

MarineNews

June 2005
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The CEO six pack is:

Top row, left to right:

Rick Calhoun, President and Chairman,
Cargill Marine and Terminal, Inc.

Raymond Butler, Executive Director,
Gulf Intracoastal Waterways
Association (GICA)

Paul E. Mauer, President,
Trinity Marine Products, Inc.

Bottom row, left to right:

Steve Golding, President,
Golding Barge Line, Inc.

Al Anderson, Vice President of
Government and Public Affairs,
CHS Inc.

Gary LaGrange, President and CEO,
Port of New Orleans

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MarineNews

June 2005 • No. 6 • Vol. 14

On the Cover are six prominent maritime industry executives that participated in the third annual Leadership Six Pack, starting on page 24.

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A fixture of the harbor diorama for three generations, it would seem appropriate to find the old fireboat in retirement cruising her waters at leisure, instead the John J. Harvey enjoys a career change.

By Don Sutherland

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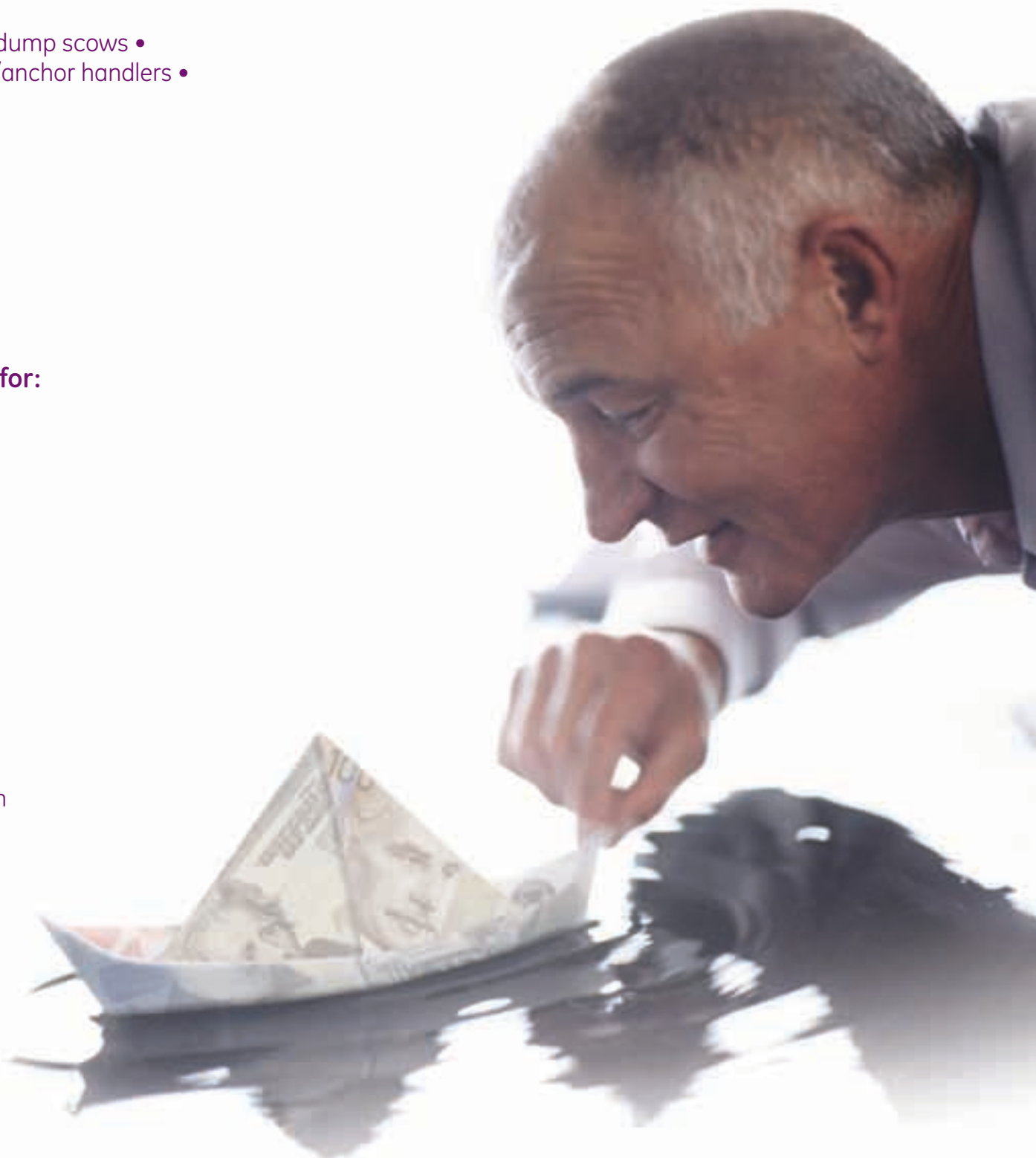
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Bordelon: Growth in the Gulf

September 15, 2005 will see the addition of yet another in Bordelon Marine's growing fleet of off-shore supply vessels that make their owner's leaders in the mini-supply and mega-mini supply class of vessels. With hefty day rates and diverse requirements in the Gulf of Mexico oil fields, Bordelon has been developing its fleet to provide these vessels that are smaller than the standard OSV, but large enough to meet their clients' needs at more competitive rates than the big boats have to charge.

Founded in 1979, the company has three 110-foot utility boats that provide a variety of services from dive tenders to oceanographic surveys and production support. In 2001 they took delivery of three Cummins-powered 150 x 36-ft. mini-off-shore supply vessels from Bollinger Shipyards. These boats have proven themselves in the Gulf oil industry. Their success has sent Bordelon back to Bollinger and Cummins for a slightly larger 163 x 36 ft. version. The extra 13 feet of length will allow the new boat, Sarah Bordelon and her sistership Marcelle Bordelon, to be delivered at the end of October 2005, significantly larger capacities while still maintaining the competitive day rates.

Open after deck dimensions on the new vessels will be 115 x 32 ft. compared to 95 x 32 ft. on the mini-supply vessels. The 163-ft. mega-minis will carry up to 506 tons on deck, 57,200 gallons of fuel, 50,400 gallons (1200 barrels) of liquid mud and 64,200 gallons of potable water. They will each be powered, like their predecessors, by a pair of Cummins KTA38-M0 main engines each developing 750 hp at 1800 rpm. As with the highly successful 150-ft vessels, the 163-footers will have two Cummins-powered 99 kW generator sets and Cummins NT855 350 hp bow thruster. In addition to the usual suite of



Vessel pictured is a representation of the 163-ft. Mega-Mini Supply boat building at Bollinger.

electronic navigational aides the new vessels will be equipped with Beier IVC2000 sets making them DPI capable.

Circle 3 on Reader Service Card

Philippines Builds Slice Technology for GOM

U.S. Design, Philippines Built and Mexican Owned

Small Waterplane Area Twin Hull (SWATH) designs have been around for some time and have met with acceptance in applications that require a stable high speed platform capable of operating in rugged sea conditions. More recently, Lockheed Martin has developed an advanced form. Company documentation explains, "Patented by Lockheed, the fast variant was dubbed Slice, because it slices through the water without making waves. The innovation lies in the arrangement of the Slice's buoyancy — while a standard SWATH has two Coke-bottle-shaped hulls running the full length of the ship, Slice

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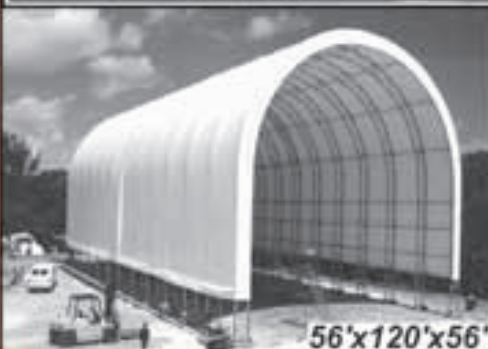


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has four shorter, teardrop-shaped pods, which are designed to produce less drag. This structure allows the Slice hull to reduce wave-making resistance at high speeds by up to 35 percent, according to its designers, compared to a SWATH of the same displacement.

Slice's short hulls are designed to be able to push through the wave "hump" much more quickly. Slice has the same stable ride as a SWATH, but can go faster with the same horsepower.

FBMA Marine Inc., the ISO 9001:2000 classed Aboitiz Corporation-owned shipyard, based in Cebu Philippines has signed a contract to complete the detailed design, construction and supply of two of the Slice technology crew vessels for Mexico's Hotelaria y Servicios Petroleros in the Gulf of Mexico.

The 92 x 52.5 ft. (28 x 16 m) vessels will utilize the Sea Slice hull form to operate at 20 knots in Sea state 3. This vessel required a flexible approach from FBMA Marine Inc and draws upon its experience building high speed aluminum ferries. Delivery schedule for the two vessels is mid 2006.

Power for the vessels will be provided by a pair of Cummins KTA50-M2 engines. Each engine will generate 1,800 hp (1,343 kW) at 1,900 rpm. The engines will turn controllable pitch propellers through reduction gears. The vessels will have tankage for 21.8 tons of fuel and 1,500 liters of potable water. With a crew of six the boat will accommodate 150 passengers and will be contracted to Pemex for duty in the Gulf of Mexico.

Circle 7 on Reader Service Card

Crowley Dedicates Double Hull Tank Barge to Alaska Service

Crowley Marine Services has deployed the first double hull tank barge dedicated to Alaska service. Barge 180-1, which was delivered late last year, recently loaded a cargo of petroleum products in Anchorage. Crowley's tug Sinuk was assigned to tow the new barge, which is designed to carry both deck cargo and about 12,000 barrels of refined petroleum products.

The vessel's primary mission will be to perform remote site and village deliveries in southwestern and western Alaska.

In addition to being double-hulled, Barge 180-1 is equipped with a dual anchoring system, two independent piping systems for handling multiple grades of petroleum products, and coated cargo tanks.

The deck cargo area features a containment fence, hydraulic crane and portable cargo ramps. The barge also features 1,300 ft. of float hose on a reel and a complement of support equipment including oil spill response resources. A skiff aboard the tug Sinuk supports beach landings.

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TOWING WINCHES -- recent order for M/V Saturn matches winches supplied to Western Towboat



RESEARCH & SPECIALITY WINCHES -- This hydrographic is but one of several types aboard NOAA's FRV-40 Oscar Dyson



UMBILICAL WINCHES -- this one aboard Fugro McLelland's M/V Bucentaur

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\$365 Million for Critical Lock and Dam Projects

Waterways Council, Inc. (WCI) announced that it is very pleased by the action of the House Appropriations Committee, which overwhelmingly approved spending \$365.3 million in fiscal year 2006 to complete critical Inland Waterway Trust Fund financed lock and dam projects on the Nation's inland waterways system. The Committee action further underscores and improves upon President Bush's highest ever FY 2006 budget request for the U.S. Army Corps of Engineers Civil Works program. In their actions, both the Administration and the Committee have demonstrated an increasing understanding of the many benefits of the Nation's inland waterways system and the goal of keeping the Nation economically strong and competitive.

"We particularly applaud the com-

mitment of Energy & Water Development Subcommittee Chairman Hobson, Ranking Minority Member Visclosky and their Subcommittee colleagues to the efficient funding and completion of lock and dam projects from which the entire Nation will benefit," said R. Barry Palmer, WCI President. "The overriding mission of Waterways Council is to advocate for the modernization of priority lock and dam projects and to urge funding at the highest levels possible to see those projects completed," he continued. Waterways carriers, shippers, port authorities and companies which use the nation's waterways to transport essential bulk commodities such as coal, grain, petroleum and chemicals valued at more than \$31 billion annually rely upon a well-maintained and modern national system of ports and waterways.

FY '06 Funding: America's Lock & Dam Modernization

	FY 2006 President's Budget Request	FY 2006 House Mark Up	FY 2006 Efficient Funding Level
Construction			
Robert C. Byrd L/D			
Ohio River, OH/WV	\$914,000	\$914,000	\$3,000,000
Chickamauga L/D, TN	0	10,000,000	10,000,000
Inner Harbor Navigation Canal, LA	0	9,038,000	19,000,000
Kentucky Lock Addition			
Tennessee River, KY	0	21,750,000	40,350,000
Marmet L&D			
Kanawha River, WV	68,830,000	68,830,000	73,500,000
McAlpine L&D			
Ohio River, IN/KY	70,000,000	70,000,000	70,000,000
Locks & Dams 2, 3, & 4			
Monongahela River, PA	50,800,000	50,800,000	63,500,000
J. T. Myers L/D			
Ohio River, IN/KY	0	700,000	5,000,000
Olmsted L&D			
Ohio River, IL/KY	90,000,000	90,000,000	110,000,000
Winfield L&D			
Kanawha River, WV	2,400,000	- 0 -	2,400,000
Major Rehabilitation			
Emsworth Dam, Ohio River, PA	15,000,000	15,000,000	15,000,000
L&D 11 Upper Miss., IA& WI	7,580,000	7,202,000	10,900,000
L&D 19 Upper Miss., IA	17,502,000	17,502,000	17,502,000
L&D 24 Upper Miss., IL& MO	4,300,000	4,300,000	4,300,000



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Island Boats to Build 65-ft. Catamarans



Island Boats, Inc. of New Iberia, La., has been contracted to build two 65 ft. aluminum catamarans for delivery to a Boston customer. The vessels will be delivered with a USCG SubChapter K Certificate of Inspection for 200 passengers and are being designed by Pete Melvin of Morrelli and Melvin Design, Long Beach, Calif.

The vessels will be powered by twin MTU Series 60 main diesels developing 600 hp each and should drive the vessel to a cruising speed of 21 knots fully laden. The vessels will have an enclosed air-conditioned main cabin and open air seating on the upper deck. The vessels will provide daily passenger service to the Boston

Harbor Islands and will be available for winter charter at the end of the summer season. Bill Walker of Boston Boats, LLC said, "We are excited to be working with Island Boats, Inc., we are impressed with their DNV-ISO 9001:2000 quality certification and they offered a very competitive product with a high quality, rugged fitout."

Circle 4 on Reader Service Card

Horizon Maritime Grows A Fleet

On April 20 this year, Horizon Maritime of Houston, Texas took delivery of the first of a pair of sister ships as part of a fleet expansion program. The new 2,000 hp boats will bring the company fleet to six towboats. Designed to each push a pair of 30,000-barrel 300 x 54 x 13-ft. black oil/asphalt barges the new towboats are powered by twin Cummins KTA38 M1 diesels generating 1,000 hp each at 1,800 rpm and turning 76 x 58-in. propellers. The boats will make up to the barges with face wires mounted on a pair of Patterson 40-ton electric deck winches. The 76 x 33 x 9.6-ft. towboats have accommodation

for a crew of six. They have tankage for 30,000 gallons of fuel, 8,000 gallons of potable water, 4,700 gallons of wash water and 1,700 gallons of lube oil. The hulls for both boats were built at Quality Shipyard in Houma La. with the first boat, MV Gemini, finished out at Main Iron Works also in Houma. The second boat, MV Argo, is being finished out at Sneed Shipyard in Houston, Texas for a May 20 delivery. The boats were built to a Corning Townsend design.

Circle 5 on Reader Service Card

Harris Electric Teams with Aleut Northwest Service

Harris Electric has teamed with Aleut Northwest Services to pursue future government business.

Harris Electric is Seattle's largest Marine electrical and electronic services and hardware provider, and is seeking to expand its marine division into federal and military contracts. Aleut Northwest Services, an Alaska Native Corporation with years of government contracting experience, is seeking to expand its pres-

ence in the Oregon, Washington and Alaska regions, specifically focusing on the field of marine electrical and electronic service and supply.

"This is a wonderful opportunity for us to expand our government projects, and at the same time remain committed to all of our long time market niches in the Pacific Northwest," said Dick Sundholm, Chairman of the Board of Harris Electric.

Barry Joins Davis Consulting

Christopher Barry, a mechanical engineer and naval architect with experience in ship design, stability and structural analysis and offshore civil engineering has joined Davis Consulting Group (DCG) marine engineers, a division of Davis & Company, Ltd., as a Consultant. His addition brings to seven professionals on the company's nationwide team of marine surveyors and naval architects that specialize in the areas of engineering and design and accident reconstruction, fire and explosion cause and origin, forensic engineering and commercial vessel surveying.

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D379	\$3,182*	VT504	\$925	4-71X	\$646**
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D399	\$6,519*	VT903	\$1,525	6-71X	\$885**
G379	\$3,394*	KT/KTA19	\$2,420*	6V71	\$795*
G398	\$5,361*	KT/KTA38	\$5,220*		
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vided towing and logistical support through its U.S. Navy Salvage and Related services contract, in the towing out to sea of the Navy's USS America, the third Kitty Hawk-class attack aircraft carrier on April 19. The Navy will conduct tests on the carrier, commissioned in 1965, for a

number of weeks and then the ship will be sunk.

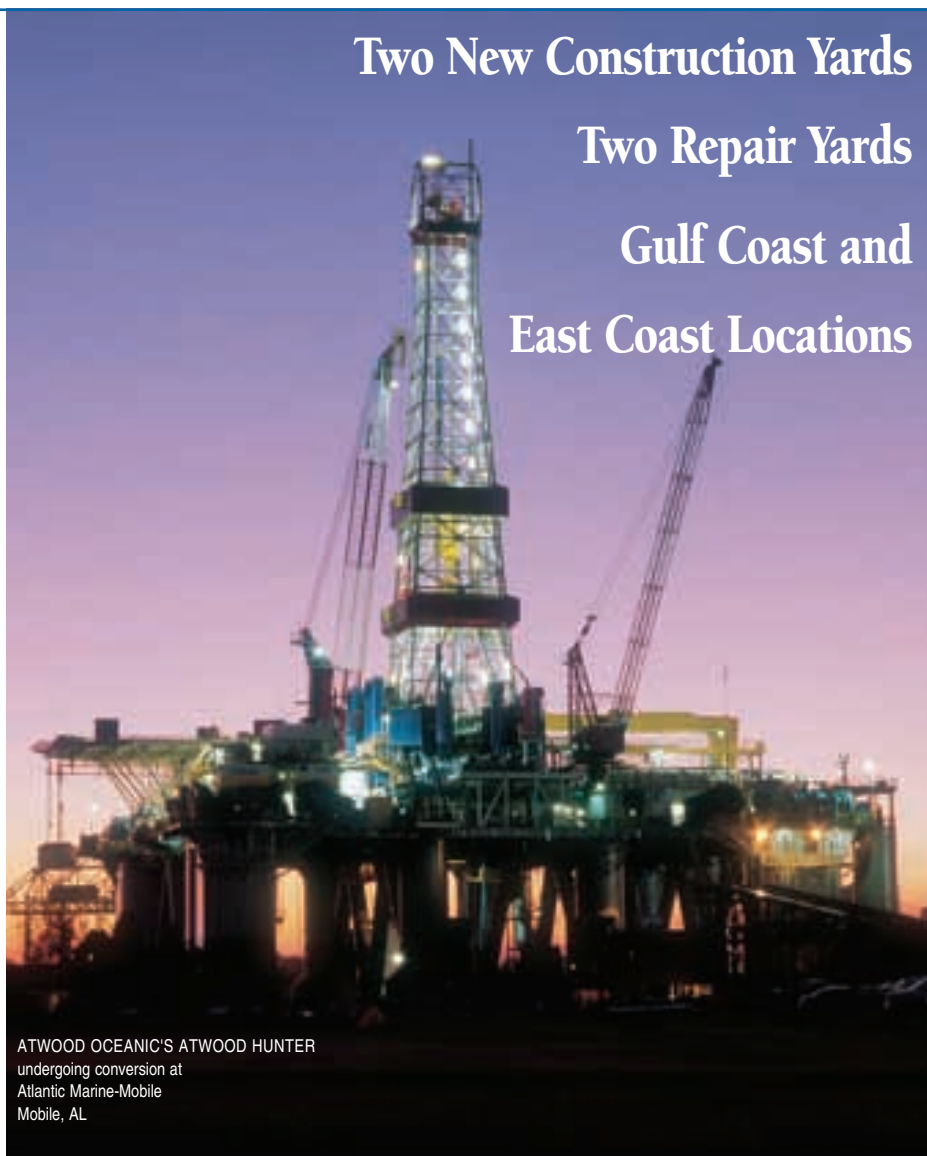
Donjon coordinated the movement of the USS America from its lay berth located in the Philadelphia Naval Yard, through the Delaware River to the open ocean where the vessel was towed by



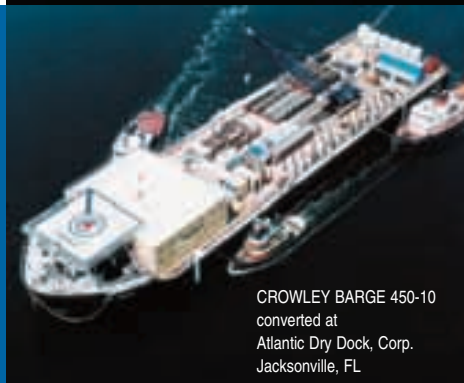
Donjon's 7,000-hp Atlantic Salvor and 8,000-hp Powhatan to the Project site.

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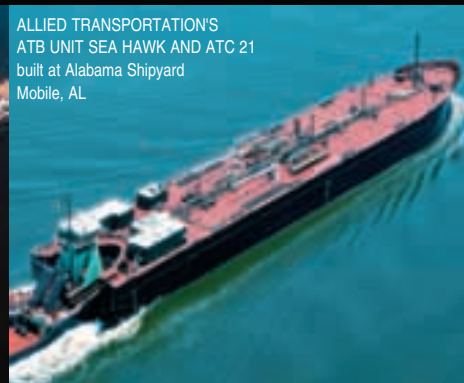
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Rowan Wins Rig Contract

Rowan Companies, Inc., through its wholly-owned subsidiary, LeTourneau, Inc., won a contract from Perforadora Central, S.A. de C.V., a Mexican drilling contractor, to construct a Super 116E class jack-up rig. The rig will be an enhanced version of LeTourneau's Super 116-C class jack-up rig, with greater environmental and payload capacity. It will have 511 ft. of leg, enabling operations in water depths up to 350 ft. in areas like the Gulf of Mexico, Asia and the Persian Gulf. Construction of the rig will begin imme-

StratosMAX: Better Broadband Wireless in GOM

Stratos Global Corp. launched StratosMAX, a new broadband wireless access (BWA) network that maximizes the performance, flexibility and scalability of remote voice and data communications in the Gulf of Mexico. According to the company, four offshore energy companies operating in the GOM have signed up for StratosMAX, which leverages the latest developments in WiMAX broadband wireless technology with Stratos' network backbone infrastructure.

StratosMAX is designed to provide offshore drilling and production companies with a secure and reliable platform for delivering up to 2 Mbps of capacity to support a full range of IP-based data applications, as well as multiple voice lines for telephone connectivity.

"StratosMAX is a revolutionary step forward in remote communications technology for the offshore drilling and production industry in the Gulf of Mexico," said Jim Parm, Stratos' president and CEO. "By combining the wireless capabilities of WiMAX with the unmatched capacity of Stratos' backbone network,

StratosMAX provides a truly latency-free voice and data communications service that is easily and affordably deployable to offshore platforms.

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diately at the company's Vicksburg, Miss., shipyard with delivery expected during the second quarter of 2007.

Danny McNease, Chairman and CEO, said, "Since Rowan acquired LeTourneau in 1994, we have looked forward to this day with great anticipation. This rig will be the first built by LeTourneau for an outside customer since 1992. In the years since, LeTourneau has stayed busy developing new jack-up designs, including the Super Gorilla and Tarzan Class, and constructing such rigs for Rowan. We are very excited for this opportunity and, given the performance of the five LeTourneau rigs built for Rowan since 1998, are confident that the arrangement will be mutually rewarding."

Circle 1 on Reader Service Card

DHS Awards \$141M in Port Security Funds

The American Association of Port Authorities (AAPA) welcomed news that the Department of Homeland Security (DHS) has opened up nearly \$141 million in funds to help America's seaports pay for hardening security at their terminals and making other needed infrastructure upgrades in an effort to prevent terrorist acts. However, considering Coast Guard estimates in 2002 that ports would need to spend \$5.4 billion over 10 years to comply with new mandated Maritime Transportation Security Act (MTSA) enhancements, AAPA continues to seek a much higher level of security grants for U.S. seaports. Past grant rounds have only funded between 8 percent and 25 percent of eligible applications.

"We applaud the Department of Homeland Security for making available these vital grant funds to help America's seaports address their immediate security needs and assessments," said Kurt Nagle, AAPA president and chief executive officer.

"However, future funding is also critical. AAPA believes the money appropriated for the grant program must be increased to at least \$400 million a year to ensure the ability of U.S. seaports to protect themselves and their communities against attack."

In the fifth round of its Port Security Grant program, DHS has given eligible port areas until June 10, 2005, to apply for available grant money, which in the past has been used to help pay for fencing, lighting, truck gates, patrol boats and terminal access controls. As a way to prioritize funding for seaports having the greatest degree of perceived risk, DHS is now limiting the number of eligible port areas to 66, stating in its fact sheet, "...the

FY 2005 program will direct all available funds to the Nation's highest risk ports, thereby ensuring federally regulated ports, terminals and U.S. inspected passenger vessels receiving PSG funds represent assets of the highest strategic importance nationally." Also in its fact sheet, DHS

places strong emphasis on prevention and detection of improvised explosive devices, as well as chemical, biological, radiological and nuclear devices.

Nagle said that while AAPA supports making port security grants more risk-based, "we believe that all ports that must

comply with the MTSA regulations should be eligible to apply for funding in the Port Security Grant program. The program should ensure we don't leave a soft underbelly of unprotected ports, which are

(Continued on page 16)

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Sulfur Tankers to be Converted to Supply Vessels

By Larry Pearson

There has been an interesting convergence of technology and market opportunity that is shaping the design of supply vessels serving the offshore drill rigs and platforms in the Gulf of Mexico (GOM). Both of these forces spotlight the need for supply vessels to carry more liquid mud. Liquid mud is essential in drilling bore holes in the earth. It is a liquid with considerable suspended solids and the liquids can be either oil or water based.

Drilling operations need so much more mud for basically two reasons: The increased drilling of wells in deepwater and the incentives offered by the Minerals Management Service (MMS) to drill very deep wells (over 15,000 feet) in shallow water fields that already had their hydrocarbons extracted at lesser depths.

Faced with the demand for as much as 100,000 barrels of liquid mud per "spudded" well, the offshore vessel operators have been literally working overtime to develop a vessel capable of holding massive amounts of liquid mud at a reasonable cost.

Hornbeck Offshore Services has developed a plan for a high capacity mud vessel far exceeding what is currently available. Their answer is to take a pair of existing sulfur tankers and convert them to haul at least twice as much mud as can be carried on any vessel serving the GOM



The sulfur tanker Benno C. Schmidt at her dock in Port Sulfur, La.

at the present time.

Not only will these vessels haul large amount of mud they can support ROV operations as well as construction and other subsea tasks. Cost is expected to be \$55-60 million per vessel.

In 2001, Hornbeck purchased the Energy Service 9001 from Freeport-McMoRan Sulphur. Recently they purchased a sister ship Benno C. Schmidt from a private owner.

Both vessels are 395 ft. by 72 ft. with a 25-ft. deep hull. The sulfur tankers make attractive conversion candidates since the specific gravity of the sulfur product they

carried is similar to that of liquid mud. Sulfur is mined on the top of salt domes in GOM.

The tankers look radically different than typical supply boats. They definitely look like a bulk product tanker with a tall aft mounted superstructure much like a small oil tanker.

Both the Energy Service 9001 and the Benno C. Schmidt hauled molten sulfur from undersea deposits at Main Pass in the GOM to Port Sulfur, La. Freeport closed their sulfur mining operations and their terminals in 2002.

According to Hornbeck company Presi-

dent Todd Hornbeck, "We believe the HOS 370 Multi Purpose Supply Vessels (MPSVs) will be the largest offshore supply vessels in the world, each with cargo carrying capacities over 10,000 tons with a minimum of 30,000 barrels of liquid mud." The vessels would certainly be the largest in the GOM and probably the world with a 30,000 barrel liquid mud capacity. The largest carriers of liquid mud at the present time working in the GOM are the Edison Chouest Offshore 280-ft. series of vessels with a liquid mud carrying capacity of 15,644 barrels and a deadweight tonnage of 4,811.

In the current Hornbeck fleet, their 265-ft. class of supply boats have about 30 percent of the deadweight and mud carrying capacity of the sulfur tankers.

Hornbeck has spent about three years to develop a plan to develop a more versatile DP-2 vessel that could serve through the life cycle of deepwater wells including exploration, development and production of an offshore field.

During this planning period it became obvious that to carry 30,000 barrels of liquid mud the vessel would have to be designed much more like a tanker and less like a conventional supply boat. But building such a ship would be cost prohibitive, so converting an existing tanker seemed the best bet.

Not just any tanker would do. It had to

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\$79M Deepening Project Begins

The U.S. Army Corps of Engineers and the Port Authority of New York and New Jersey recently announced the award of \$79 million dollar project to deepen the Kill Van Kull in the Port of New York and New Jersey to 50 ft, an effort to meet the growing demands of the port and to improve navigational safety and accommodate the next generation of cargo vessels that require deep water to operate.

The Kill Van Kull is a main artery between Upper New York and Newark Bay that provides access to Port Elizabeth and Port Newark in New Jersey and the New York Container Terminal in Staten Island. There are overall plans to deepen areas in Ambrose, Anchorage, Newark Bay, Arthur Kill, Port Jersey and Bay Ridge channels over the course of the next decade.

"The Corps is building safe and efficient channels to meet the growing needs of the shipping industry and the region's ever increasing demands for goods and services, while balancing the environmental needs of our harbor estuary," said Col. Richard J. Polo, Jr., the Corps New York District Engineer. "The Corps, along with our sponsor, contractors and partner agencies, employ the best available dredging technologies on this project as well as take a lead role in improving the harbor estuary. So, what is really exciting is that all materials dredged during construction of these underwater highways are, and will continue to be

used beneficially, to either close landfills that were leaching contaminants into the harbor, remediate brownfields into wetlands, create recreational fishing reefs or cap the Historic Area Remediation Site formerly known as the Mud Dump. It is truly a challenging construction project but equally as important, it is also an environmental success story in the making."

Port Authority Chairman Anthony R. Coscia said, "We continue to make historic levels of investments in our port, including our \$760 million contribution to deepen the harbor channels to 50 feet. This project will ensure that more goods are moved into and out of this region, which will allow us to remain competitive in the marketplace as we strive to boost job growth and economic activity for the New York and New Jersey region." Port Authority Executive Director Kenneth J. Ringler Jr. said, "This channel-deepening project is a critical part of the Port Authority's aggressive plan to make sure our port remains the leading East Coast destination for international shippers. The 50-foot channels, coupled with our \$600 million investment in new rail infrastructure, will make sure we remain competitive with other East Coast ports, which will allow us to attract more cargo and the resulting economic activity and thousands of jobs in New York and New Jersey associated with it."

The contract was awarded to Bean

Stuyvesant, LLC of New Orleans, which will be excavating more than 2.5 million cubic yards of materials. Of this amount, 128,000 cubic yards consist of fine-grained sediments, which will be treated and then used as landfill cover at the EnCap Redevelopment Project site and the Catellus Port Reading Business Park Redevelopment Project in New Jersey. The remaining 2.4 million cubic yards of clean glacial till will be utilized to cap historic deposits of dredged material at the Historic Area Remediation Site in the Atlantic Ocean. Most of the rock that is dredged will be used to create fishing reefs off the Jersey shore. This contract area is scheduled for completion by 2007.

Additionally, last December, the Corps completed deepening the Kill Van Kull and Newark Bay channels to 45 feet. A portion known as Area 5 near Bergen Point, New Jersey, presents a difficult turn for containerships and other large vessels navigating into Port Elizabeth and Port Newark, thus the Coast Guard has established special requirements for transit "queue's" to ensure the continued safe use of the waterway by all users while dredging continues. This area has already been deepened to 50 feet under a special contract with the Port Authority. Other ongoing work in the Harbor includes interim deepening of the Arthur Kill Channel to 41 feet, as well as the Port Jersey Channel that services the Global Marine Terminal in Bayonne to 41 feet.

(Continued from previous page)

have the hull strength to hold liquid mud, a much heavier product than crude oil. Specialized tankers carrying molten sulfur had the hull strength to hold high volumes of liquid mud.

From a cost standpoint, Hornbeck feels the conversion cost of one of these tankers will be about the same as a new UT-745 or a 280-ft. class of supply boat. "To build a pair of vessels with the same capabilities of the HOS 370 would be about \$120 million or about twice our expected investment" Hornbeck added.

There are 327 deepwater fields in the GOM and a backlog of 1066 approved applications to drill in over 1,000-ft. of water. Also there are 13 more floating production units scheduled to be delivered to the GOM by 2008, a 50 percent increase from units now online.

Infrastructure for deepwater production is expected to increase by 60 percent by 2010. A large number of pipelines, tiebacks and other subsea construction work will place extreme demands on the equipment currently available.

Hornbeck has design these tankers to do more than haul liquid mud, although that will be their most outstanding attribute. Hornbeck says the vessels are a "Swiss Army Knife" approach well beyond the capabilities of existing supply vessels. The converted tankers are expected to enter service by the end of 2006 and the cost will be funded by cash on hand, projected free cash flow and available revolving credit capacity.

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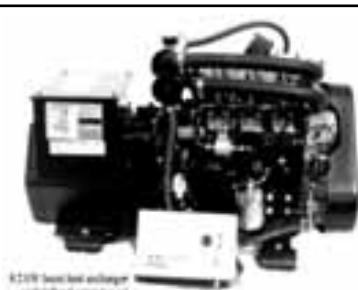
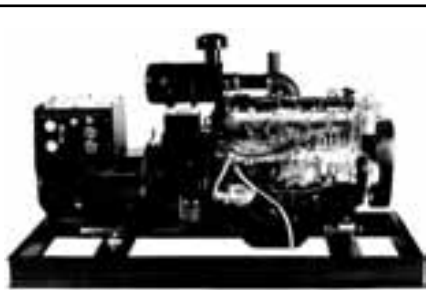
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(Continued from page 11)

part of our international borders."

In the proposed FY'06 federal budget, the Administration recommended eliminating the Port Security Grant program, which Congress created after 9/11 to reimburse U.S. maritime facilities for pre-approved projects required by federal regulations to enhance national security. In its place would be the newly created Transportation Infrastructure Protection (TIP) program that would lump grant proposals from ports together with requests from a host of other transportation-related industries.

In written testimony to the Senate Commerce, Science, and Transportation Committee in February, Jean Godwin, AAPA's executive vice president and general counsel, argued that lumping port security into the TIP program would "pit an underfunded border protection program (port security) against underfunded domestic transportation protection programs (such as transit)." She noted that AAPA has "great concerns" and "encourages this Committee to oppose this new structure."

Guarino & Cox Expands Staff

Guarino & Cox, L.L.C., naval architects and marine designers, has been increasing its staff in order to accommodate the continuing rise in demand for its services. Recent key additions include Brian Bosarge who brings over 28 years of experience in structural design and numerical control programming. Prior to joining Guarino & Cox, Bosarge was the Manager of Structural and Outfitting Design for a major barge building facility. He will assume similar duties with Guarino & Cox.

Kristen Posey and Sam Leimer have also joined the staff of Guarino & Cox. Posey is a graduate of Webb Institute of Naval Architecture, and was with a west coast design firm before coming to Guarino & Cox. Leimer has a BS degree in naval architecture from the University of New Orleans. Past experience includes work with a large offshore supply vessel operator.

Guarino & Cox will remain near New Orleans on the North Shore of Lake Pontchartrain. The new facility at 19399 Helenbirg Road, Suite 203, Covington, LA 70433 offers over twice the space previously available and provides ample offices for the expanded staff and future growth. Telephone and Fax numbers are unchanged. The relocation is expected to be completed by the first week of June.

The company, founded by Greg Cox

and Sal Guarino, is a diversified naval architectural firm providing design, consulting and production engineering services for all types of vessels. Originally known for offshore support vessel design, they have recently been engaged in the design of a number of ocean service double skin tank barges and tugs. They have also provided design and production support services for the double skinning of several existing single skin barges.

MAS Industries Opens New Facility

MAS Industries opened a new facility in Jefferson Parish to support the U.S. Navy's Littoral Combat Ship (LCS) program, among other business opportunities. The new facility is 70,000 sq. ft. and will be used for manufacturing and distribution. MAS Industries received a contract from Marinette Marine, part of the Lockheed Martin LCS team, to provide state-of-the-art aluminum panels, high-temperature insulation, and water jet cutting to the Lockheed Martin team's first two LCSs, designated Flight 0. The design calls for an aluminum superstructure built on a steel hull. LCS will provide the Navy with a new type of surface combatant, designed to dominate the world's coastal waters.

The facility also supports a new partnership between MAS Industries and Friction Stir Link for friction stir joining. This partnership enables the capability to join pieces of aluminum up to 1.5 inches thick, with width and length limited only by transportation width restrictions. The companies plan to open additional facilities on the mid-Atlantic and Pacific Northwest coasts in the next two years.

Friction Stir Joining uses a mechanical tool to actually stir the junction of the two pieces of aluminum being joined; thus making two pieces into one without melting, the addition of welding wire or any other contaminants. This creates a bond that is designed to be as pure and strong as the parent material.

FarSounder Wins DHS SBIR Contract

FarSounder has been awarded a Small Business Innovative Research (SBIR) contract to demonstrate the feasibility of a low cost 3D sonar system for underwater threat detection to protect the nation's ports. The resulting system could provide the first underwater port security system practical for use in all US ports and along extensive areas of US coastlines and inland waterways.

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Bollinger Promotes St. Germain

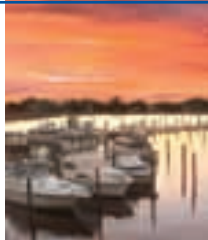
Bollinger Shipyards, Inc., has promoted Andrew St. Germain to the position of Vice President, Chief Financial Officer and Treasurer, according to Donald "Boysie"



Bollinger, Chairman and CEO of the Lockport, La. headquartered shipbuilding and repair company. St. Germain joined Bollinger in 2003 as corporate controller. He holds a B.S. in Accounting from Louisiana State University, is a Certified Public Accountant and Certified Internal Auditor.

First LCS Honors Freedom

Secretary of the Navy Gordon England has selected the name Freedom for the Navy's first new Littoral Combat Ship



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(LCS). "These new, fast and capable ships will increase the effectiveness of our naval forces and provide us with an ability to operate in the littoral areas of the world where the enemies of freedom seek to operate and hide" England said. "The USS Freedom and her crew will defend the noble cause for which they are named," he added.

LCS is an innovative combatant designed to counter challenging shallow-water threats in coastal regions, specifically mines, submarines and fast surface craft. LCS ships will be fast, agile, and networked surface combatants and will utilize focused-mission packages that deploy manned and unmanned vehicles to execute a variety of missions.

In May 2004, the Department of Defense awarded both Lockheed Martin and General Dynamics - Bath Iron Works, Bath, Maine, separate contract options for final system design with options for detail design and construction of up to two LCS ships. In December 2004, the Department of Navy awarded Lockheed Martin Corp., Maritime Systems ... Sensors, Moorestown, N.J., a contract for detail design and construction of the first LCS. Lockheed Martin's teammates include Gibbs ... Cox, Arlington, Va.; Marinette Marine, Marinette, Wis.; and Bollinger Shipyards, Lockport, La. A keel laying

ceremony is scheduled for June 2, 2005, at Marinette Marine, Marinette, Wis.

Engine Problem Shelves Ferry

The Alaska Marine Highway System announced that the MV Columbia was delayed in Ketchikan by an engine problem, and did not make its northbound schedule. In its place, the MV Kennicott picked up the Columbia's northbound passengers and car deck load. Captain John Falvey, AMHS general manager, said ferry system engineers are working around the clock with representatives of Cascade General, the Portland, Oregon shipyard that recently completed an 8-month-long rebuild of both of the Columbia's massive Enterprise engines. "We believe the problem has been isolated to a defective camshaft in the starboard engine," Falvey said. "The repair work will be done in Ketchikan. In the meantime, we are bringing the Taku back into service to fill in for the Columbia until it is able to carry passengers."

Falvey noted that both the Matanuska and the Malaspina are in the shipyard in Ketchikan for annual maintenance, which is normally scheduled to take place ahead of the busy summer visitor season, and are not available. The Taku has been in winter lay-up and was scheduled to be activated

in late September. "The Taku is a significantly smaller vessel than the Columbia, in terms of car deck space and staterooms, so it is imperative that we get the Columbia back into full-time service as soon as possible," Falvey said. The Columbia carries 499 passengers, with 104 staterooms, and car deck space for 134 average-sized vehicles. The Taku carries 370 passengers, with 44 staterooms, and a car deck for 69 vehicles. The work on the Columbia's engines was part of a larger, federally-funded overhaul costing more than \$10 million, and the first complete engine rebuild since the vessel was constructed and entered service in 1974. The camshaft repair is covered under warranty. AMHS customers are advised to check with their local terminal operators for exact departure times for the Kennicott.

AWO Elects New Chairman

The American Waterways Operators (AWO) elected a new Chairman, Steven P. Valerius, and Vice Chairman, Dale Sause, during its Annual Spring Convention. Valerius is President of Kirby Inland

Marine, LP, based in Houston, Texas and Sause is President of Sause Bros., headquartered in Coos Bay, Oregon. In his remarks to the AWO Board of Directors following his election as Chairman,

Valerius said he plans to make as his top priority the successful implementation of a new towing vessel inspection regime based on a modern, safety management system, in order to enhance industry safety. He further listed as his priorities:

- Authorization of the Upper Mississippi - Illinois Waterway project to modernize the waterways transportation infrastructure;
- Successful prosecution of a lawsuit against the Commonwealth of Massachusetts to overturn illegal state regulation that interferes with federal jurisdiction over the towing industry;
- Closing loopholes that undermine the integrity of the Jones Act; and
- Increasing involvement of AWO members in AWO advocacy efforts.

Valerius has 26 years of experience in the barge and towboat industry. Prior to the merger of Hollywood Marine, Inc. and Kirby in 1999, Valerius held various positions with Hollywood Marine, the last being Executive Vice President. He is past Chairman of the Galveston Bay Foundation, the Houston Advisory Board of the Nature Conservancy, and the Texas Waterways Operators. Valerius is a graduate of the University of Texas at Austin with a BBA in Accounting. He is a Certified Public Accountant and has a J.D. from South Texas College of Law.

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Rhode Island Passes Bill on LNG Ship Ops

The House of Representatives voted 66-0 to approve legislation introduced by Rep. Raymond E. Gallison Jr. to require any LNG tanker to have an LNG-certified American master mariner present on each trip through Rhode Island waters and during transfer of cargo.

Representative Gallison, chairman of the Special House Commission to Study

the Transportation of Liquefied Natural Gas and a Democrat who represents District 69 in Bristol and Portsmouth, proposed the legislation (2005 - H5362Aaa) as a safety measure should either of the two proposed local LNG terminal projects go forward. "If either of these LNG projects are approved, we need this assurance that there's someone on board with no stake in the delivery who knows how to identify safety problems on LNG tankers and would have no problem halting the

shipment if there's a safety problem," said Representative Gallison, who has been at the forefront of the efforts to fight the proposed Weaver's Cove LNG terminal in Fall River, Mass., and the expansion of the Keyspan LNG terminal in Providence. "We have too many people living and working along the route that these tankers would take to take any chances with safety." The bill would require every LNG tanker entering Rhode Island waters to have an LNG-certified, federally licensed

master mariner on board any time it enters Rhode Island waters north of a line between Sakonnet Point and Point Judith. The master mariner would advise the ship's crew to perform any actions necessary to protect the safety of Rhode Islanders. The ship would also need the approval of the master mariner to unload at the terminal.

The legislation would not affect existing requirements that all the tankers have on board a Rhode Island-licensed marine pilot whenever entering Rhode Island waters. The pilot's purpose is to use his or her knowledge of Rhode Island's waters to ensure that the tanker avoids potential obstacles to navigation.

A federal report issued in late 2004 indicated that, while the risk of an incident involving a tanker explosion is low, a fire fed by large amounts of LNG could produce enough heat to burn people and structures a mile away.

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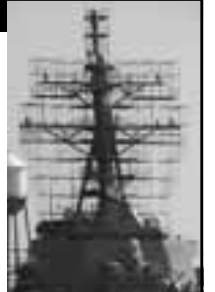
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Government Contractors Beware:

Don't Get Tripped Up By Export Control Laws

By **Brian A. Bannon,**
Barbara D. Linney & David A. Leib

Most federal government contractors are familiar with the scores of standard clauses incorporated by reference into their contracts and subcontracts as mandated by the Federal Acquisition Regulations (FAR) and the departmental supplements such as the DFARS. Although most contracts include close to 100 standard clauses addressing a panoply of regulatory requirements, there are no standard clauses addressing compliance with the export control laws. For this reason, it is not uncommon for corporate contract administrators and purchasing agents to believe that the export control laws are synonymous with industrial security requirements and that as long as technical data to be provided to subcontractors is not classified as Confidential, Secret or Top Secret there are no restrictions on disclosure. To the contrary, the export control regulations and the National Industrial Security Program Operating Manual (NISPOM) regulation are entirely separate regimes and compliance with the NISPOM does not ensure compliance

with the export control regulations.

Another common misconception is that items that are not "MIL SPEC" are not controlled, but many "COTS" or "commercial-off-the-shelf" items are in fact subject to the export control regulations. Moreover, every year many government contractors and subcontractors find themselves caught in the snare of the so-called "deemed export rule" under which a release or disclosure of controlled technical data to foreign nationals in the United States constitutes an export that requires prior authorization from the applicable export control agency.

Savvy prime contractors include customized clauses requiring their subcontractors to comply with all applicable export control laws and to flow down such requirements to their subcontractors, with the result that violation of the export control laws will expose the subcontractor to contractual claims in addition to agency enforcement action. However, obtaining warranties and representations that the subcontractor will abide by the export control laws will not shield the prime contractor from agency enforcement action if it has failed to undertake the proper due



Brian A. Bannon



David A. Leib

diligence. In order to avoid exposure, contractors should be familiar with the export control regime and establish compliance programs designed to ensure protection of both classified and unclassified items and technical data from unauthorized transfer to foreign persons.

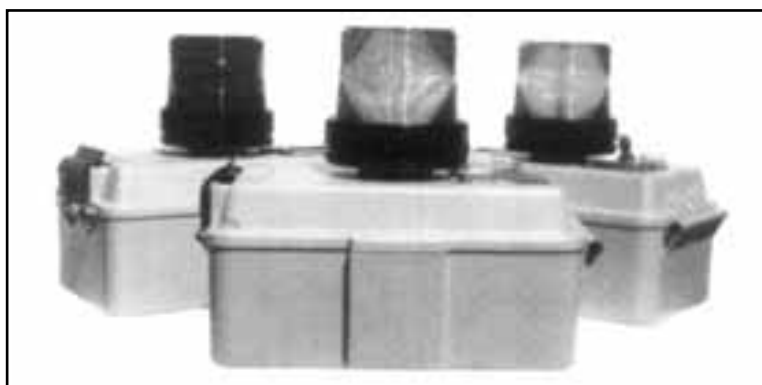
The primary sources of export control regulations affecting federal government contractors are the Arms Export Control Act, as implemented by the International

Traffic in Arms Regulations (commonly referred to as the "ITAR"), and the Export Administration Regulations ("EAR"). The ITAR regulates the export of defense articles, defense services, and technical data listed on the United States Munitions List ("USML"), while the EAR regulate various commercial items, primarily those that are critical to national security or can be diverted for uses contrary to national security or in support of terrorism. The

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EAR contain a comprehensive list of items subject to national security and other controls (known as the Commerce Control List or "CCL"), as well as a number of important end use and end user restrictions. The ITAR are administered by the U.S. Department of State's Directorate of Defense Trade Controls ("DDTC"); the EAR are administered by the U.S. Department of Commerce's Bureau of Industry and Security ("BIS"). Contractors who fail to familiarize themselves with the USML and the CCL risk running afoul of their export control obligations.

ations.

While the CCL contains a very specific list of controlled items and related software and technology (including items falling under the Navigation and Avionic, Marine, and Propulsion System categories), the USML is expressed in more general terms, with the result that contractors frequently assume that the "COTS" products they are supplying are not controlled. For example, Category VI of the USML covers, among other things, "Vessels of War" - defined to include not only combat-

ants, but also non-combatant auxiliary vessels and support ships and service and miscellaneous vessels, as well as Coast Guard cutters and patrol craft. Category VI(f) controls "all specifically designed or modified components, parts, accessories, attachments, and associated equipment" for such vessels, while Category VI(g) controls technical data (including software) and defense services directly related to such vessels and components. Any modification to what may appear at first glance to be a standard commercial component or part could subject the contractor to ITAR jurisdiction.

Furthermore, even if the component itself is not controlled, technical data regarding the vessel itself may be controlled, and controlled technical data (whether related to the vessel or controlled components) may not be released to foreign nationals even in the United States without prior authorization from DDTC. Such release constitutes a controlled defense service, as does the furnishing to foreign persons of assistance (including training) in the design, development, engineering, manufacture, production, assembly, testing, repair, maintenance, modification, operation, demilitarization, destruction, processing or use of defense articles. Likewise, release of EAR controlled software or technology to foreign nationals requires the prior authorization of BIS.

As a result, the export regulations have important implications for hiring practices and offshore procurement. If a subcontractor will require access to controlled technical data or require his subcontractors and their personnel to attend meetings at which such data is discussed, the prime contractor has an affirmative obligation to assure compliance with the export control laws. At a minimum, this entails determining whether offshore subcontractors or U.S. based personnel who are not United States citizens or green card holders will be assigned to the subcontract and have access to controlled technical data. Foreign suppliers and personnel who are not United States citizens or green card holders may not be provided controlled information unless and until an appropriate export license and/or Technical Assistance Agreement has been approved by DDTC or BIS. For DDTC purposes, all countries of nationality and permanent residence must be considered; for BIS purposes, under current regulations, the country of most recent citizenship or permanent residency prevails. If the subcontract contains a clause giving the prime contractor the right to approve lower-tiered subcontracts, it is incumbent upon the prime contractor to make certain that the subcontractor has flowed-down the requirement to comply with the export control regulations. In addition, controlled technical data should be marked appropriately to make clear that it is subject to export controls.

Unlike the EAR, the ITAR require U.S. companies to register with DDTC if they are in the business of manufacturing or exporting defense articles (which, as defined, includes technical data) or furnishing defense services. Registration is a prerequisite to applying for licenses or other approvals or relying on various exemptions from licensing requirements, so it is important for contractors to be aware of their obligation to register and keep their registrations current in order to avoid delays when authorizations are required.

Planning ahead to determine whether foreign national employees or offshore suppliers who may be involved in a project involving controlled data or defense services are subject to embargoes or policies of denial also can help

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contractors avoid costly delays. For example, exports to countries like China, Libya and Iran (and several others) will not receive DDTC approval, and "deemed exports" to nationals of such countries likewise are prohibited. BIS also has license denial policies in place for several countries, depending upon the controlled item in question and the reason for control. Many contractors waste valuable time planning to partner with or employ such entities or individuals. Another area in which advance planning is critical is the bid phase. Contractors who team with offshore partners and suppliers to prepare bids may need to provide export controlled data or controlled defense services in the process of preparing their bids, and failure to plan for necessary export authorizations may result in lost opportunities.

Contractors who ignore the ITAR and EAR do so at their peril. Penalties for export violations can be severe. Criminal

penalties for willful violations of ITAR may include fines of up to \$1 million per violation for corporations and up to ten years imprisonment for individuals. Civil penalties may also be assessed up to \$500,000 per violation, and multiple violations can arise from the same program or project. In recent years, DDTC has assessed several civil penalties for related violations amounting in the aggregate to tens of millions of dollars. Furthermore, defense articles exported from the United States in violation of ITAR, and any vessel, vehicle or aircraft involved in such attempt, are subject to seizure, forfeiture and disposition. Under the EAR, fines for criminal activities can range to \$250,000 per violation for individuals and the greater of \$1,000,000 or five times the value of the exports involved for companies, and civil penalties can include fines of up to \$10,000 per violation and seizure of the regulated items. Companies found

to have violated ITAR or EAR can have their export privileges suspended and may also be suspended and/or debarred from contracting with the United States government for up to three years. Contractors should plan to mitigate these risks by implementing effective export compliance programs.

About the Authors

Brian A. Bannon is a Partner in the Washington DC office of Blank Rome LLP, and focuses his practice on Public Contracts. Ms. Linney, also a partner in the Washington DC office, practices in the area of international trade and transactions, and regularly advises both U.S. and foreign clients regarding U.S. export controls and international economic sanctions, defense trade and security regulations, and other international trade and business issues, including mergers, acquisitions and financings. She represents

clients before various federal agencies, including the Department of State, Department of Commerce, and Office of Foreign Assets Control. David A. Leib is an Associate in the Maritime, International Trade and Public Contracts Practice Group at Blank Rome LLP and focuses his practice on Public Contracts. The article reflects developments through May 11, 2005, the date of submission for publication. The views expressed herein are those of the authors, do not necessarily reflect the opinion of the firm or other members of the firm, and should not be construed as legal advice or opinion or a substitute for the advice of counsel. Please contact Brian Bannon (Bannonb@blankrome.com) at (202) 772-5905 or Barbara Linney (Linney@BlankRome.com) at (202) 772-5935 if you have questions or desire assistance. Additional information on Blank Rome may be found at www.BlankRome.com.

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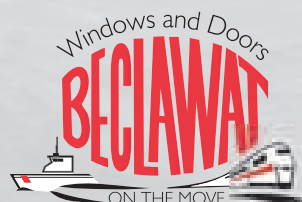
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The CEO "Six Pack"



Photo illustration by John Guzman

For the third year running *MarineNews* was able to tap the minds of six prominent industry leaders in an attempt to deliver exclusive insights as to the direction of the workboat and shallow draft market for the coming years. Our annual "CEO Six Pack" has become a perennial reader favorite, and this year we are fortunate to have yet another stellar collection of executives, including:

- **Al Anderson**, Vice President of Government and Public Affairs, CHS Inc.
- **Raymond Butler**, Executive Director, Gulf Intracoastal Waterways Association (GICA)
- **Rick Calhoun**, President and Chairman, Cargill Marine and Terminal, Inc.
- **Steve Golding**, President, Golding Barge Line, Inc.
- **Gary LaGrange**, President and CEO, Port of New Orleans, and
- **Paul E. Mauer**, President, Trinity Marine Products, Inc.

Al Anderson • CHS



MN: What is the most important message about the inland waterways industry that needs to be conveyed to the media and policymakers?

Anderson: The most important message for our industry to convey to both media and decision makers is that we exist and that we are economically and environmentally vital to the country. It has always been amazing to me that the

most demonstrably efficient and environmentally sound transportation mode is either totally ignored or gets bad press. Because we are a small, at times insular industry, and because few reporters have any knowledge or understanding of waterborne transportation, about the only time we make the newspapers or evening news is when a tow hits a bridge or barges break loose.

This is especially frustrating in my area because there are so many positive stories that media people could be telling. When there are river cleanup efforts, for example, local shippers and harbor service companies lead the charge and provide a towboat and barges to haul away the tons of junk collected. Another story that was never told was how Upper River Services, a St. Paul harbor service company, along with Cargo Carriers, and Caterpillar, made it possible for Chad Pegrake and his river cleanup organization to have the tow

boat they now use to clean up rivers around the nation.

I realize that the industry has been in an economic recession for many years and unable to afford a well funded public information campaign, but I think we as individuals and our company leaders can get to know which reporters might have an interest in the river industry and work with them on stories of mutual concern. An excellent example of inexpensive ways this can be done is MARC 2000's recent list of the, "Top five endangered locks of the Upper Mississippi System." This list has gotten wide coverage both in cities near the "endangered" locks and elsewhere when the Associated Press picked up the story.

MN: If you could have the federal government change one policy, what would it be?

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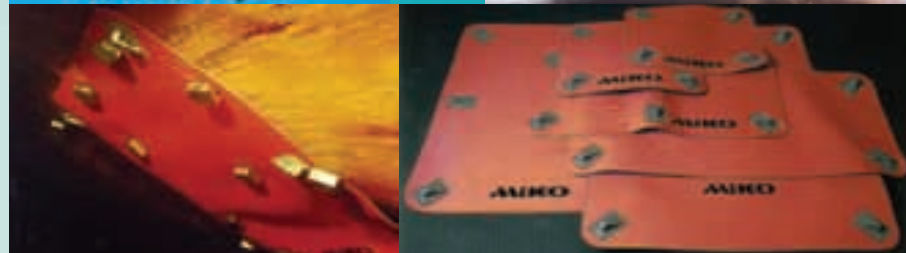
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Anderson: If I were king, I would decree that lawmakers view transportation infrastructure as an economic engine that drives the economy, not the other way around. So rather than quibbling about the numbers and model used to project

traffic growth on the Upper Mississippi River System, we should recognize that all parties agree there will be significant traffic increases in the next 50 years and build with that in mind.

Recent figures from the Minnesota

Department of Transportation (MNDOT) show that in 2003 farmers from that state shipped 7,457,309 tons of corn, wheat and soybeans to the gulf in barges at an estimated \$11.45 per ton. A similar rail trip would have cost \$20.33, which MNDOT

says translates into savings of \$66,220,904 for farmers using the waterway. Barge rates also put pressure on freight costs well beyond the reach of the system. If we want this economic engine to keep working for Midwest farmers and other shippers, we must fund the seven new locks called for in the Water Resources Development Act (WRDA) recently introduced by Missouri Senator Kit Bond. To me it's a bit like the line from the movie "If you build it, they will come." And they'll be here before we know it.

MN: What are some of the bottlenecks that exist on the system?

Anderson: Those of us on the upper end of the Mississippi River system have more than our share of problem areas and single-chamber, 600-foot locks. One that is of special concern is Lock and Dam 3 at Red Wing, Minn. When The Corps' Mississippi Valley Division leader Brigadier General Robert Crear was in St. Paul recently, he told local river industry leaders that the long delayed work to correct embankment and outdraft problems is now considered a "new start" because of the delay. He also indicated that work is part of a "significant backlog" of under funded O&M projects.

The need for the work was reinforced recently when eight barges filled with cement were caught in the outdraft and struck the roller gates. The Corps says that the lock's position on a river bend tends to sweep tows away from the lock and toward the gates. The recent incident makes 12 accidents since 1968. There's also worry about losing the pool if one of the 3 embankments on the Wisconsin side lets go. The WRDA bill I just talked about identifies the other bottlenecks of concern that will be remedied with 1,200 foot locks at Locks 20,21,22, 25 and 25 on the Mississippi.

Raymond Butler • GICA



MN: What is the most important message about the inland waterways industry that needs to be conveyed to the media and policymakers?

Butler: The Inland Waterways Industry

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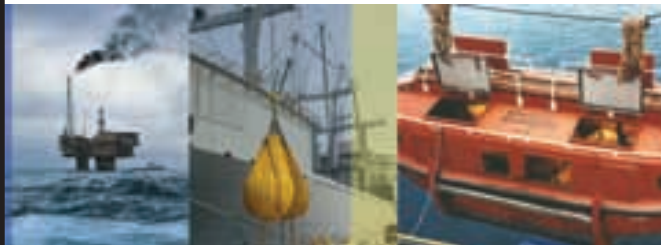
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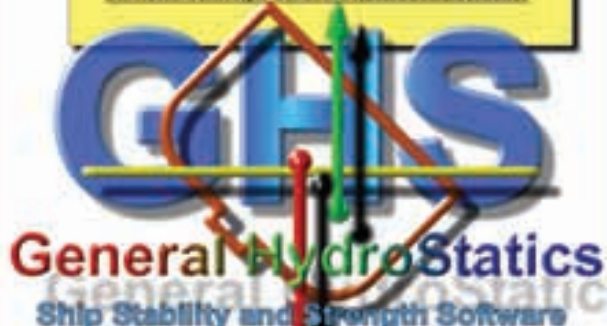
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fit to even maintain this vital national interstate water highway system, and it is in need of significant repair. Our country has been fortunate to have had visionary forefathers that pursued the dream of building a system of waterways that continue to serve this country's expanding needs with little or no modification since completion over 50 years ago! An intriguing question we should ask ourselves is "Could we ever dream of completing the construction of such a waterway project today?" Thanks to the visionaries of the past, we have a system with capacity to handle our needs for several generations to come. We just need to maintain it!

MN: If you could have the federal government change one policy, what would it be?

Butler: We should have a national transportation policy that would include a provision, similar to those used in Europe, requiring evaluating the feasibility of waterway transportation as a first option for all new projects that would increase load on our rails and highways, before any other method of bulk freight movement could be utilized. In my view, waterways should be as much of a consideration these days as our interstate highway system. We should consider the same policy and forethought to that used to develop our interstate highway system over 50 years ago. I am not sure that there is any other realistic option to be honest. The cost to all of us, in terms of environmental damage, real estate, efficiency, and tax dollars of continuing to ignore the advantages offered from maximizing the use of our existing waterway system, is just plain

unacceptable. Before we attempt to expand our land-based systems, a national study of future needs and use of "best mode" should be part of our national agenda.

MN: What are some of the bottlenecks that exist on the system?

Butler: I would like to answer this question by taking some license with the word "bottlenecks". First, and foremost of the bottlenecks are our locks on the system. Well over half of them are past their design life, yet continue to serve increasing levels of traffic, with decreasing efficiency. We attempt to capture the resulting traffic delays, but my first hand experience tells me we are missing some significant costs. Maintenance needs continue to escalate as these structures age, and



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the benefits of making improvements are foregone for many years. As we continue to lengthen project completion times to well past the 20-year mark, completion costs, transportation penalties, and maintenance costs all continue upward. There are also a number of bridges on our waterways that have been designated by the Coast Guard as Obstructions to Navigation, with orders for their alteration or replacement having been issued as well, yet their replacement remains unfunded. These structures pose hazards both to navigational interests as well as those who use the bridges.

Finally, although not a physical bottleneck, it is long past time for us to reconsider how we maintain "balance" with our Federal support of environmentally based initiatives, and our basic needs as a growing, energy based economy that finds itself competing daily in a world market. I am hearing more and more talk in the news these days from major industry decisionmakers that they will not plan any extensive expansion in the United States in the future because of our requirements for permission to build here. Our need for a National Energy Policy is more critical than many of us realize.

Because of the very nature of the benefits afforded by inland waterway transportation we are taking proactive measures to preserve the environment when we foster the maintenance and expanded use of our waterways. We should consider these facts when faced with the choice of where to place funding. We can unintentionally reduce opportunities to improve our environment by adding "environmentally specific" options to waterway projects, which can financially "weigh down" the entire project making it fall beyond means of justification. This practice can result in no project at all, and continuation of "the same old way of doing business". In the end, the environment, as well as industry, both lose.

Rick Calhoun • Cargill



MN: What is the most important message about the inland waterways industry that needs to be conveyed to the media and policymakers?

Calhoun: I think this question has been at the forefront of this industry for a very long time and I am afraid I don't have a unique or particularly insightful answer. I personally have spoken to this issue on a number of occasions. That said, I don't think you can reinforce it enough. This country needs a viable inland waterways system in the United States. Not only to move grain and other agricultural products to market in a cost-efficient manner, but to also move imported and domestic goods up the river to markets. We need a viable, dependable system in order to serve customers. In my role at Cargill, I deal with all the major rail carriers in this country as well as the barge industry. The rail infrastructure in some parts of this country is at or near capacity. Carriers are pushing business away. Our highways are congested with trucks. It has been said a thousand times but the inland waterway



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system represents the most productive transportation system in this country today and we need to continue to fund the maintenance, rehabilitation and expansion of the lock and dam system. The river system is critical to Cargill's customers on both ends of the supply chain, from producers in the United States to consumers in foreign countries.

MN: What is the most pressing challenge you feel is facing the inland waterway industry today?

Calhoun: The obvious answer is funding of the system. We need our policy makers to understand the value of this resource and adequately fund it. But beyond the obvious, there are some other interesting choices this industry must face in the years ahead. Look at just the last year or so in this industry. Steel prices have skyrocketed over the past year. The cost of replacing covered barges nearly doubled in a very short period to time. Likewise, fuel costs have reached record highs and volatility in prices remains problematic for anyone operating assets on the inland waterway system. Many barges built on the heels of the Russian grain boom in the late 1970's are reaching the end of their useful life on the river. To the south, demand for barges is growing in Brazil, Argentina and Paraguay and assets are being pulled from this country to others. Northbound demand or perhaps better put non-grain demand has exploded. My point is this industry faces a future with as much risk and uncertainty as we have perhaps ever seen.

MN: What do you hope the industry looks like in the next decade?

Calhoun: I hope the industry gets the much-needed funding we have fought for for such a very long time. That we have a viable system to navigate. We need this to serve customers and to help maintain the economic growth in this country. I hope it is a profitable industry that can provide reasonable services to users. An industry that can provide safe and gainful employment for citizens of this country. I trust that it will be an industry that will embrace new ideas and innovation, while holding on to some of the wonderful traditions which have made it such a fun and interesting place to work. I am relatively new to the barge industry. There are people in this industry who have forgotten more than I will ever know about the river. I appreciate the opportunity to spend a portion of my business career in this industry and look forward to the challenges which lie ahead.

Steve Golding • Golding Barge Line



MN: What is the most pressing challenge you feel is facing the inland waterways industry today?

Golding: We have a lot of challenges before us, but clearly one of the more pressing ones is the shortage of on-board personnel in the skilled positions. The average age for pilothouse personnel has got to be much higher now than it was in past years. We are starting to see a lot of retirements from a large group of pilots broke into the pilothouse back in the 60's. In addition to retirements, there are a lot of pilots who are finding themselves physically disabled and being forced to leave the river at an earlier age than they had planned on. Not only is there a strong demand for pilots, but there is also a shortage of good quality tankermen as well. A large percentage of the tankermen serving our industry are in their 20's to mid 40's. To some degree, this position becomes a transitory one in that a lot of tankermen move on to the pilothouse, engine room, or simply quit the river when they realize they do not have what it takes to become a pilot or an engineer. Because the career horizon for tankermen is usually much shorter than that of a pilot, it forces a tankbarge operator to continually need to train more tankermen than he does pilots. I think our industry has done a good job in attracting a higher caliber worker on our vessels than we had onboard back in the 70's. There will continue to be tremendous challenges before us in order to find the kind of person who will work onboard for (6-8) months out of the year. As an industry, I think we all will need to step up our training of pilots in order to try and balance the number of new pilots coming into our industry with the older ones going home to the rocking chairs. Of course, this training process means an extra expense to the operator as well as possibly a certain amount of risk until the trainee becomes a seasoned pilot. In order to meet this challenge, we must all expand our training programs and work harder at attracting the type of personnel who can successfully fill these skilled positions.

MN: What are some of the emerging trends in the industry?

Golding: One of the trends that I'm seeing is a renewed interest in trying to achieve a higher level of fuel efficiency. There has been a great deal accomplished in this area in past years, but the awareness seems to have been raised to a whole new level with today's fuel prices. When you add in the user fees, we are in the neighborhood of \$2.00 per gallon. When I started operating my first boat, I remember paying 9.9 cents per gallon for fuel in Port Arthur, Texas.

Although I no longer own that boat, it is still operating today with the same (35) year old engine packages, while the cost of fuel is (20) times higher than it was in 1972. We are seeing the pace of new construction of boats with super fuel efficient engine packages starting to increase. I think that with today's fuel prices, most operators are starting to examine all their options as some of these older boats with inefficient engines near their major overhaul cycles.

MN: What do you hope the industry "looks" like in the next decade?

Golding: I would like to see our industry be able to diversify the products shipped via barge in the coming years. I think that the transportation of containers on barges to inland ports is extremely exciting and has great potential for growth. Our highways are all at or near their maximum capacity, so our inland waterways system should offer the shipper a great alternative. I always enjoy seeing the military taking advantage of barge transportation by mobilizing large convoys of equipment. In addition, we've also seen movements of parts for NASA, power plants, bridge construction and a lot of other "out-of-the-ordinary" types of barge loadings. I would like to see the barge industry expand these types of movements and continue to develop a more diverse mix of product shipments in the future. In closing, I would like to see our industry do a better job of educating the public about all the many positive aspects of the inland barge industry. We have gotten better at this in the past (2-3) years, but there is still a lot of work to be done in order to raise the public's positive awareness about our industry. This needs to be continually done in order to counter the negative press we get when an inland vessel is involved in a major collision or other incident. We are fortunate as an industry in that we have a really fantastic and environmentally pleasing story to tell. It is up to us as operators to get in front of

our legislators, elected officials, and various forms of the media and talk about the many positive aspects of an industry that we are all fortunate to work in.

Gary LaGrange • Port of New Orleans



MN: What is the most important message about the inland waterways industry that needs to be conveyed to the media and policymakers?

LaGrange: We haven't fully harnessed the power of this nation's inland waterways, and we should. At the Port of New Orleans, we connect the Mississippi River, the heart of that inland waterway system, to the world. You can travel 14,500 miles on the inland waterway system, reach 33 states and access 62 percent of the American Consumer spending public. We cannot afford not to take full advantage of this incredible transportation resource.

MN: What is the most pressing challenge you feel is facing the inland waterways industry today?

LaGrange: Funding. We must find the funding for lock and dam projects that allow us to get the most out of this transportation resource.

MN: What are some of the emerging trends in the industry?

LaGrange: Throughout my 30 years as a port executive in Louisiana and Mississippi, there has always been talk about the possibilities of container on barge operations. From our perspective at the Port of New Orleans, it appears that the dream of container on barge is becoming a reality. Osprey Lines has been operating container on barge operations for several years in the Port of New Orleans. They have regular services to Baton Rouge, Houston, Memphis and Chicago, and recently started a short sea shipping service that calls New Orleans, Houston and Tampa. CSG Company, which operates the Port of Leetsdale outside Pittsburg, recently started a container on barge service between the Port of New Orleans and

Pittsburgh. As these services develop, the type of cargo that travels in containers are going to expand. These services allow for cargo that isn't time sensitive to be removed from the nation's highways and give shippers new transportation and inventory options.

Paul E. Mauer • Trinity Marine Products



MN: What is the most important message about the inland waterways industry that needs to be conveyed to the media and policymakers?

Mauer: I believe the most important message that must be conveyed to the media and policymakers is that the inland river waterways are critical to our economic success as a country. The inland river waterways provide an efficient, safe and environmentally friendly means of transportation that is critical to the United States' ability to compete on a global basis in the agricultural industry, as well as in domestic industries that require coal, aggregates, chemicals and petroleum products. The world continues to march toward a global economy. Manufactured goods, commodities and services are being sourced to and from many different countries. For the US to be successful competing with these other countries, the media and policymakers must focus attention on improving the infrastructure of the inland waterways for transportation. The move toward a global economy is challenging many U.S. industries that rely on the inland waterways. Two of the most critical industries being impacted are agriculture and steel manufacturing. South America continues to aggressively market agricultural products to the rest of the world. The ability for South America to increase global sales of agricultural products has been hindered by difficulties associated with transportation of the product to market, predominantly

because of the poor condition of the road and waterway infrastructures. As South America and other countries continue to invest in improving infrastructure and thus improve efficiencies in reaching a global market, the US continues to fall behind. The recent increase in the number of barges being shipped to South America may be signaling an improved transportation system there. With regard to steel manufacturers, the rise in steel prices over the last twelve months clearly demonstrates the global market in which the US is participating. A surge in demand in China, coupled with the consolidation of steel manufacturers in the United States, has pushed steel plate prices to record highs. The rise in steel prices has negatively impacted the cost of new barges, thus affecting barge owners' ability to replace or grow their business. The media and our policymakers need to understand that investment in the inland waterway infrastructure is vital to industries in the US and to our continued success in a global economy. Not only does investment in the inland waterways help us competitively on a global basis, it creates a more efficient means of transportation in all industries that rely on water-borne transportation to support their business operations.

MN: What is the most pressing challenge you feel is facing inland waterways industry today?

Mauer: The most pressing challenge facing the inland

waterways industry is the approval of the WRDA bill. Our country's decaying lock and dam system on the Illinois River and the upper Mississippi River is a lock failure away from crippling the upper Midwest's economy. There are five locks on the upper Mississippi and two locks on the Illinois River that are over 50 years old and are in urgent need of replacement. This is not a recent development. The major agriculture groups, Waterways Council, the AWO and MARC 2000 have all been trying to get Congress to enact a WRDA bill to begin the effort to have these locks replaced. For years the commercial towing industry has been funding 50% of the cost for this type of needed construction. Congress needs to pass the WRDA bill.

MN: What are some emerging trends in the industry?

Mauer: There has recently been a significant increase in the cost of transportation, as well as increased congestion, on our rail and highway systems. The increase in transportation costs and congestion on the highways has many companies looking to the inland waterways as an alternative route for moving their products. As a method of transportation, water-borne transportation is less expensive than movement by rail and truck. To make barge transportation efficient, you need to transport products in large quantities. There is an emerging trend for transportation companies to evaluate the transport of

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products in smaller quantities on the inland river system. Even with the inefficiencies of moving a less-than-full barge, moving these other products by barge remains more cost efficient than

moving them by truck and rail. I have also seen a trend by companies to evaluate barge designs, which are different from standard designs. These new designs will allow the transport of an even

greater range of products in the future. It is important to note that the success of these innovative initiatives will be in jeopardy without investment back into the inland waterways infrastructure.

Towing Vessel Master Sentenced

An Alabama resident and master of an inland towing vessel was sentenced for a January 2004 incident where he was found to be operating in U.S. waters under the influence of alcohol. Daniel L. Ferrell, 63, of Atmore Ala., was sentenced by Judge James J. Brady of the U.S. District Court in Baton Rouge, La., to serve two years probation, 100 hours of community service and will be required to participate in an alcohol assessment program.

On Jan. 16, 2004, Ferrell was piloting the City of Port Allen when it struck the Brusly Railroad Lift Bridge on the Port Allen-Morgan City alternate route waterway.

Investigators from the Coast Guard's Marine Safety Unit in Baton Rouge who responded to the initial incident tested Ferrell for alcohol. Ferrell failed the test, registering a .235 on the breathalyzer.

U.S. Attorney for the middle district of Louisiana, David R. Dugas, praised the investigative work of the Coast Guard and the West Baton Rouge Parish Sheriff's Office.

"The professional work and cooperation of these two law enforcement agencies led to the successful prosecution of Mr. Ferrell," said Dugas.

Don Lane, the Special Agent in Charge of the Coast Guard's Investigation Service office in New Orleans, was very pleased with the outcome of the case.

"This sentencing sends a message that merchant mariners will be held accountable for their misconduct on the navigable waters of the United States," said Lane.

"Licensed mariners must be held to a high standard, and vessel captains must be held accountable for their responsibilities and for the safety of the lives under their care."

This case marks the third time in the last 17 months that the Coast Guard has worked with U.S. Attorney's in Louisiana to rapidly remove and successfully bring charges against intoxicated vessel operators along the Lower Mississippi River system.

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America's Western River:

A Unique Security Challenge

By **RADM Robert Duncan, USCG,**
Captain Ron Branch, USCG, Chris Doane and
Joe DiRenzo III

Since 9-11 all facets of the media have combined to focus national policy makers, in and out of government, along with the general public on the asymmetric terrorist threat facing the United States and its global trading partners. Lengthy newspaper articles or Op-ed pieces, documentaries on television such as The Learning Channel and the Discovery Channel, along with talk radio banter have spotlighted multiple areas of concern. These have included airplanes, tanker trucks, critical infrastructure and the country's bustling seaports such as New York and Los Angeles. The maritime nexus in particular has received a lot of attention as over 90 percent of the nation's commerce travels by water. "Experts" have looked at ferry security, security around nuclear power plants and ways that the general public can get involved in the national effort. Commentaries on how vessels



could be used as weapons, or the latest on container security have migrated from the maritime trade publications to the national media. The vast majority of this coverage on maritime security has been devoted to the coastal ports and terrorist attacks that originate from outside the U.S., but very little has been written about the nation's efforts to secure the Western Rivers, the lifeline of America's heartland. This article provides a synopsis of the multi-agency effort that secures our inland rivers.

As the Lead Federal Agency (LFA) for Maritime Homeland Security, the Coast Guard has coordinated a multi-faceted effort using Federal, state and local agencies as well as private industry to secure the U.S. maritime domain. The service has adopted an overarching security goal

Each year more than 100,000 barges navigate the Houston ship channel. Here, a crane barge maneuvers near other barges on the Houston ship channel. (USCG photo by PA2 James Dillard)

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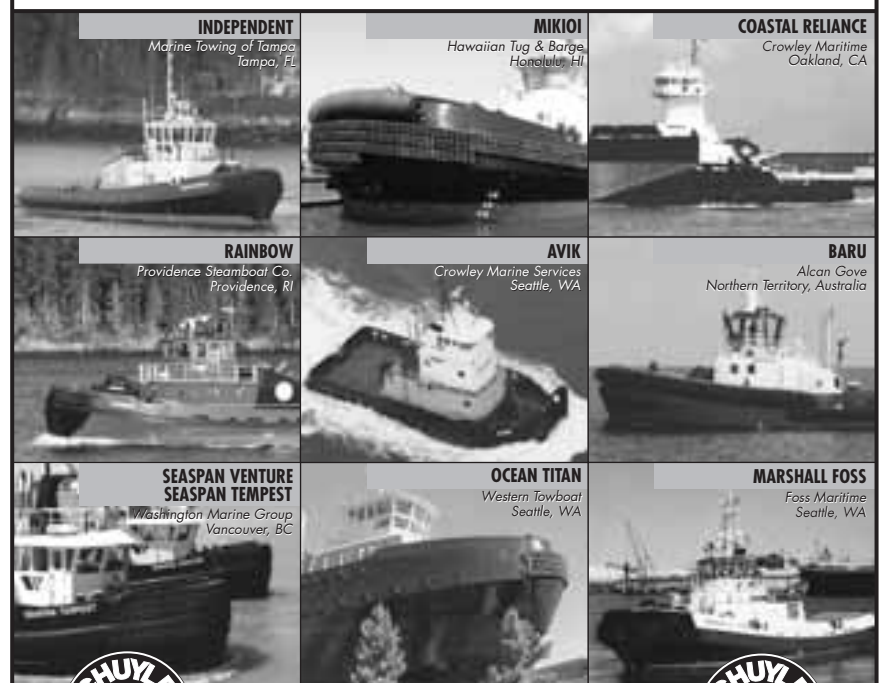
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of preventing terrorist attacks within or exploitation of the U.S. maritime transportation system (MTS). To accomplish this the Coast Guard with its many security partners have implemented a risk-based approach to identify and secure critical infrastructure within the MTS and to target possible threats to maritime security. To this end, the Coast Guard is partnering with the rest of the intelligence community to identify possible threats well before they reach U.S. shores. The result is a multi-layered, multi-agency international security operation that attempts to intercept terrorist activities overseas, again at the nation's entry points and once more in the vicinity of critical infrastructure while hardening the physical security at these pieces of infrastructure to withstand an attack should all else fail. A strategy that must be implemented within the constraints of fiscally responsible budgets, preservation of civil liberties and ensuring the flow of legitimate maritime commerce so vital to this nation's economy. Security of the Western Rivers, led by the Eight Coast Guard District, is an important component of this maritime homeland security strategy.

The vast expanse of the Western Rivers consisting of 41 rivers and lakes across 18 states throughout the heartland of the United States poses a tremendous security

challenge. This inland MTS centers on the Mississippi River and its major tributaries including the Ohio, Illinois, Missouri, Arkansas, Tennessee and Cumberland Rivers (over 10,300 miles of navigable waterways). These rivers flow through the states of Pennsylvania, Ohio, West Virginia, Kentucky, Nebraska, Tennessee, Indiana, Arkansas, Iowa, Kansas, Missouri, Oklahoma, Louisiana, Mississippi, Alabama, Illinois, Minnesota and Wisconsin. These waterways are an integral part of a complex inter-modal transportation system, which moves bulk cargoes and manufactured goods for foreign and domestic commerce. They provide a channel into the nation's heartland, connecting the Gulf Coast with the coal and steel industries of Pittsburgh, Pennsylvania; and the grain exporters of the Twin Cities, Minnesota.

The inland waterways system allows the competitive movement of huge quantities of liquid and dry bulk cargoes between deepwater ports and distant points of production or consumption in the nation's interior. In recent years, U.S. inland waterways traffic has approximated 630 million tons annually-accounting for about 15 percent of total intercity commerce by volume. Total inland waterways traffic is forecast to increase 1.3 percent annually to more than 836 million tons by

2020 with principal commodity groups including coal, petroleum, farm products, chemicals, and crude materials, such as aggregates for construction and other minerals. Each inland barge carries as much cargo as 150 tractor-trailer trucks or 40 rail hopper cars. A typical tow of 15 barges has the capacity of 2,250 trucks or 600 rail cars. The Federal Highway Administration estimates that for each 1 million tons of coal diverted from barge to truck, 45,600 additional trucks would be needed to move the coal. The Tennessee Valley Authority estimated the average transportation savings of shipping by barge versus alternate mode of transport to be \$6.92 per ton for coal, \$29.65 per ton for chemicals and averaged \$10.54 per ton for all cargo. The inland waterway cargo-carrying fleet includes 2,500 tank barges. There are also 25,000 dry cargo barges. A fleet of 5,200 towboats and tugboats supports the barge fleet. The fleet travels the inland waterways by using more than 170 lock sites. There are more than 1,700 river terminals along the Western Rivers. 59 percent of inland terminals are grain, coal and other dry bulk facilities. Liquid bulk terminals account for 27 percent; half of which are petroleum facilities. The terminals on the inland system are less concentrated geographically and provide almost limitless access points to

the waterways.

The task of securing this transportation system is perhaps one of the Coast Guard's most complex challenges. Not only are multiple jurisdictions involved, the sheer length of the transportation system is daunting. To respond to this challenge the Coast Guard through the Eighth Coast Guard District command located in New Orleans has initiated three major programs, which when combined, significantly increases maritime security, maritime domain awareness and interoperability with the public and commercial operators.

In perhaps one of the most under publicized homeland security initiatives, the Inland River Vessel Movement Center (IRVMC) was created. In response to direction from the Department of Homeland Security and in consultation with the maritime community operating on the rivers, IRVMC, located in St Louis, was established in 2003 to help develop greater maritime domain awareness (MDA) on the Western Rivers through the tracking of Certain Dangerous Cargoes (as specified by regulation) that are carried in barges. Each year IRVMC tracks over 36,000 transits of barges carrying these hazardous cargoes, at 94 individual reporting points, over 10,300 miles of the inland rivers, including thousands of tran-

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sits through High Density Population Areas. Commercial operators report the location of barges carrying specified cargos to the IRVMC either electronically or manually. IRVMC provides this information to the inland river Coast Guard Captains of the Port (COTPs). The COTPs then are able to schedule security boardings and escorts based on individual risks associated with the movement of the cargo through specific regions of the country. The information provided by IRVMC is essential to the Western Rivers Maritime Security mission and provides the only MDA within the inland rivers system. A second initiative was the Louisiana River Watch Program a joint effort between the Eighth Coast Guard District and the Louisiana National Guard. Based on the tenets of the Neighborhood Watch Program, this awareness program asks those who work, live, or recreate on or near the water to be aware of suspicious activity that might indicate threats to our country's homeland security. Citizens are urged to adopt a heightened sensitivity toward unusual events or individuals they may encounter in or around ports, docks, marinas, riversides, beaches, or communities. Anyone observing suspicious activity is simply asked to note details and contact local law enforcement. In 2004, the Coast Guard expanded the Louisiana River Watch and other similar programs to the national level renaming this partnership with the public as America's Waterway Watch. This collective national action is designed to increase the awareness of all Americans to suspicious activities on or near our coastlines and river systems.

The third initiative was the establishment of the Western Rivers Area Maritime Security Committee. A quick look at a national map reveals that the Western Rivers system includes six ports that have been identified as economically significant: Memphis, Louisville, St. Louis, Pittsburgh, Cincinnati and Huntington. Paducah, although not a designated economically significant port is located at the confluence of three major rivers, is a major thoroughfare and has considerable infrastructure. Chartered in January of 2004 the Western Rivers Area Maritime Security (AMS) Committee was chartered in accordance with the Maritime Transportation Security Act of 2002. This Committee provides a forum for port stakeholders in the Western Rivers Region to work together in facilitating the Coast Guard's Ports, Waterways, and Coastal Security (PWCS) mission to deter, detect, prevent and respond to attacks against U.S. territory, population, and critical maritime infrastructure.

The Western Rivers AMS Committee

functions as the regional AMS Committee for the Western Rivers Region. As such, it incorporates the geographic boundaries of the COTP zones of Pittsburgh, Huntington, Paducah, Louisville, St. Louis, and Memphis, as described below. In addition, certain river portions of the COTP

zones of Chicago, Mobile, and New Orleans are incorporated into the Committee.

The Committee's mandate is to assure consistency in:

(1) Identifying critical port infrastructure and operations.

(2) Identifying risks (threats, vulnerabilities, and consequences).

(3) Determining mitigation strategies and implementation methods.

(4) Developing and describing the process to continually evaluate overall

(Continued bottom of next page)

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Mission Detection

Underwater Port Security

By Petty Officer 1st Class Amy Thomas,
Pacific Area Public Affairs

The Coast Guard's newest wave of anti-terrorism tool is being unleashed on ports nationwide. The Underwater Port Security System (UPSS) can detect, track, classify and interdict intruders, and allows for the inspection of hulls and pier structures or anything that is underwater without an invitation. It adds an additional layer of protection to our ports, and is available in the U.S. anywhere and anytime. It can hear, see and talk underwater and it's compact enough fit in a large suitcase.

"Terrorists are always looking for ways to attack elements of our infrastructure critical to our economy and our freedom," said Coast Guard Pacific Area Commander, Vice Adm. Harvey Johnson during a recent demonstration of the system in San Pedro, Calif. "Our ports are absolutely vital to this nation, and we are constantly looking for ways to improve our ability to protect them."

The UPSS is composed of two elements: the Underwater Inspection System and the Integrated Anti-Swimmer System.

The Underwater Inspection System uses divers who are trained to inspect ships' hulls, piers, as well as, to conduct ocean-bottom searches. It also includes Remotely Operated Vehicles that can be deployed underwater when it may be too dangerous to put a diver in the water.

"The Coast Guard has been lacking in this area for awhile," said Petty Officer 2nd Class Jacob Smith, an electronics technician assigned to the Maritime Safety and Security Team in San Pedro. "Before we had this system, it was all about crews standing lookout watches. We were really limited as to what we could see. Now, we can see very well in even cloudy or murky water."

The second element of the UPSS is the Integrated Anti-Swimmer system. The



Members of MSST 91103 perform a demonstration of the new IAS system Oct. 21, 2004. The system was officially unveiled on Feb. 2, 2005 during a press conference held at ISC San Pedro. (Photo Credit: Petty Officer 3rd Class Nathan Henise, PADET San Pedro)

IAS is comprised of a commercially available sound head that detects and tracks potential underwater threats, and a processor that classifies underwater contacts and alerts system operators to their presence. IAS is capable of guiding Coast Guard security forces to the threat, and provides high frequency sonar images to positively identify the contact as a swimmer or diver, and not marine life or some other object. Smith said MSST divers have been sent underwater to try to "trick" the system and to test its detection parameters, and so far the system has proved infallible.

"We've had the divers go at the system at all speeds and from all angles, and it detects them every time," he said.

The system, which will be housed with certain Maritime Safety and Security Teams throughout the country, is portable and is available for operational commanders for specific events either as a deter-

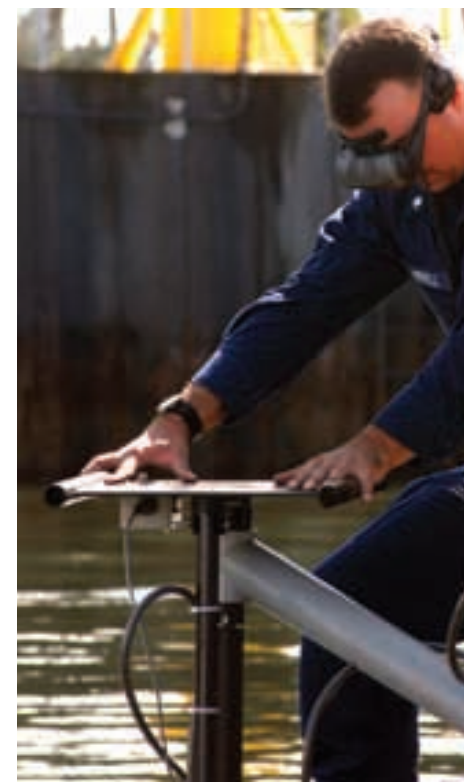
rent or in response to intelligence reports.

When the system is deployed, the Coast Guard will notify the public that specific security zones have been put in place. Should someone innocently enter a security zone, the Coast Guard will make reasonable efforts to communicate to them using underwater loud hailers before using any additional forcible measures.

Smith, who's been working with the system for about a year and half, said he underwent extensive training to become well versed in the system's operations. He said knowledge of wireless networking technology, as well as, general computer knowledge is necessary to become proficient at the system.

"There is a significant learning curve, but it is doable," Smith said. "It just takes time."

Concern over the effect this system might have on marine life led the Coast Guard to consult with the National Marine



Petty Officer 3rd Class Andrew Widell from MSST 91103 performs tests on the new IAS system that was officially unveiled on Feb 2, 2005. (Photo Credit: Petty Officer 3rd Class Nathan Henise, PADET San Pedro)

Fisheries Service. Preliminary data indicates that the system will not have a significant impact on any marine species, and the Coast Guard will continue to work with NMFS to ensure the environmental impact is as minimal as possible.

Many agree that this system is the next generation in port security and gives the Coast Guard the upper hand in detecting a threat.

"This system adds a layer of security to our ports by providing specific protection from underwater threats, and it reduces the chances of success for a possible means of attack," said Johnson. "It is by no means a guarantee, but it is an important step forward."

(Continued from previous page)

port security.

It also provides a forum to work through differences and allow all stakeholders with a certain port to "get on the same sheet of music." Finally, the AMS Committee prepares and maintains the Western Rivers Area Maritime Security Plan, referred to as the "WRAMS Plan." The WRAMS Plan addresses port security issues and security operating procedures common to all COTP offices in the region while incorporating annexes devel-

oped by the individual COTPs and their Area Maritime Security Subcommittees to address port-specific concerns. The regional committee and its subcommittees are critical platforms for the COTPs, as the Federal Maritime Security Coordinators (FMSCs), to coordinate multi-agency and private sector security efforts in accordance with the Maritime Transportation Security Act. These three Coast Guard led initiatives have paid large dividends toward providing maritime security

for a diverse wide-ranging and vital part of the country's MTS. The end result has been a much better prepared, coordinated and informed federal, state, local and private sector security partnership operating in unison to ensure the safe and secure flow of commerce along our inland waters. The Coast Guard's Western Rivers initiatives, including bold steps toward maritime domain awareness and maritime security must continue to be strengthened and matured.

About the authors

Rear Admiral Robert Duncan is the Commander of Coast Guard District Eight, Captain Ron Branch is the Chief of Operations for Coast Guard District Eight, Mr. Chris Doane is Coast Guard Atlantic Area's Chief of Port Security and Response, and Mr. Joe DiRenzo III is Coast Atlantic Area's Anti-Terrorism Coordinator. Mr. Doane and Mr. DiRenzo are frequent contributors to Marine News.

Deepwater Cutter Achieves Milestone

The U.S. Coast Guard's 140-ft. fast-response cutter has reached a systems requirements milestone resulting in the ship being one step closer to construction commencement.

The fast-response cutter is being built by Integrated Coast Guard Systems (ICGS), a joint venture between Northrop Grumman Corporation and Lockheed Martin, under the Integrated Deepwater System Program.



The 140-ft. fast-response cutter is being built by Integrated Coast Guard Systems (ICGS)

The purpose of the systems requirements review was to present the ship concept to the Coast Guard and to confirm the customer requirements have been sufficiently developed, so the ICGS team can proceed to design development.

The new cutter has been developed to meet post-Sept. 11 mission requirements. The new composite-hulled craft, to be manufactured at Northrop Grumman's Gulfport, Miss., composites center, will have a 40-year hull-life.

The cutter will be interoperable with other Deepwater assets and will operate at 30+ knots, providing exceptional response and reaction capability. Typical missions will include near-shore fisheries patrol, migrant and drug interdiction, barrier patrols and augmenting patrols in areas of concern.

"We are facing very aggressive schedule goals for this program," said Mike Duthu, Northrop Grumman Fast-Response Cutter program manager. "To meet specific homeland security defense needs, the program has been accelerated by nearly 10 years from what was originally proposed at the time of contract award in June 2002. During the execution of each phase, we will have a Northrop Grumman team continually planning, scoping and proposing the next phase to achieve program milestones."

The systems requirements review, held at Northrop Grumman Ship Systems sector's shipyard in New Orleans, included demonstrations on the fast-response cutter's hull, mechanical and electrical design, the Command, Control, Communications and Computers, Intelligence,

Surveillance and Reconnaissance (C4ISR) suite and logistics support. ICGS also presented information on the ship's preliminary operational plans as an asset in the Integrated Deepwater System.

As a result of the systems requirements

review process, the Fast-Response Cutter program now moves into the preliminary design phase, with the customer review scheduled for this August.

The Integrated Deepwater System is a critical multi-year, multi-billion dollar

program to modernize and replace the Coast Guard's aging ships and aircraft, and improve command and control and logistics systems. It is the largest recapitalization effort in the history of the Coast Guard.

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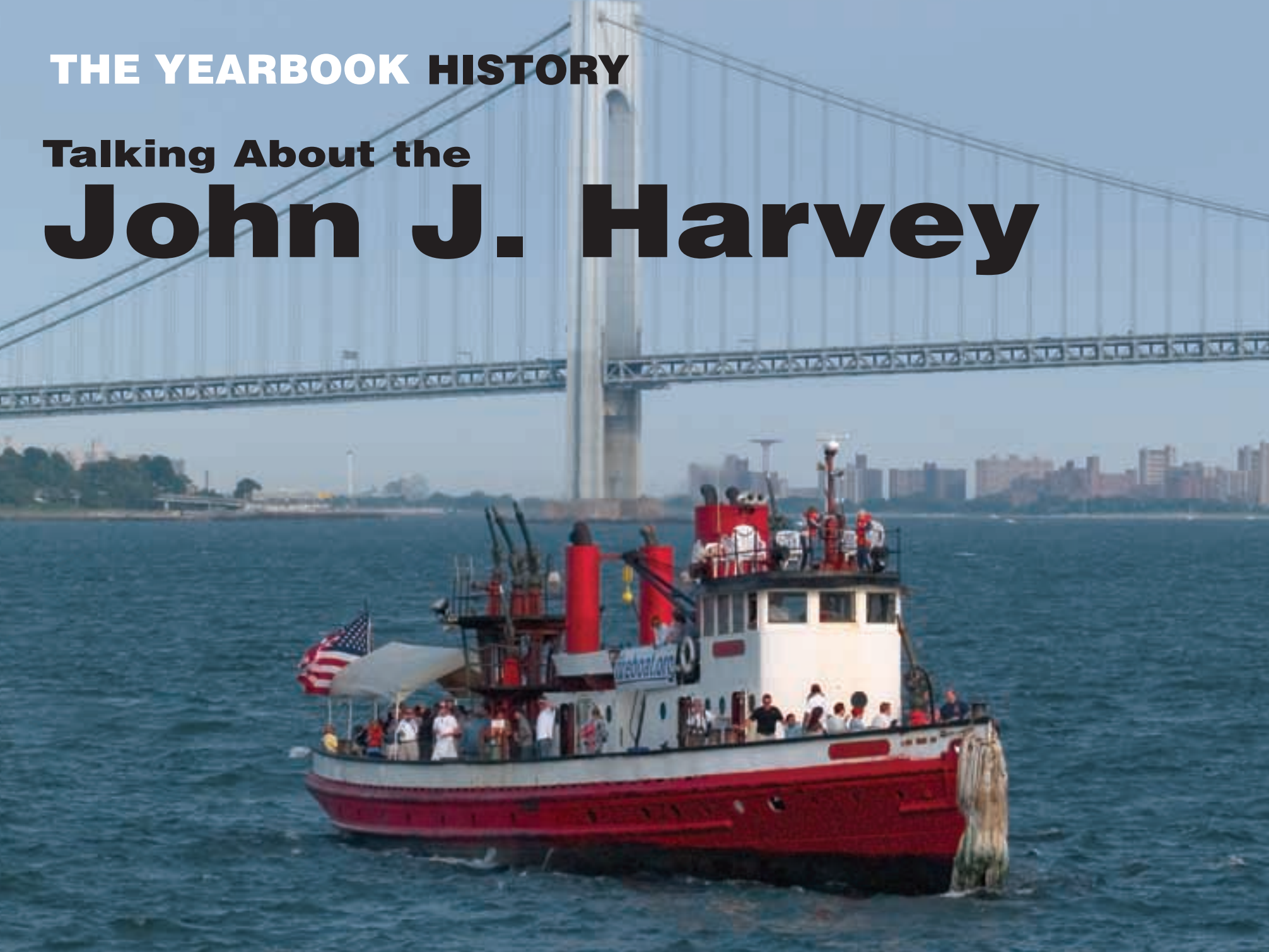


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THE YEARBOOK HISTORY

Talking About the **John J. Harvey**



July 4, 2004, the Harvey makes a detour on its way to the East River fireworks, and pays a call to the Fire Fighter, its 1938-built cousin still in service at Stapleton, Staten Island. (Photo: Don Sutherland.)

By Don Sutherland

Everybody talks about the John J. Harvey, and quite a few of them are doing something about it. The chipping, scraping, and painting you'd expect a 74-year-old fireboat to require has proceeded since the vessel became privately owned in 1999, but that's only the beginning of the discussion. For within the city the fireboat served for its first sixty years, a peculiar love/hate seems to have developed toward the harbor. That, more than leaks, can influence the future of the most historic of vessels, even as it affects contemporary ones doing their daily chores.

The John J. Harvey was built for these waters in 1931, launched into them by the Todd shipyards at Brooklyn and serving them steadily, reliably, even heroically. She was New York's first fireboat with an internal combustion engine, and is characterized as the first "modern" fireboat. Her missions included the harrowing fire

aboard the ammunition ship El Estro in 1943, and the fire that doomed the Normandie the year before. She was placed in reserve in 1991, and declared surplus in 1995. After all that time, after all that work, the vessel might have been considered as inseparable a symbol of the city as the Statue of Liberty. A fixture of the harbor diorama for three generations, it would seem appropriate to find the old boat in retirement cruising her waters at leisure, as a human retiree might stroll Central Park.

Notwithstanding its nobility and service and even its good looks, a fireboat is a tool. Tools wear out, and they get replaced. They may have earned gratitude, but how to express it? The men at the FDNY possibly thought someone should do something about the John J. Harvey. But as an agency, their mandate is putting out fires. If somebody wants to preserve the sight, the symbol, the inspi-

ration of this grand old icon, they're perfectly welcome to come to the auction.

Which is exactly what a group of citizens did, outbidding the scrappers by an intended ten dollars. Interesting to consider how the outcome might have been different, at today's steel prices.

Cold Potato

Initially a half-dozen owners pooled cash to buy the old fireboat and see to its upkeep, but two in particular are most quoted. "I think I must have had too much to drink one night," said Huntley Gill, an architectural preservationist who had been restoring a wooden boat at Pier 63, North River, "and decided it would be a cool thing to have a fireboat." Pier 63's operator, John Krevey, had previously interested himself in restoring another retired fireboat, the Archer, but plans fell through. There seemed to be little enthusiasm for providing dockage by the propri-

etors of the Hudson River Park, which controls most of the Manhattan shore from the Battery to 59th Street. Then the Harvey became available, and Mr. Krevey already had fireboat-restoration plans on paper. "It was a no-brainer. All I needed was a few fools to help pull it off."

Mr. Krevey had taken the water route to find his fools. Raised in Seattle, which he describes as a sliver of land surrounded by boats, an electrical contractor by trade, he found himself one day in Maryland, buying the lightship *Frying Pan*. It had been sitting on the bottom for a couple of years. "Why buy a sunken lightship? You wake up one morning, and it seems like a good idea." The mind can easily skip the tactics and strategies required to restore a sunken vessel, and go straight to the fruits of it all. "It's like having a country house - except that with the country house, you always go back to the same place. That's boring. With the boat, we could go anywhere."

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Using his electrician's skills, Mr. Kreyev installed a system of batteries that could hold enough of a charge from the generators to keep the lights and appliances running. "It was quiet, and the boat is big enough that you don't rock with every wave." Anchored offshore, the lightship became the Kreyevs' home for a half-dozen years, from which they commuted to towns like Annapolis, Philadelphia, and Cape May by rowboat. "We were pretty nomadic," he recalls. Finally he made New York, taking a berth adjoining the Intrepid Sea-Air-Space Museum.

"I was looking for an office for R-2 Electric, my electrical business, and found the location at Pier 63," which is 23rd Street and the North River, just north of the structures now known as Chelsea Piers. "At the time they were trying to build Westway, but were being stopped by concerns over the snail darter, or something like that. So they were giving only short-term leases. We've been here mostly for 30-day terms, never more than a year officially, since 1979. More recently, instead of Westway it's been the Hudson River Park. Under the legislation that created the park, we've got to go," as does Basketball City, an emporium and mecca for basketball culture with its six available courts, which became Mr. Kreyev's landlord years ago.

An eviction, if enforced, would be harder on the bas-

ketball facility than Pier 63 Maritime, for that structure is not exactly a pier. It's an old Erie-Lackawanna Railroad spud barge, inspired by the use of similar structures by the Intrepid museum. "We had the hardest time finding a barge," Mr. Kreyev recalls, "and had to go from dock to dock on a search. We finally found this one, rusty and rotted, used by an automobile dealership on Staten Island." If required for the future, the old spuds can be raised and the operation moved from 23rd Street. Pier 63 could become Pier Something-Else, and still play host to its ships of fools.

A pier which is itself an historic floating structure is bound to be a magnet for other historic floating structures. The North River Historic Ship Society has formed with John Kreyev's dock as its locus, an assemblage of private restorers of rusting relics. Members of the organization characterize it as a means to champion the common ground (or water) of like-minded enthusiasts, who otherwise compete for the limited resources available to them.

The competition for dockage could be severe in Gotham, as real-estate speculation along with parklands

gobble-up the shoreline (although the legislation creating the Hudson River Park does allow for "compatible" commercial waterborne uses). The problem was somewhat relieved by Pier 63 policies, which include low tie-up fees and a requirement that tenants do something useful, such as giving free public cruises, tours or lectures in the public interest. Contractually compelled to mount their own soapboxes, the restorers rise to their obligations.

The centerpiece of the pier, or more exactly its end-piece, is Frying Pan, the lightship that started it all. Soon the 1887 tugboat New York Central 13, ex-Hay-De, will return to the pier, after a couple years ashore for hull restoration. The tug Bertha, with a complete rebuild from the main deck up (See "What's In John Garner's Pocket," MN, May 2004 issue) will resume its station at Pier 63. New York Water Taxi uses the pier as its Chelsea stop (see MN, March).

But unlike the sterile terminals of the formal ferry services, whose purpose is to usher people quickly between harbor and city, Pier 63 has a restaurant and a bar, sometimes live entertainment, and a railroad caboose. That, and the John J. Harvey.



The John J. Harvey brought a lot of grief to a lot of fires in the years since 1931, its 18,000 GPM pouring through eight monitors and hose connects like these. (Photo: Don Sutherland.)

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What You Pay For?

Vessels facing retirement seldom receive lavish sums for their maintenance. The Harvey sat in reserve, then in retirement for the better part of a decade, before being auctioned. A survey was made in the middle of retirement, March 1997, by

Charles C. Deroko, Inc. whose repeated adjectives include "wasted:" "Frame 30 is totally wasted with no rivet connections below the waterline," "Rivet heads are severely wasted." "Hull frames are wasted in the forward end of this space. Bulkhead stiffeners show similar damage. Rivet

waste is widespread in this area." "The transom floor and portside cant frames, in the stern, are wasted with poor connections to the hull plating." Other disconcerting adjectives flow frequently throughout the report, and the casual boater might find the list of repairs a bit

daunting. In the opinion of Huntley Gill, the report is a thoroughly accurate and unbiased appraisal, whose authors understood it was in their sponsor's interest for the boat to sound bad. The sponsor was the South Street Seaport, which like many others in maritime New York recognized the importance of the artifact and the icon embodied in the Harvey. They wanted to add it to their collection, but were stopped, in John Krevey's view, by that same old stopper: money. He describes a proposal that the museum receive the fireboat and a half-million-dollar endowment to keep it afloat. The city declined. "After that, the city seemed to get tired of the situation, just wanted it off their hands. They started worrying about liabilities and things."

Mr. Gill reports that the next-highest bidder at the auction was Witte, at \$10,600. "Someone told us another scrapper was planning to bid \$27,000, so that dictated our bid - \$27,010. It was untrue, of course. We could have had the boat for ten dollars over Witte's bid. We paid the full twenty-seven-ten. Plus the saletax."

A commercial vessel would face all kinds of regulations before re-entering service, but the Harvey was, for the moment, simply an offbeat yacht to play with. "From Day One, we were all of one mind," says Mr. Gill, "and that was to get the boat running. Period. Unlike some people who are more orderly. Tim Ivory came to work for us as chief engineer, and that's when we started getting a grasp on the scale of what we had to do."

When John Krevey first described the boat to the investors, Mr. Gill recalls, "he said oh it's diesel, and we hadn't contemplated the fact that it was five diesels, and diesel electrics at that." Five main diesels, two auxiliary diesels, and Westinghouse drive motors. And pumps, and specialized equipment of all kinds, and a massive electrical system that had been modern seventy years before. Quite a wonderland for an engineer. "Tim said let's get it going, and see what comes up." Before too long, the boat was running at speeds Mr. Ivory places at about 15.5 knots. In her prime, the Harvey has been described as the world's fastest large fireboat.

A drydocking at Caddell's for general fixups was performed the following year. By that time, according to Mr. Gill, a dash of sobriety was setting in. "We realized the Harvey was a very important boat, and that she caught peoples' imaginations. A lot of people wanted to volunteer to work on her. Meantime, the owners were beginning to think about the long-term future of the boat, and wondering if we could deal with it successfully on our own. It dawned on us that if there were a lot of volunteers



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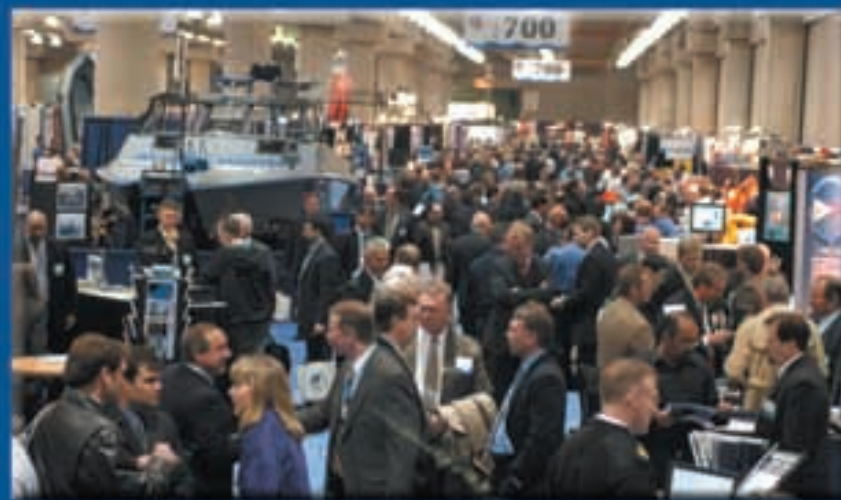
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there was a public interest, so we morphed into a not-for-profit."

The John J. Harvey has been placed on the National Register of Historic Places and, like the Statue of Liberty itself, is a National Landmark. The State of New York's department of Parks, Recreation and Historic Preservation announced a \$320,000 matching grant for the fireboat's ongoing restoration, and the Harvey is soliciting cash contributions, materials, services, all being tax-deductible.

The catch is that the money must be spent and the work done before the State pony's-up the matching funds. Two brand new propellers were recently donated by the Kennedy Shops in Mobile, Alabama, while a large cache of engine parts arrived from Atlas Power Resources of

Portsmouth, Virginia. Enough altogether has been raised - about \$80,000, including the matching grant to-date - to support the Fireboat's visit to Dorektor for drydocking. Continued funding is required, of course, and a public fund-raising party (with a \$25 contribution) has been scheduled for Saturday, June 18 on Pier 63. Further details are available at the Harvey's website, www.fireboat.org.

"I got a call from Kent Barwick," Mr. Gill recalls, "who asked, how is it that you pulled this whole thing off so smoothly, how did you plan such a thing? I said no, no, that's not how we do it around here. You see, you get a whole lot of people together who are really fools, and we all hold hands together at the end of the dock and jump at once."

Harvey in Medialand

Throughout a long career, the Harvey was admired as outstanding equipment by mariners and firefighters. Beyond those populations, the boat was a handsome though anonymous decoration in the background, spraying the skies in festive celebration of greater things. The Harvey welcomed the first Queen Mary on her maiden call at New York, as well as the Normandie, whose fatal fire she later fought. Back in the days when New York newspapers covered ship arrivals, many a famous liner was shown in salute, though the fireboat's own name made the captions only sometimes.

If the Harvey became a household word, it was through one of the few delib-

erate, malicious events the boat has had to combat. Manhattan's twin towers had pancaked into their blazes, and the street mains were broken. Every fireboat pump that could be mustered was called, to supply water from the river. When the FDNY learned the Harvey was operational, it requested the retired vessel's assistance. The assistance was granted, and ground-on for days.

Where most local communities outside the New York City (and even within) have volunteer fire engine companies, volunteer fire boat companies are a rarity. Becoming such had not been on the Harvey's agenda before 9/11, nor has it been added since. It was a fluke that brought the vessel back to action, whereupon it did what everyone did, which was whatever

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OSHA, where were you when we really needed you? 1931-vintage electrical control panel is one of two in Harvey's engine room, this one to control the pumps. It says "Danger" twice. A larger one aft controls the propulsion motors, and has even more of Dr. Frankenstein's exposed switches. (Photo: Don Sutherland)

they could. New York's most tragic day was also one of its finest, as its mariners collectively rallied an effective response to the unimaginable. But within the Harvey's role in particular there were resonances, things people could read as metaphors and parables as they wished, ranging from the abandonment by the city of perfectly good equipment, to a maritime reprisal of the little engine that could.

The fireboat's proprietors are privately reserved about their minutes of fame. They're glad to have helped, but



August 29, 2001, the Harvey's pumps drive a festive display through the air, for public admiration and amusement. One dozen days later, those pumps were fighting fires again. (Photo: Don Sutherland)

wish they hadn't had to. Still, their website (www.fireboat.org) leads-off with a fund-raising plea attributed to The New York Times: "A fireboat that pumped water to firefighters for 80 hours at the World Trade Center during and after Sept. 11, and became the focus of a children's book, is now itself in need of help."

Fundraising requires marketing, and marketing requires simplicity. Plenty of vessels in seeking support come up with a soundbyte to define their immortality. The old cutter Tamaroa, stationed for decades within



The Harvey's broad engine room is packed with machinery, including five main diesels and two auxiliaries, pumps, and much unique equipment. The owners recently bought two Fairbanks-Morse OPs for parts, and welcome contributions of equipment and supplies. (Photo: Don Sutherland)

sight of the Harvey, could point to a thousand noble deeds performed in careers as a Navy ATF and Coast Guard WMEC, but it's her heroics in "The Perfect Storm" - the book and the movie - that get the headlines. When the tug Hay-De returns, she could possibly be robed in her own movie stardom, as a set and a prop in the early 90s feature, "Billy Bathgate." So far as is known, no other ex-railroad tug has had Bruce Willis and Dustin Hoffman both aboard, with Nicole Kidman lounging in a stateroom that would do the QM2 proud.

Movie stardom may not have much to do with maritime preservation, but it works. (It works for park planners, too. New York City Parks Commissioner Bernadette Castro, who is also a director of the Hudson River Park, "is fondly remembered by millions as the little girl opening the Castro Convertible on television," according to the Hudson River Park website. "The commercial ran over 40,000 times, earning her the distinction of being 'the most televised child in America.'")

The Harvey's soundbyte has one added dimension: her latest heroics took place in retirement. If somebody hadn't decided to save the boat and restore her in the first place, that contribution would not have been made.

Flying Dutchman's Fleet?

New York lost the Tamaroa to Baltimore, after years of languishing at the Manhattan shore. Individuals and groups petitioned her owner, the Hudson River Park, for the privilege of boarding, fixing, closing-up the doors. They were rebuffed. They included individuals active in the North River Historic Ship Society. They included individuals active in the Harvey. They do not have such a bright view of the record of the Hudson River Park.

"The park plan calls for piers for historic vessels," Huntley Gill reports. "Where are they?" John Krevey's movable feast, bought with his own money, is the only dedicated resource - and the park legislation specifically calls for its removal (Basketball City is fighting the eviction). "There's a grass and trees mentality," says Mr. Krevey of people who dislike the sight of rusty old boats, or even shiny new boats. Says Huntley Gill, "there are people who won't be happy until the New York waterfront is all sandy beaches." A boat-restoration colony would not seem to fit that esthetic. Nobody really knows what would happen if some inspired real-estate developer erected a gated community for motorheads, with machine shops and toolsheds as common as bodegas. But

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something not too distant from that may be shaping-up in Kingston, New York, where there are perhaps fewer yuppies and more of a population with both historical and personal connections to the water. A new undertaking has been quietly underway, involving the acquisition of the old Cornell tugboat company building on Rondout Creek, the purchase of local scrapyards for conversion, and the old town dock to continue serving as a public amenity for a renewed Kingston waterfront. The new development would incorporate the resources and much of the vision of Steve Trueman's North River Tugboat Museum, with which the Harvey and the presence of North River Historical Ship Society members would be incorporated.

Whether this will lead to Mr. Trueman's "Mystic Seaport of Iron" reported here last year remains to be seen, but the

early indicators are promising. A big maritime festival is scheduled at Kingston for August 19 and 20th, at which antique tugs such as the Pegasus, Chancellor, Urger, and others are expected to join the festivities, and the bodacious development plans revealed in detail.

Meanwhile, back downstate, New York City still nurses the black eye it received when Bayonne, that small New Jersey community barely visible from Manhattan's residential towers, got the cruise ship terminal. And now Kingston, even further from the center of Manhattan's universe, gets the history center and all its traffic?

As much as the Hudson River Park has been criticized by restoration-minded motorheads, it is not, in John Kreyev's view, entirely a villain. "They have more problems than people realize," he tells us,

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"in getting this park built. They've been behind marinas consistently - it's part of their legislation. But they have to comply with the Army Corps and the DEC too."

Many have described the Park trust as

indifferent to ship restoration, and even hostile. "They told me they didn't want the restorers to create 'another Tamaroa incident,'" said one restorer incredulously. "I told them, 'the Tamaroa was your boat.

That was your incident. Our boats are being taken care of. All of them."

But John Krevey believes the spirit was willing in the Park management. On March 17, a plan was laid-out that Hunt-

ley Gill calls "breathtaking" - DEC proposed moving Pier 63 three blocks northward, to the old transfer station at Pier 66A. "It's a railroad float bridge," said Mr. Krevey. "What could be more appropriate for a railroad barge - and an 1887 railroad tug?" Mr. Krevey tells us the old structure was saved from demolition and rehabbed largely through a campaign of Tom Flagg, whose books on past New York Harbor rail operations are considered definitive of the subject. In union with a pier made from a railroad float, the sculpture of the bridge adopts its own diorama, to be populated with period pieces spanning the 19th and 20th century. Kingston gets its workboat historical center, and New York gets its workboat historical center. That creates quite a corridor for maritime buffs, history buffs, culture buffs of all stripes.

More approvals must be issued, including an assessment by the National Marine Fisheries, whose concerns, according to Mr. Krevey, include the breeding of striped bass, who might want to look at shading issues and other effects the floating installation would have on migratory patterns. "I'm told [Congressman] Jerry Nadler has agreed to send a letter in support of the concept" which, Mr. Krevey anticipates, will start taking form around Thanksgiving. Congressman Nadler has more than an historical interest in rail transport around the harbor. He considers vehicular congestion - too many trucks on the bridges and streets - among the highest priorities, and is author of a grand scheme to surmount it. He's calling for a cross-harbor tunnel for rail, from Greenville to a location in Queens. If it were begun tomorrow, it would require \$7 billion, and would take 25 years to enter full service. The pollution and congestion would be much worse then, of course, but they're already considered intolerable. Is there an interim solution, a source of relief for the short term? The New York State DOT reminds us that one tug and barge can move the volumetric capacity of sixty-four eighteen-wheelers. New York Cross Harbor Rail continues hauling cocoa and coffee on rail floats between Greenville and Red Hook, and the City built - though has never used - two carfloat bridges at 65th Street in Brooklyn. Let's say all of these facts are dots. What does it take for planners to connect them? Ferries made a big comeback in New York - what other harbor resources deserve revisiting?

If Pier 63 goes to the old transfer station at 66A, and the Harvey goes with it, a lot of old things will be new again. The John J. Harvey never really retired so much as it made a career change. It went from fighting fires to igniting ideas.

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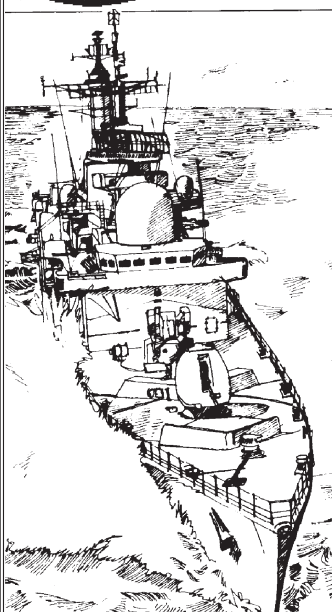
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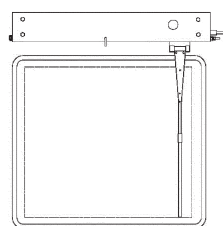
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Master of New Construction and Repair

By Larry Pearson

Master Marine, Inc., Bayou La Batre, Ala. is an innovative shipyard that has kept ahead of the shifting tides of shipbuilding in this town that once built shrimp trawlers almost exclusively.

Today that business has all but disappeared, but Master Marine has prospered by building both new vessels and has a contract with the Coast Guard for Post Dry Dock Maintenance Availability work.

In the area of new construction, the yard has just delivered the first of a new series of 40-ft. vessels called the PCLT or Pilot-CrewLineTug. The boat has a 16-ft. beam, 4.2-ft. draft and a hull depth of 7.2 ft.



A small Coast Guard 41-foot search and rescue vessel is at Master Marine for repair.

It is designed to be a versatile vessel, able to transport pilots or crew to larger ships as well as hauling lines from these vessels or handing them off to mooring dolphins. The PCLT can also handle ship movement duties as a tug.

"We have delivered the first of these vessels to a company in St. Eustatius, Netherland Antilles," said Steve Roppoli, vice president of sales for Master Marine.

Called the Aloï, the first boat was equipped with a pair of 271-hp Detroit



The 123-foot lengthened and modernized Vashon at Master Marine. The deep V notch in the stern of the Vashon is an obvious sign it is one of the renovated vessels. The V notch lifts up so a RIB can be self-deployed and recovered.

Diesel 6-71 engines with an Isuzu 16 kW genset. Steering is electro-hydraulic and a metal rope guard to keep lines from being entangled in the running gear surrounds the rudders and prop. Fuel capacity is 1,200 gallons.

"What we plan to do is to build a rather

standardized hull with a choice of propulsion power and three different main deck houses," Roppoli said.

The vessel delivered had a house that featured seating for 10 with a head and a table separating four of the seats.

"We also can configure it with a small-

er house that has enclosed room for the pilot and the rest of the main deck open and clear. That would be ideal for carrying cargo. Another option is a houseboat type enclosed deck that uses most all of the main deck space," Roppoli said.

Master Marine is ready to start another

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Running shot of the PCLT near shipyard.



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PCLT hull and will configure the house to the customer's intentions.

On the repair side of the business, Master Marine has a contract with the U.S. Coast Guard to perform Post Dry Dock Maintenance Availability on their Island Class patrol boats and other vessels as well. "We have repaired 31 of the 49 Island Class vessels in our yard," said Master Marine President Brett Dungan. That represents all of the Island Class vessels on the East and Gulf Coasts. "The cutters come in usually for about 90 days. We dry dock them to repair any underwater damage and to paint up to the water line," Dungan added. "The crew usually has a "punch list" of items needing replacement or repair," Dungan reported. Topside painting is usually a part of the project as well. The yard has already seen some of the 123-ft. Island Class vessels that were extensively modernized and lengthened by 13 ft. at Bollinger Shipyards. At the time of our visit, the Vashon was in dry dock, one of the modernized and lengthened vessels. In an adjoining dry dock was the Kodiak Island, one of the last 110-footers built, not yet scheduled for the Deepwater upgrades.

Both were in for scheduled maintenance work, which is separate from the Deepwater contract to modernize a still unknown number of these patrol boats.

Master Marine also completed the hull strengthening fix on one of the Island Class vessels that has been modernized.

In another part of the yard was a U.S. Coast Guard 41-ft. search and rescue vessel assigned to Pensacola, Fla. It was under repair as well. The Coast Guard contract means that Master Marine has a steady flow of repair work plus the facilities for new builds such as their innovative PCLT vessel.



Master Marine has delivered the first of a new series of 40-ft. PCLTs. Pictured is the PCLT's pilot house.

Washington Passes Oil Spill Measure

Gov. Christine Gregoire on May 6, 2005, signed bills that will establish an Oil Spill Monitoring and Oversight Council to provide independent oversight of the state's oil-spill program and a new Washington Academy of Sciences to advise state government on scientific questions.

"We are taking positive action today to ensure that our waters are protected from pollution," Gregoire said at a bill signing ceremony held in Tukwila.

"The new advisory council represents a partnership of industry, government and local communities in our efforts to prevent oil spills." The new 16-member oil-spill council will:

- Provide early consultation with government decision makers regarding the state's oil-spill prevention, preparedness and response programs, and
- Promote opportunities for the public to become involved in oil-spill response activities. The new academy of sciences will include highly qualified persons in a wide range of scientific disciplines who are willing to contribute their time and expertise for assessments of complex public policy questions. The presidents of the University of Washington and Washington State University are charged with organizing the academy.

"This academy will provide the Legislature and me with an independent source for scientific analysis and recommendations on some of our thorniest policy issues," Gregoire said. "This will lead to better decisions and enhanced public trust that we are utilizing the best available science in our work." The new academy is expected to be formed by 2007.

Employer And Limit Liability

The U.S. Court of Appeals for the Eighth Circuit ruled that the employer of a vessel's crew is not entitled to limit its liability for damages caused by negligence of a crewmember. In the instant case, the towboat was owned by one company and was crewed by employees of another company.

The crewing company was responsible for routine maintenance, but the towboat owner was responsible for other work, including scheduling, insurance, repairs, and relations with the Coast Guard. The towboat and its tow allided with a bridge on the Mississippi River during a period of high water.

The barges broke loose and damaged property owned by third parties, who filed claims. The owner filed a complaint in federal court seeking limitation of liability. The crewing company joined in seek-

ing limitation. Following an extensive analysis of the degree of control a non-owner must exercise so as to be entitled to the benefit of the Limitation of Liability

Act, the court determined that the crewing company did not exercise sufficient authority over the vessel to meet the statutory requirement. In the Matter of Amer-

ican Milling Company, Ltd., No. 03-3441 (8th Cir. —HK Law)

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Circle 102



Americ

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Circle 103



Atlantic Marine

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Circle 104



Marine Sonic

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Circle 105



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Circle 106



McMurdo

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Circle 107



Maersk

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Circle 108



McNichols

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Circle 109



Parker

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Circle 110



Ultra Dynamics

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Circle 111



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Circle 112



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Circle 113



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Circle 114



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Circle 115



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Circle 117



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Circle 118



ShipNet

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Circle 119



Centa

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Circle 120



MTU

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Circle 121



Furuno

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Circle 122



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Circle 124



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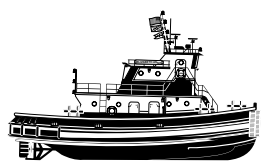
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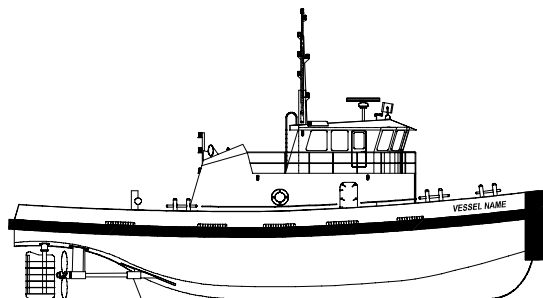
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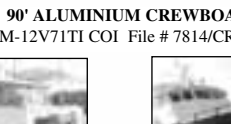
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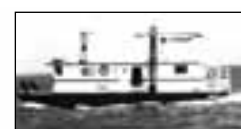
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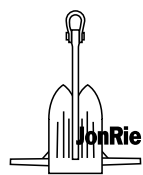


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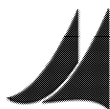
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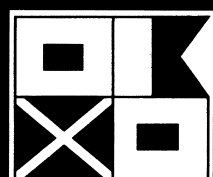
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