

On April 2, Marinette Marine Corporation launched the Mackinaw, a Great Lakes ice breaker built for the U.S. Coast Guard. The \$82.4 million contract was awarded to Manitowoc in October 2001.

The launch featured keynote speaker J. Dennis Hastert, speaker of the House of Representatives, and his wife, Jean Hastert, who performed the traditional christening ceremony.

The Coast Guard is required by law to maintain a heavy ice-breaking vessel on the Great Lakes. The 240-ft. Mackinaw is powered by three diesel engines that will enable it to break through 60 or more inches of ice. In addition, the Mackinaw will have multi-mission capabilities including servicing buoys, search and rescue, law enforcement, and the ability to respond to environmental emergencies. It is equipped with an oil spill recovery system as well as state-of-the-art navigation, communication, and security systems.

"The Mackinaw follows a series of contracts under which Manitowoc built 30 buoy tenders for the U.S. Coast Guard," said Robert Herre, president of Manitowoc's Marine Group. "As one of the Coast Guard's largest suppliers, we look forward to continuing our strong relationship, providing both shipbuilding and ship-repair work for its growing fleet of multi-purpose vessels."

The Mackinaw will operate from Cheboygan, Mich., under the command of CDR Donald R. Triner, who will oversee a crew of eight officers and 38 enlisted personnel. It will replace the Coast Guard's current ice breaker, a 290-ft. cutter with the same name, which was built in 1944.

The Mackinaw is replacing a U.S. Coast Guard icebreaker of the same name launched in 1944 to ensure the movement of raw materials needed to win World War Two and now scheduled for decommissioning in 2006. While still structurally sound, the current Mackinaw is in need of extensive modernization to reduce its operating costs, but its design is such that icebreaking would still be its only function. The new Mackinaw has been designed to perform other Coast Guard missions such as placement of Aids to Navigation, Search and Rescue and Homeland Security.

The new Mackinaw was authorized by Congress in 1999, following a study to determine icebreaking needs on the Great Lakes. The study concluded the Lakes must have a heavy icebreaker to ensure the movement of cargo during periods of ice cover.

The movement of dry-bulk cargos on the Great Lakes generally begins in early March and continues until the end of January. During that period, shipments of iron ore, coal, limestone and other cargos can top 200 million net tons. During a typical ice season (December 16-April 15), shipments of certain commodities will equal 15-20 percent of the year's total.

The ice that forms on the Great Lakes can be 3-4 ft. thick. "Windrows" (slabs of broken ice piled atop each other by the wind) can reach heights of 10-12 ft.. Some of the largest commercial vessels working the Great Lakes have ice-strengthened hulls and power plants capable of generating 19,500 horsepower, but they need a vessel designed to perform heavy icebreaking to keep the shipping lanes open. The Mackinaw's primary responsibility will be the major chokepoints, Whitefish Bay at the



eastern end of Lake Superior, and the Straits of Mackinac that connect Lake Michigan to Lake Huron. Smaller Coast Guard icebreaking buoy tenders work the connecting channels (St. Marys, Detroit and St. Clair Rivers) and

approaches to ports and harbors.

Marinette is currently building the first prototype of the Littoral Combat Ship and a floating causeway for the U.S. Navy.

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Flying Eyeballs, Busy Hands

By Larry Pearson

The headline aptly describes the main functions of Remotely Operated Vehicles or as they are more popularly known, ROVs.

The largest manufacturer and supplier of these products is Oceaneering International, Inc., with main headquarters in Houston, Texas. Its training center and manufacturing base is in Patterson, La.

Oceaneering International is an applied technology company operating in the oil and gas, telecommunications and aerospace industries. Revenues are about \$781 million annually with 5,100 employees at 56 locations in 20 countries.

ROVs are an absolutely necessity for today's oil and gas exploration, drilling, well completion, inspection, maintenance and repair projects. Divers cannot operate below about 1,000 ft. of water depth, so work ROVs have to do those tasks below those depths.

"We operate approximately 170 ROVs worldwide from our own fleet of ships, drill and production rigs and on vessel fleets such as Tidewater and Chouest," said Jay Yager, Oceaneering ROV commercial manager.

"Most of our ROVs are rated for at least a working depth of 10,000 ft.," Yager added. "Typically a customer who thinks he has a subsea problem will send down a full working class ROV, not a flying eyeball," Yager stated. (A flying eyeball is an ROV that can observe only, not do any subsea work.) "It doesn't make sense to



The Ocean Intervention, a very capable ROV support vessel with two moon pools, a heavy duty ROV, DP2 system and a 6,000 sq. ft rear deck.

send down one ROV to confirm a problem that you are pretty sure you have and another to fix it," said Yager.

Since all Oceaneering International newly manufactured ROVs are built for 10,000 ft. water depth they are rated by horsepower or how much power they can

bring to an underwater task.

The top class ROV is the Maximum series that has a center lift capacity of nearly 2,000 pounds and forward pivoted bollard lift capacity in excess of 1,800 pounds. "This unit is designed for deepwater drilling work and field development projects," said Darryl Rundquist, senior ROV operations manager.

The Maximum series has a direct fiber optic link between the ROV and the operator. This advanced link delivers unsurpassed video for deepwater operations and wide bandwidth for sensors and survey equipment.

Oceaneering has three other work class ROVs, Millennium Plus, Millennium and Magnum with 225, 150 and 100 hp ratings respectively.

The Minimum ROV is a "flying eyeball" and is used for inspection only projects, which can be mounted to a work class vehicle in support of ROV operations with a second ROV system.

The work class ROVs are enclosed in cages that offer protection to the ROV during launch and recovery. The cages are open on one side so the ROV can move out of its cage to do the actual subsea work. "Most of our ROVs work is within 600 ft. of the cage, but there have been

projects that required the cage and ROV to be separated by as much as 3,200 ft.," Rundquist added.

The ROV system includes the ROV and its cage, a control van so the operator can control the unit and a second van that is a workshop. "Often we have to reconfigure the ROV to meet customer needs and job requirements such as torque tools, dredging equipment, wire cutters, suction pile pumps and a variety of customer-driven and/or developed tooling," Rundquist noted. "Crews maintain these systems to meet high Oceaneering and customer equipment standards. That work is all done in the workshop at sea or on the rig or platform," Rundquist added.

By definition most subsea work is usually in over 1,000 ft. of water or beyond the limits of divers making the ROV system advantageous over other manned or diver applications. "The only limit to the ROV is the human mind as we have overcome many obstacles in support of subsea work in the oil patch, Rundquist said.

ROVs can drill, thread pipe, install subsea trees and their valves, set concrete mattresses (protection for pipelines where they cross) just to name a few applications. The work they do is called IMR, short for Inspection, Maintenance and



A newly completed Millennium Series ROV.

Repair. They are employed for drill support, construction projects and completion, an oil industry term for installing jumpers and trees.

"ROVs are also invaluable at accident sites where airplanes, boats or other objects sink to the bottom of a body of water," said Yager. "They may be used for aircraft debris field inspection or in a work mode to assist in the recovery of the object," Yager added. A special class of ROVs called the Magellan was specifically developed for this type of work.

Manufacturing

"One of the advantages of our ROVs is that they are made by our company. We stock all repair parts and custom configure each unit and its cage to the needs of the project, or the customer " Rundquist noted. At the time of our visit in April, Oceaneering was building two new ROVs along with their cages. Both were headed to projects in Africa, underscoring the importance of a company operating in an international mode.

The company also builds and stocks the control vans and workshops that are a part of every ROV installation. At the Patterson facility were several of these units some stacked with the control room above the workshop for installations such as boats where deck space is often at a premium.

Training

Oceaneering International is not only dedicated to training those who operate, rig and maintain ROVs, basic safety is also a priority, according to Nick Gallien, Gulf Coast Division training manager.

"All new hires must complete a five day basic safety course as a prerequisite to Oceaneering International employment," Gallien said. "It includes Health, Safety

and Environment (HSE) training for two days, a one day water survival course, basic rigging concepts for one day and a day course in CPR/AED blood borne

pathogens and first aid.

Training for ROV operators is extensive and revolves around work in the Training Center, shipboard training and a 150-unit

technical module study course available on CD-Rom as well the Internet.

"Our Training Center utilizes simulators that are tied into the same basic

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Lights, camera, action. This ROV carries several cameras and lights so the operator gets a clear picture of the work being done. Two work arms are at opposite sides of the photo.

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equipment found onboard ship or on a rig or drilling platform," Gallien said. "Much like aircraft simulator training, we can change the parameters such as current, visibility and other factors to give student a real world training experience," Gallien added. The main training area features a

raised platform and several monitors so the instructor can teach the student working at the three operator's stations basic and advanced ROV operations.

"One of the training stations is tied into an actual ROV which is used in the large water tank in our outside area," Gallien

remarked. "Using this station, students operate an actual ROV, not an on-screen simulation," Gallien said.

The heart of the training program is the rotation the student makes between the Training Center, onboard working ROV installations and the CD-Rom course



**An ROV under construction at the Oceaneering facility. Two ROVs can be built simultaneously in this area.**

## **"When I look for new marine equipment, I refer to Maritime Reporter"**

**Captain Greg Hanchrow  
Director of Marine Operations  
Spirit City Cruises  
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|                |                                                                                 |
|----------------|---------------------------------------------------------------------------------|
| <b>Name</b>    | <b>Captain Greg Hanchrow</b>                                                    |
| <b>Title</b>   | <b>Director of Marine Operations</b>                                            |
| <b>Company</b> | <b>Spirit City Cruises</b>                                                      |
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**Fleet size: Spirit Cruises, LLC operates a fleet of 13 vessels in seven of America's most popular port cities, including Boston, Chicago, New York and Weehawken, NJ (New York Harbor), Norfolk, Philadelphia, and Washington, D.C.**

work. All students are assigned a mentor who guides the students through both basic and advanced ROV practices.

"We typically hire students with high electrical and mechanical aptitudes, not necessarily people with prior ROV experience," Gallien added. "Good hand-eye coordination is also important for ROV operators as well as the discipline to work in harsh environments." Gallien noted.

The Training Center has five instructors and three administrative personnel and teaches 50-75 people a week in classroom-based courses as well as over 500 students in their distance-based learning series.

### **Oceaneering Vessels**

Oceaneering International owns and operated seven specialized vessels for ROV support, diving support and even a Floating Production Storage and Offloading (FPSO) vessel in Africa, the Ocean Producer.

The prime vessels are the Ocean Intervention and Ocean Intervention II. These two vessels are equipped with a ROV, twin moon pools, DP-2 rated with large rear decks to carry construction equipment and tools. They are equipped to handle almost any subsea project including umbilical installations, flowline development, pipeline repairs; subsea tiebacks mat installations and a whole host of subsea inspection, maintenance and repair projects.

The Ocean Service also offers ROV support and IMR work along with DP-1 dynamic positioning capability.

While Oceaneering International is the largest ROV company in the world, they also offer diving and diving support vessels for shallower water installations. The Ocean Quest, Ocean Inspector and Ocean Project are set up for diving support work.

The ROV business of Oceaneering International is growing rapidly. IMR work is on the rise worldwide and new deepwater projects that require substantial subsea construction are rising in number of installations and complexity of completion work.

## Underwater Cameras Help Scientists, Police

JW Fishers Mfg., has been designing and building specialized underwater video systems for almost two decades. These cameras transmit live video from the ocean bottom through an umbilical cable to the surface allowing real time viewing of the undersea world. The cameras are in use by scientists, universities, law enforcement agencies, dive rescue groups, commercial diving companies, and shipwreck explorers around the world.

Cameras that can see underwater are allowing scientists to study the marine environment to an extent that was not previously possible only a few years ago. When the National Institute of Oceanography in India wanted to study benthic

era was deployed beside trawl nets set up in various configurations to see which most effectively captured fish. They were surprised by how much information the

underwater "eyeball" provided them on the performance of each net. And in the Middle East, scientists at Bahrain's Center for Studies and Research are using the

TOV-1 "to perform sea bottom surveys and to monitor the performance of BRDs (By-catch Reduction Devices)", says Dr. Ebrahim Abdulqader.



Diver using Fishers DHC-1 diver-held camera system.

habitats in their coastal waters, they realized a camera system with some mobility would be needed. After researching the various types of remote operated vehicles or ROVs, it was decided that Fishers SeaOtter would best meet their requirements. This high tech, motorized underwater camera has the ability to "swim" along the ocean bottom allowing the institute's scientists to closely observe the plant and animal life there. A marine biologist in Chile, Dr. Carlos Guerra Correa, and his aquaculture engineer wife Alexandra, are using their SeaOtter to conduct environmental studies in rivers and bays.

When a group of marine biologists in Fairbanks wanted study bottom fishing in the Gulf of Alaska, it found the right equipment for the job in Fishers TOV-1 towed video system. This underwater camera uses the propulsion of the boat to pull it through the water. The towed cam-

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Government agencies are also finding the underwater camera to be important tool in their work. When the Ohio Department of Natural Resources needed to study large tracts of underwater geology, it found the towed video to be the perfect solution. "The towed video allows us to examine miles of the Ohio River bottom without having the limitations of scuba diving," said the department's Dale Lieventhal. The U.S. Dept of the Interior's Geological Survey Division confirms Dale's findings.

In a report titled "Use of Remote-Sensing Techniques to Survey the Physical Habitat of Large Rivers," they called the TOV-1 an effective tool for survey work. Serious scientific work isn't the only thing underwater cameras are used for. State agencies responsible for control and inspection of reservoirs and water supply lines, like the New York Department of Environmental Protection and the City of San Diego Water Operations & Support Group, are also utilizing underwater cameras. In New York, a Fisher ROV was deployed into an 800 foot deep, water filled shaft to locate and inspect a leaky valve in one of the main lines supplying water to NY city.

**Circle 41 on Reader Service Card**

## VideoRay

Ocean and Coastal Consultants, Inc., is a civil, structural, coastal, and geotechnical

engineering for waterfront structures. When tasked with inspecting an offloading pier at a Caribbean refinery early this year, they started with standard Engineer-Diver techniques. Due to safety concerns, making use of the Engineer-Divers was not possible. Electronic Sales of New England was tasked with finding a solution - fast. Mark Warren, a Principal of ESNE recommended a VideoRay Remotely Operated Vehicle for its portability and maneuverability in tight locations.

Jeff Snyder of OCC was the engineer and ROV operator on site. He said of the mission - "Despite the fact that we had a mid-level VideoRay - the Explorer model - and I had previously operated a Pro III model - I was able to get everything we really needed in a very short period of time." To do the inspection, Snyder broke the structure into segments where the VideoRay was flown on the surface to a piling, where it submerged for the underwater inspection. A full video documentation was recorded. He was able to inspect 75-95% of the support beams and underside of the concrete deck and was able to determine the condition of the beams and concrete. He was also able to see a good sample of the "H" piles and the center beam to make their determinations about the structural integrity of the facility.

**Circle 44 on Reader Service Card**

## Benthos

Benthos has combined high resolution side scan imagery with bathymetric data to produce a 3-dimensional look at the seafloor. The C3D is manufactured with



the offshore environment in mind. The C3D represents the latest in sonar technology with patented technology that incorporates a multi-array transducer and solving for multiple angles of arrival for a 3-dimensional image.

SARA CAATI (Small Aperture Range Angle and Computed Angle of Arrival Transient Imaging) is a patented technique licensed to Benthos by Simon Frazier University. It is a method for estimating the backscatter arrival spectrum. SARA CAATI uses an angle-of-arrival estimation similar to interferometry. The C3D combines side scan imagery and bathymetric data. The data sets are collected at the same place and time and there is no need to merge data sets as with multi-beam and side scan sonar systems run separately. Each point along the track has X, Y and Z components.

The C3D is available in towed, over-the-side mount and AUV configurations.

In the towed version there are multiple cables and cable lengths available. The standard cable is the 100-meter CAT5 cable for short tows.

**Circle 42 on Reader Service Card**

## Hugin 1000

The Hugin 1000 vehicle is designed to perform high speed survey missions with navigation and payload data quality down to an operating depth of 1000 meters. The vehicle can be operated in either operator supervised, semi-autonomous or fully autonomous mode.

The special hydrodynamic shape, optional launching system and overall principles of the original Hugin 1 and 2, combined with the deep-water Hugin 3000 vehicles, have been further developed into the Hugin 1000 design.

The additional features of the Hugin 1000 include minimization in physical size while maintaining the ability to carry several different types of survey sensors for synchronized and simultaneous operation. The Hugin concept allows integration of alternative sensors for mine counter measures, environmental assessment, geophysical search and inspection purposes.

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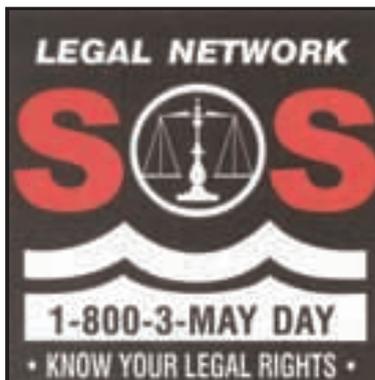
## Sonardyne

ROV-Trak is Sonardyne's entry-level system for the precision underwater navigation of small ROVs and divers in water depths up to 500 metres. Applications include archaeological searches, mapping and surveying for inshore subsea engineering.

A ROV-Trak system comprises four transponders, cables, dunking transducer, remote acoustic transceiver that is fitted to the ROV or diver and Windows-based software. All the equipment is supplied in a rugged case. After pre-planning the operation using tools provided in the software, the transponders are deployed onto the seabed to form an array. The surface vessel then sails around the array measuring ranges to the transponders. To ensure accuracy, and to enable the geographical seabed locations of the transponders to be established automatically, the user's PC must also be interfaced to a DGPS receiver.

Once tracking commences, the Chart Display becomes the interactive focal point of attention, providing the operator with a real-time view of the transponders on the seabed and the recent track of the surface vessel and target being tracked. Other displays provide information on vehicle properties, transponders, instruments and waypoints.

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## Profile of Gulf Craft: Not Just Crewboats Anymore

By Larry Pearson

What makes a good shipyard? Certainly the "Holy Trinity" of good quality, the right price and on-time delivery are important. But so is developing long-term customer relationships that lead to repeat business. And if it's a family business, training of the heirs apparent is critical.

In today's shipyard environment where new business is the secret to long-term success, correct evaluation of present and future markets and their potential has become of paramount importance.

For example, Gulf Craft correctly forecast that there would be a downturn in the construction of crew/supply boats. Those speedy, all-aluminum vessels have been the backbone of Gulf Craft's business for the last 25 years. Year after year including last year, the Patterson, La.-based boat-builder turned out four to six of these ves-

sels a year including three for Seacor Marine, Houston, Texas. In total, Gulf Craft has built almost 60 crewboats for Norman McCall Boat Rentals and his successor company Seacor including the World's largest crew/supply boat the 190-ft. by 35-ft. Granville C. McCall in 2003.

But this year Seacor is building only two crew/supply boat and the market seemed otherwise flat, "so we had to get some other business in here," said Scotty Tibbs, controller of the company and part of the second-generation management team.

In the past, Gulf Craft has built several varieties of passenger vessels such as ferries, whale watchers, excursion vessels, dive boats and other such vessels. That market seemed to be picking up so Gulf Craft aggressively marketed their shipyard and its capabilities to the passenger

vessel industry both domestically and internationally.

Several years ago Gulf Craft established an alliance with Crowther Multi-hulls PTY LTD., a designer of high-speed catamarans based in Australia. The first vessel Gulf Craft built with this design was a 150-ft. by 34-ft. high-speed ferry capable of transporting 378 people at 38 knots. Called the Big Cat Express, this vessel was owned by Key West Shuttle LLC.

Gulf Craft delivered this vessel in January 2004 powered by quartet of Cummins KTA-50 engines rated at 1800 hp each driving Hamilton HM-651 waterjets.

This turned out not to be a one-off project. Right now, the Gulf Craft yard is as busy as ever.

Predictably, its first delivery in 2005 was a crew/supply boat, the Jenny

McCall, a 180-ft. by 32-ft. vessel for Seacor.

But right behind that was party fishing vessel, the Big E, measuring 125-ft. by 28-ft. that was delivered in March 2005. It is a three-deck all aluminum vessel with passenger seating in the main deck cabin, open and covered seating on the upper deck along with crew quarters forward of the passenger seating and berths for 40 in the hull.

More passenger vessels are under construction including the Marquette II, an 80-ft. by 24-ft. passenger commuter vessel for Star Lines Mackinac Island Ferry scheduled for May 2005 delivery. The company operates ferry service between St. Ignace/Mackinaw, Michigan and Mackinac Island, Michigan.

Marquette II will join other ferries in the fleet in offering 16-18 minute service between the two cities and Mackinac Island.

Following that delivery will be 180-ft. by 32-ft. crew/supply boat to Seacor, a sister ship to the Jenny McCall to be delivered in September.

That will be the Gulf Craft deliveries in 2005. The following year looks great with two more high-speed catamaran ferries to be produced and delivered

Key West Shuttle must have liked the performance to date of the Big Cat Express since Gulf Craft is building another one for February 2006 delivery.

This one is a little larger than the vessel delivered in January 2004. It is 170-ft. long with a 38-ft. beam. Main propulsion power is via four MTU 16V4000 M71 each rated at 3,100hp connected to Hamilton HM 851 waterjets. Total passenger capacity is 513 on three decks. The main cabin is totally enclosed and so is the forward part of deck 2. There is open seating on the top deck.

A pair of John Deere 99 kW gensets handles all electrical power requirements. The vessel will carry 12,000 gallons of fuel and 1,500 gallons of potable water along with capacity for 600 gallons of gray/black water.

With 12,400 rated horsepower, this

The Big E, a party fishing vessel can sleep 40 people on overnight fishing trips.



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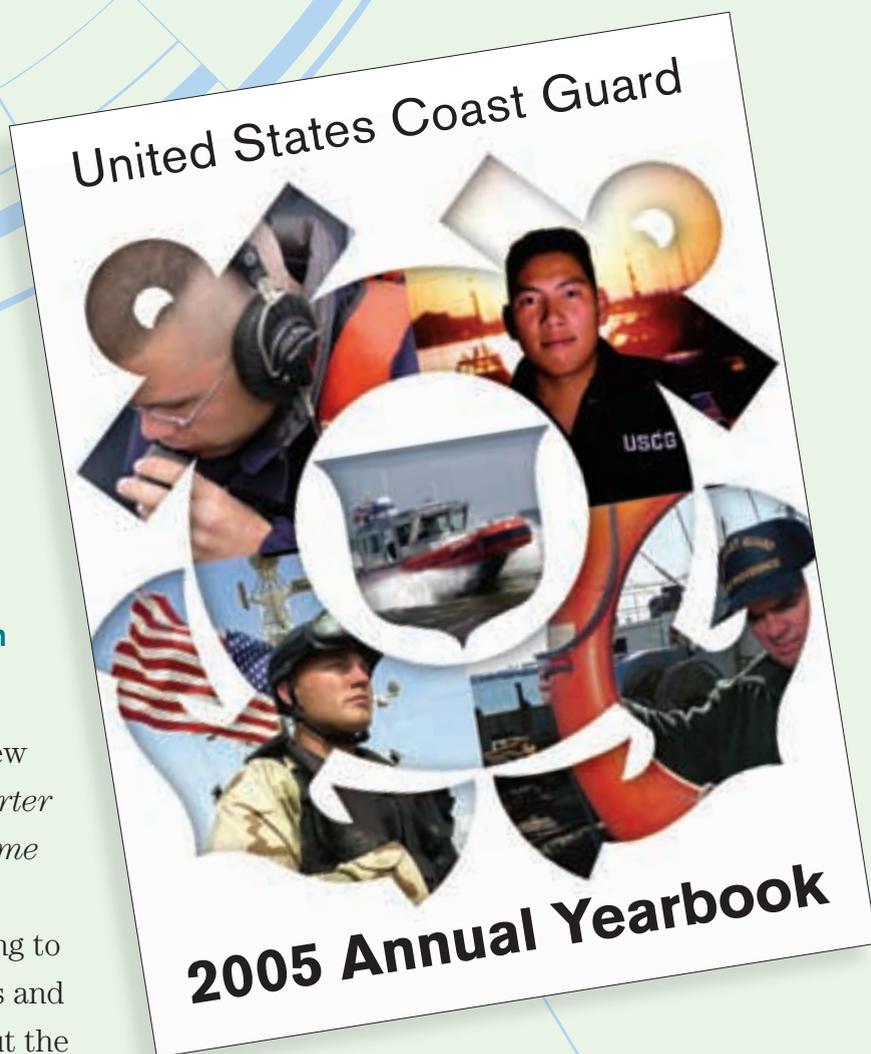
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ferry will be highest HP vessel ever built by Gulf Craft.

In June 2006, Safeway Maritime Transport of Rotan, Bay Island, Honduras will get a 152-ft. by 34-ft. high-speed ferry. Power for this vessel will be a quartet of Caterpillar 3512 engines; each rated at 1,800 hp driving Hamilton HM 651 waterjets. A pair of Caterpillar 79 kW gensets supplies electrical power. Total passenger capacity is 287 people in the enclosed main deck cabin and 155 in the second deck cabin that is enclosed forward and open but covered aft.

Fuel capacity is 12,000 gallons with 1,100 gallons of fresh water and a 440-gallon holding tank for gray/black water.

Crowther designed both of these high-speed ferries and both will feature speeds in the high 30-knot range.

No doubt Gulf Craft will sign additional contracts for deliveries past mid-2006, but chances are they will have a high percentage of passenger vessels in that mix. "The good thing about the aluminum boat business is that we serve two separate markets that are not dependent on each other," Tibbs said. "We have demonstrated that we can build highly complex crew/supply boats along side of passenger vessels, so we think the mix of the two markets will keep us busy into the future," Tibbs added.

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**Here is the 180-ft. crew/supply boat for Seacor to be delivered in September 2005.**



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**Circle 102**



## Cole Hersee

Cole Hersee introduces its Recessed Toggle Switch for marine applications. It is comprised of a standard toggle switch centered at the bottom of a plated steel bowl measuring .892 in. deep. This new design prevents accidental actuation of the switch by passengers.

**Circle 103**



## Mark van Schaick

Grinds up to 12000 mm length with its crankshaftgrinder! Read more soon in this magazine about their new workshop and our worldwide activities. Mark van Schaick : taking good care of your crankshafts. Also specialized in repair of connectin-grods with serrated caps and line-boring of engineblocks.

**Circle 104**



## Northern Lights

New York Water Taxi implements Northern Light's M33C Commercial Diesel Generators. With each M33C, there is a naturally aspirated four-cylinder Luger diesel engine that provides the torque and efficiency commercial operators require.

**Circle 105**



## Mack Boring

Mack Boring & Parts Company has established a Commercial Marine Sales Division. The new division will distribute large-bore commercial marine engines from Mitsubishi, servicing Maine to North Carolina. Mack Boring will carry and service Mitsubishi engines ranging from 400 hp to 2,000 hp.

**Circle 106**



## Midwest

Mid-West Instrument introduces its new Model 123 Differential Pressure Gauge. This new gauge uses the same sensing and output method as the Model 120. Like the Model 120, the Model 123 is available in aluminum or 316/316L stainless steel bodies, 316 S.S. springs and internal parts, and a wide variety of elastomers.

**Circle 107**



## Desmond Stephan

The performance of the Swirl-Off tool is dependent on the power it receives from your disc sander, grinder, polisher, or drill motor. The higher the RPM the faster the material will be removed. The tool will give its performance when a disc sander with speeds from 1500 to 4000 rpm are used.

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## Peck & Hale

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## Redwise

Redwise Maritime Services of Baarn, the Netherlands, provides a top quality take-over, sail-over, hand-over service for virtually every type of vessel, wherever you need it picked up or delivered. In addition to ship delivery, Redwise is also active as a specialist recruitment agency for mariners operating.

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## Seapost

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## Seacor

Seacor Environmental Products provides oil spill containment and cleanup equipment, marine security and force protection/security barriers, consumable supplies and ancillary equipment for oil & hazardous materials spills. The products team supports international and domestic clients.

**Circle 112**



## Smith Hamm

Throughout their fabrication and welding facilities, their machine shop and supply division, Smith Hamm is experienced in all phases of petroleum, chemical, plant, marine and offshore work.

**Circle 113**



## Totem

Totem Plus is introducing its new DNV certified Personal Computer- Totem PC TPC 1.2. Totem PC is a PC compatible computer system designed to be used in maritime environment. The computer is based on Intel computer technology and incorporate Intel 856G chipset.

**Circle 114**



## Van der Velden

Van der Velden Marine Systems has announced the introduction of a new and highly innovative EPS. Using a pioneering construction and the very latest materials, the EPS thruster offers major benefits to shipowners and naval architects in terms of performance, noise, weight and robustness.

**Circle 115**



## Enmet

Enmet's Spectrum SP with internal pump and a uniquely designed sample head was developed to meet these demanding requirements. Spectrum SP features a backlit digital display, dual-level alarms and a rechargeable battery.

**Circle 116**



## DieselCraft

Dieselcraft Fluid Engineering of Auburn, Ca. has developed a new Two Stage Diesel Fuel Purification System. Stage one is a high-speed centrifuge separator that removes 99.9% of water and 95% of solid contaminants in diesel fuel. Stage two will address degradation, oxidation and repolymerization in fuel.

**Circle 117**



## VingCard

VingCard Marine's North American and Caribbean Service Centre is situated in Dania, Florida. The Dania office stocks a complete range of TrioVing and VingCard traditional products. Contact our Sales Manager at: marinesales.usa@vingcard.com for further information.

**Circle 118**



## Omnithruster

For 25 years, Omnithruster has been a company in the development of (waterjet) maneuvering systems. Omnithruster's unique patented designs, which provide diverse maneuverability and auxiliary propulsion, have been the installation choice on vessels worldwide.

**Circle 119**



## Mastervolt

Mastervolt has introduced the new Whisper 8 and 10 kVA generator sets which bridge the gap between the popular 6 kVA and the 12 kVA Ultra. The newly developed sound shields make the generators run quietly. The advanced DDC system, the Digital Diesel Control, are delivered as standard with the generator sets.

**Circle 120**



## SDT

The Sherlog TA, as required by the IACS Unified Rule Z.17, and Russian Register, has been formally Type Approved by Lloyd's Register, ABS, DNV and Hellenic Register. It offers a software routine, dedicated to hatch cover ultrasonic tightness testing to memorize, log and download to PC all measured survey data.

**Circle 121**



## Kroy

Kroy has introduced the new K4100 desktop label printer which features auto sizing, quick response and fast print speeds, scaleable and downloadable fonts, enhanced memory and a print resolution of 300 dpi. The K4100 can be connected to a PC for customized label, wire wrap and shrink tube applications.

**Circle 122**



## Graco

Graco has introduced a data recording kit designed to record critical application information on its Reactor proportioning system. The kit records the volume of material sprayed, target and actual A and B pressures, primary temperatures of the A and B components as well as hose temperature.

**Circle 123**



## Ecom

The ecom i.roc x 10-Ex is a compact, industrial PDA based on a Pocket PC. It features three modes of communication-integrated WLAN 802.11b, Bluetooth and IrDA infrared port. Three different versions of the i.roc x 10-Ex meet the diverse needs and requirements of industry for ex-areas or unclassified areas.

**Circle 124**



## Konrad

The Konrad 520 Stern Drive is designed and engineered for people that play hard and work hard. Whether you want to relax and cruise all day or if your living depends on your stern drive, the 520 is for people who need Durability, Dependability and Performance.

**Circle 125**

## Hot, Hot, Hot

By Larry Pearson

Hot, hot, hot...That is the best way to describe the Rolls Royce Naval Marine (RRNM) foundry in Pascagoula, Miss. Rolls Royce casts both military and commercial vessel propellers at this 62,000 sq. ft. building.

The plant has three natural gas-fired furnaces and five electric furnaces that heat a variety of metals to 2,000-3,000 degrees and transfer this molten material to propeller molds.

The natural gas furnaces typically heat a combination of aluminum, nickel and bronze to about 2,000 degrees.

propellers that power our nuclear aircraft carrier fleet (CV) are fixed pitch propellers. The propellers for the DDG-51s are variable pitch.

Among the recent propellers molded by the Pascagoula include those for the four propulsion engines for the nuclear aircraft carrier George H. W. Bush (CVN-77).

Each one of these fixed pitch propellers is 21 ft. in diameter and weighs 60,000 pounds.

RRNM manufactures propellers from 60-inches to 33-ft.. They produce up to 260 propellers a year with a workforce of 55 people.

In addition to the 62,000 sq. ft. main foundry building, the facility consists of a 15,000 sq. ft. warehouse and a

This machine will save RRNM considerable time in the milling of large propellers. Before the new milling facility went on line, the propellers had to be shipped to Walpole, Mass. for final finishing. This formerly was the RRNM home office and was owned by Bird-Johnson. The Pascagoula facility was also formerly operated by Bird-Johnson.

In addition to molding new propellers, RRNM overhauls existing propellers for the Navy. "Cavitation erosion is a big problem as well as the propellers striking submerged objects said Peter Lapp, general manager of the Pascagoula facility.

The propellers are still marketed under the name Bird Johnson Workwheels. "They feature five blade design that significantly improves cavitation performance and reduces vibration levels by 50 percent below traditional workboat propellers," said Eric Larsen, manager of com-



A worker in a fire resistant safety suit draws off a sample of the metal that is taken to an in-house lab for analysis.



The liquefied metal literally runs out of the furnace and into a ladle to be transported to the mold.



Workers atop the giant two-blade mold direct the molten material from the ladle into the mold.

The liquid metal runs into a large ladle and then it is transferred into the propeller mold via a large overhead crane.

The five electric furnaces heat stainless steel to about 3,000 degrees and that is transferred into molds typically for commercial vessels.

One of the three gas-fired furnaces was heating the aluminum/bronze/nickel material to pour two blades of a five-bladed propeller for a DDG-51 class controllable pitch propeller.

About 30,000 pounds of material was heated for the two-blade pour. "We always heat a little more material than we are going to use because pouring is a continuous operation," said J.A. Troxler, foundry engineer for RRNM. "Extra material which can be cooled and recycled is always preferable to not having enough to fill the mold," Troxler added.

The making of propellers is still a hand-made process. It begins with a wooden pattern shaped like a propeller blade. The pattern is pressed into a cement-sand mixture and is sculpted to form a mold. The hot liquid metal is poured into the mold and allowed to cool.

Typically all hot metal work is done on Fridays, so the plant can be allowed to cool down over the weekend. In addition this time is used to allow the mold to cool. After cooling, the mold is broken and the propeller is removed and hand finished or machined.

The RRNM Pascagoula foundry has a complete pattern shop and a continuous mixing operation to produce the cement sand mixture that lines the wooded molds.

RRNM manufactures both fixed pitch propellers and variable pitch propellers. For example the four huge pro-

new 18,000 sq. ft., \$110 million machining center. This addition will add about 25 jobs to the facility workforce.

Machining is an important part of the RRNM story. The company dedicated its new machining center in February 2005. The new facility will include 15,000 sq. ft. of manufacturing space that includes a new gantry NC milling machine.

munications and planning.

Rolls Royce Naval Marine is headquartered in Chantilly, Va. with facilities in Walpole, Mass., Annapolis, Md., Miami, Fla., and Indianapolis, Ind.

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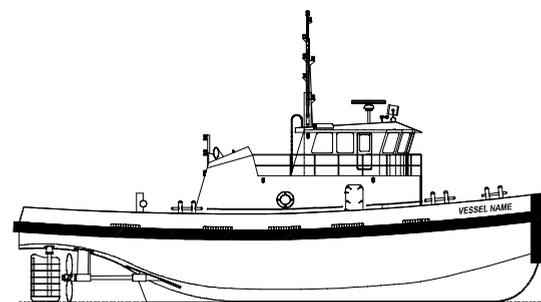
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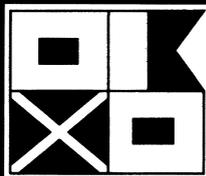
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# **OUR REPUTATION:** **One reason why Custom Steel Boats** **installs Gridcooler® Keel Coolers**



"When choosing a supplier, we look for someone with high quality products and service, and a reputation that matches our own. When we needed keel cooling systems, we considered several brands. It didn't take long to choose Fernstrum Gridcooler® keel coolers.

Since 1995 we've installed Fernstrum Gridcooler® keel coolers on numerous tugs, 100' trawler yachts, even a ferry. Fernstrum Gridcooler® keel coolers are a great value, reliable, and have never failed our customers. And R.W. Fernstrum is the kind of company you enjoy doing business with. Their customer service, like their reputation in the marine industry, is legendary. We look forward to purchasing many more keel cooling systems from R.W. Fernstrum & Company in the future.

Rodney Flowers, President  
Custom Steel Boats, Inc.  
Merritt, North Carolina

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