

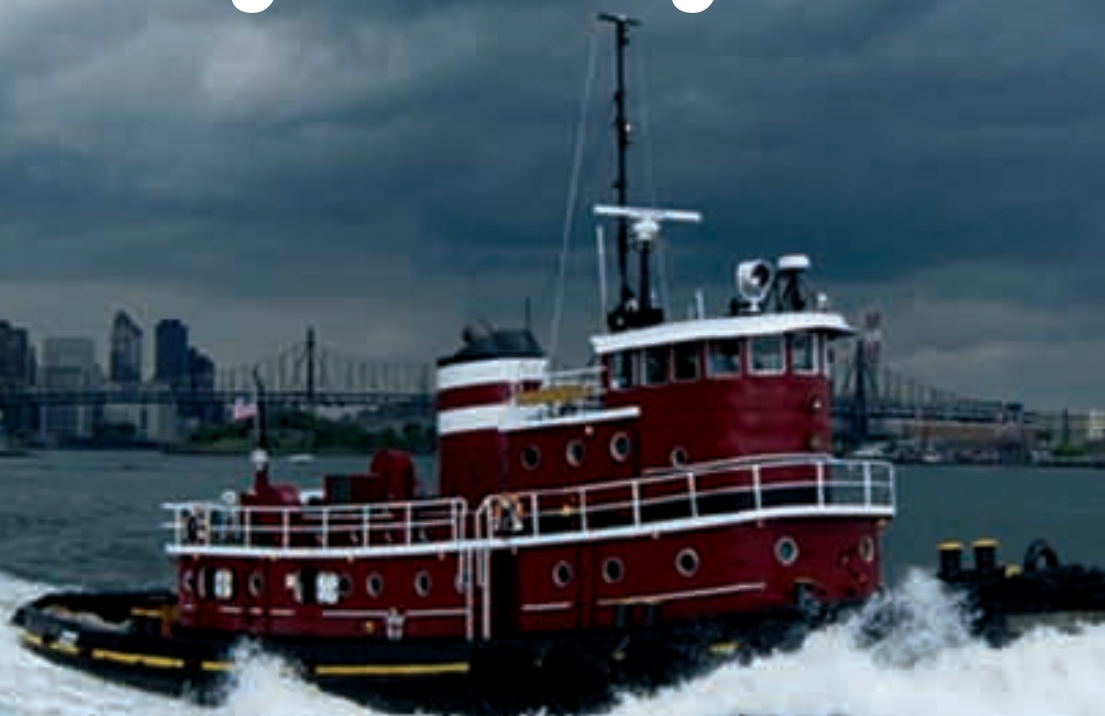
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July 2005

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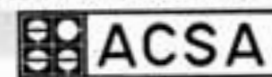
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**On the Cover:** Tug Stamford, sent down from Portland days in advance of the Fleet Week parade, chased by storms much of the way, the single-screw classic was sighted on the East River. Story on p. 24 (Photo: Don Sutherland.)

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## Kvichak Marine Delivers 40-ft. Fireboat to LACFD



Kvichak Marine recently delivered a 40-ft. Fast Response fireboat to the Los Angeles County Fire Department (LACFD).

Designed by Jensen Maritime Consultants of Seattle, the fireboat has a beam of 13.5 ft. and is powered by twin Caterpillar 3126B engines coupled to Twin Disc MG-5075A gears, which provide a speed of ~27 knots.

To optimize vessel control and firefighting capacity, LACFD chose a Cummins 6BTA.9-M3 dedicated fire pump engine, directly coupled to a Hale

80-FC 2400 GPM pump. A Stang fire monitor provides 1000 gpm of water flow and the fireboat has a 50-gallon AR firefighting foam system.

"Our mission is to protect and ensure the safety of the Marina del Ray community," said Chief Barry Nugent. "This new vessel is a multi-mission platform and provides our community with state-of-the-art equipment for fire fighting, emergency search and rescue, water recovery operations, emergency medical service and vessel assistance."

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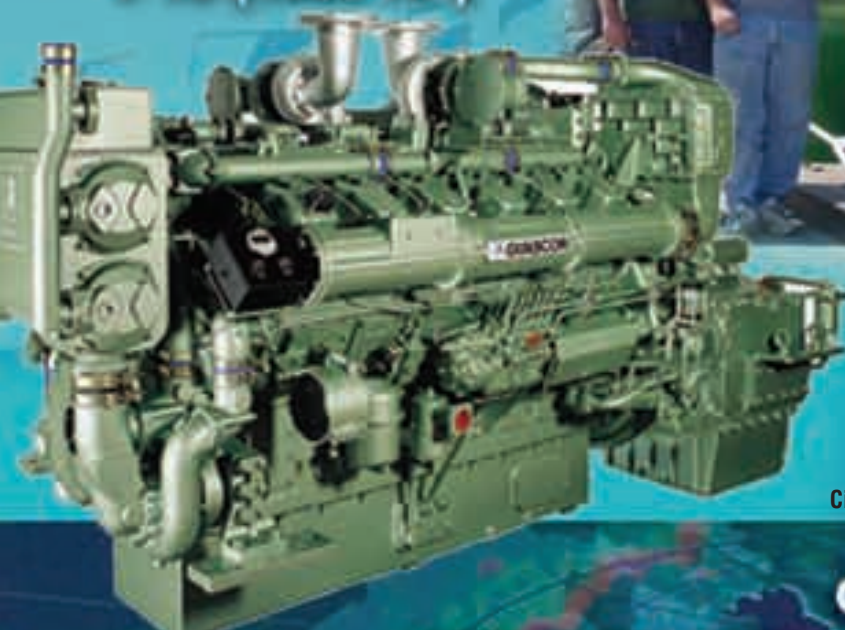
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## Integrated Improvement for Tug

Young Brothers, Ltd.'s tug, the Hoku Ke'a, has returned to service after being fitted with Nautican Research and Development Ltd.'s new Integrated Nozzle and Rudder Units at Foss Shipyards in Seattle. Mark Houghton, Vice-President, Maritime Operations, of Hawaiian Tug & Barge, Young Brothers reports that on the return trip to Hawaii, "the Hoku Ke'a was able to run at reduced r.p.m. and still averaged between 9.5 and 10 knots for the Pacific transit, towing a 340 x 78 ft. barge." This is the first installation of the Nautican Integrated Units on an ocean-going tug.

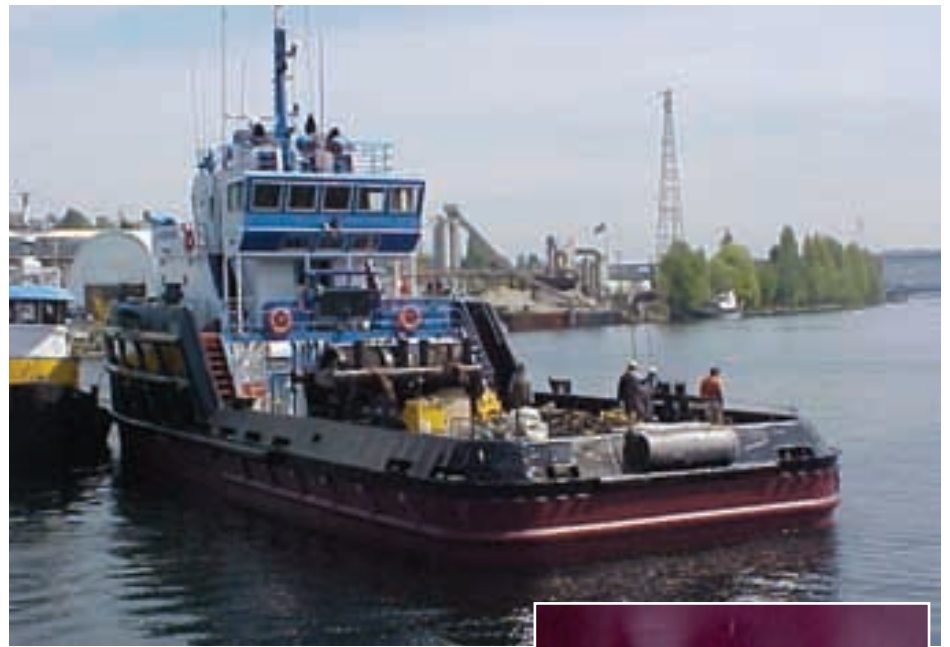
Prior to the conversion, the Hoku Ke'a was fitted with conventional open propellers and rudders. The 108 x 34 ft., 3,900 hp tug's bollard pull went from 88,853 lbs with open propellers to 132,810 lbs with the Nautican Nozzles. Houghton said, "Young Brothers considers the increase in bollard pull of approximately 50 percent, with fuel conservation and increase in towing speed to be a better economic business case than repowering the same tug for equivalent performance. The triple-aspect rudders reinstate, if not improve, the vessel responsiveness by providing additional steering surface area in the aperture created by the Nautican nozzles." Joe Gruzling, president of Nautican Research and Development Ltd., adds, "the thrust increase is 10 to 12 percent more than what any Kort nozzle will do at bollard, and at towing speed the increase will be even more."

"With the higher bollard pulling power, the tug will be able to conduct tandem

tows and still maintain required delivery schedules for our customers. Additionally Young Brothers has chartered larger barges, which the Hoku Ke'a will now be able to tow consistently in even marginal weather conditions," notes Houghton.

The results are consistent with the 2003 conversion to Nautican Nozzles of another Young Brothers tug, the Moano Holo. The 120 x 34 ft. 3,000 hp Moano Holo's bollard pull increased 58 percent, from 64,000 lbs to 101,500 lbs after the conversion from open propellers to 108 in. Nautican Nozzles. Houghton said, "We have proven the Nautican conversion on the Young Brothers tug Moano Holo is a cost efficient performance enhancement, that pays for itself in a short period of years. This type of cost-performance ratio provides the company with a competitive advantage."

The purpose of the Nautican Integrated Units is to save installation time in the shipyard. In this refit, each Integrated Unit consists of a 112-in. Nautican High Efficiency Nozzle and a set of High Efficiency Triple Rudders. A pre-swirl stator can sometimes be included, "but it is a more practical option for new installations," explains Gruzling. Dave Palmer, estimator/project manager with Foss Shipyards says, "Although it's the first time [for us] with this installation design, I think it went much smoother and I feel there has been some increase in the installation efficiency," as compared to the Moano Holo. He adds, "the effort for the alignment of the rudders was much less," on the Hoku Ke'a as an example of the



increased installation efficiency. But he notes, "it is difficult to put an exact figure on the improvement because the vessels have a number of differences from their structural configuration to their internal interferences."

Gruzling explains that, "because half the installation time is for installing and aligning the rudders, using the Integrated Units could potentially reduce the installation time by 50 percent." He adds, "there is also less chance of making installation errors, because the yard doesn't have to align each of the stators, nozzles, propellers, and rudders."

"We are looking forward to monitoring the Hoku Ke'a performance as she tows Young Brothers loaded barges between Honolulu and neighbor island ports. We expect to document faster transit times



with commensurate fuel savings," says Houghton. He adds, "we hope the Integrated Units will prove to be relatively maintenance free between scheduled dry dockings."

**Circle 9 on Reader Service Card**

## VT Halter Wins \$16.3M Contract

VT Halter Marine Inc., signed a \$16.3m contract to build a catamaran lift barge for Washington Group International (WGI) and WGI's joint venture partner, Alberici Group. The vessel will be fitted with special lift equipment that will be used to transport and place precast concrete segments in the U.S. Army Corps of Engineers' Olmsted Dam construction project. VT Halter Marine will build two 200 x 90 x 15-ft. units that will be assembled to form the catamaran lift barge. The vessel's configuration will allow it to effectively assist in the Olmsted Dam construction efforts, which will take place near Olmsted, Illinois on the Ohio River. Engineering and procurement will begin immediately and delivery is planned to occur in the 2H 2006. The catamaran lift barge will

be in service for approximately six years on this project.

Construction will be according to the 2003 ABS Rules for Building and Classing Steel Barges, with regard to structural hull design. It will also comply with USCG Rules for navigation and stability.

The Washington Group International / Alberici Group was awarded the \$564M contract to build the Olmsted Dam during January 2004. Estimated completion of the project is 2012.

**Circle 12 on Reader Service Card**

## Moose Wins Patrol Boat Contract

Moose Boats won a contract from the Department of Transportation, Maritime Administration (MaRaD), for the construction of two Moose 340C Catamaran Patrol Boats. These patrol boats will be



assigned to the Suisun Bay Reserve Fleet located in Benicia, California. The Suisun Bay Fleet consists of dry cargo ships, tankers, military auxiliaries and other types of reserve ships in the custody of the Maritime Administration.

The Moose 340C is a 37.5 ft. All-Aluminum Jet Powered Catamaran with twin Cummins 380 hp turbo diesels and is propelled by Hamilton 292 water jets. This vessel can attain a top speed of over 34

knots, cruise at almost 30 knots, come to a full-speed stop in less than two boat lengths.

Its 21 in. draft will allow all of this to be done in less than 3 ft. of water which is ideal for its patrol application in the Suisun Bay.

**Circle 70 on Reader Service Card**

## M/V Harbor Queen Starts Service

Blount Boats, Inc. completed the new dinner boat, Harbor Queen, which was commissioned for service in Newport Harbor on June 9.

This vessel was designed in house to attract tourists to Rhode Island's scenic Narragansett Bay. The Spirit of Newport Company will operate the Harbor Queen from Bowen's Wharf, Newport, RI, alongside her sister ship, Spirit of Newport in



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Newport Harbor. The ceremony featured Rhode Island's First Lady, Susan Carcieri as sponsor, christening the Harbor Queen, followed by the USCG Color Guard and Roger's High School Orchestra playing the National Anthem.

The Harbor Queen will be Newport's first high-end luncheon/dinner cruise vessel with an all season operating capacity. The 80 x 30 ft. vessel is designed for up to 149-seated passengers, with climate controlled heating and air-conditioning in the deluxe interior surrounded by large glass vista-view, yacht-style windows on the first and second deck. Second deck features an observation/seating area and open-air deck.

The steel constructed vessel is powered by two 400 hp D2842LE Man engines with Twin Disc 518 Marine Gears and two 96 kW Northern Lights M6108 QA2 1,200 rpm for silent operation. Complete Lo-Rez isolation mounts are installed with Navy hull board and lead for structural vibration dampening.

The vessel is also equipped with remote engine control and steering and dual radar.

**Circle 13 on Reader Service Card**

## Rigdon PSV Fleet Continues to Grow

Larry Rigdon, president and chief executive officer of Rigdon Marine announced the delivery of the M/V St. Louis, the eighth of 10 GPA 640 platform support vessels (PSV) being built at Bender Shipyard in Mobile, Ala. Hanan Harkness, wife of James Harkness, CFO Officer of Rigdon Marine, christened the vessel before it was dispatched for contract work



James and Hanan Harkness

in the Gulf of Mexico. "As we near completion of the delivery of the ten GPA 640 PSVs, we are extremely pleased that the offshore industry has embraced our fleet," said Larry Rigdon. "The immediate deployment of the M/V St. Louis reinforces the numerous advantages of the GPA 640 class of vessels. Our offshore mariners are skillfully utilizing the tech-

nology and capabilities of the GPA 640 to provide safe, reliable and professional service to our customers." Rigdon Marine also delivered of the M/V Toulouse, the ninth GPA 640 platform support vessels. Mrs. Flossie Dawson, wife of Captain Kenneth Dawson, Marine Superintendent of Rigdon Marine christened the vessel before it was dispatched.



Frank Terrell, Vice President, Marketing, Bender Shipyards, presents Mrs. Flossie Dawson with the traditional bottle of champagne to christen M/V Toulouse Captain Kenneth Dawson, Marine Superintendent, Rigdon Marine, (upper left) and Richard Currence, Jr., Vice President, Operations, Rigdon Marine (background) look on.

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"Ken Dawson is a fine example of the type of professional mariner that has joined Rigdon Marine," said Larry Rigdon. "To have Flossie Dawson christen our ninth platform support vessel the M/V Toulouse, was an extremely proud day, not only for our organization, but for the Dawson family as well. Ken worked his way up the 'hawsepipe' to become a highly respected mariner in the offshore marine industry. Captain Dawson is a member of both the distinguished Merchant Marine Personnel Advisory Committee (MERPAC) and the National Offshore Safety Advisory Committee (NOSAC) which both provide industry advice and recommendations to the United States Coast Guard."

Rigdon Maine is scheduled to take delivery of M/V Esplande, the tenth and

final GPA 640 platform vessel in August, 2005.

## Wesmac to Launch 42-ft. Patrol Vessel

Surry, Maine-based Wesmac Custom Boats launched a 42-ft. marine patrol vessel for the Maine Department of Marine Resources.

Maine will be based on the USCG Station in Jonesport and captained by Specialist Mark Murry. It is outfitted with all of the specialized equipment that will need to better serve the fishing industry off the eastern Maine coastal waters with items such as: Stainless steel hydraulic assisted davit to inspect anchored trawls; High Tec communication radios, computer, sired loud hailer and blue light system

and plotters eight man life raft, survival suits, heat furnace, under water lights.

Maine was built by Stephen Wessel and his crew at Wesmac in Surry, Maine.

Maine is the third Wesmac Patrol Vessel to hit the coastal waters to help the law enforcement team serve the fishing industry to its full potential.

## Mercury Marine Debuts PT 850 RIB

Mercury Marine introduced its new 8.5m Patrol RIB to the U.S. Navy at the annual Multi-Agency Craft Conference (MACC) held in May in Norfolk, Va.

This launch allowed U.S. Navy small boat operators, program managers and other military support personnel to be the first in the U.S. to view and operate Mer-

cury's latest PT 850 RIB for consideration in tactical use applications. The rigid hull inflatable was configured with a stand-up seating center console along with twin jockey seats and a folding light and electronics arch, and it was powered by twin 150 hp OptiMax engines.

## Bollinger Promotes Five

Bollinger Shipyards, Inc., announced several promotions and assignments of its management team in order to meet the demands of increased business, expanded services and new technologies according to the Lockport, La. headquartered shipbuilding and repair company.

Craig Roussel has been named Vice President of Corporate Operations for the

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company. His responsibilities will include state government relations, business incentives, and management of the companies ISO/Quality System, Environmental Services and Corporate Communications. In the seven years with the company, Roussel served in progression as director of business development, director of corporate procurement, vice president of Procurement and recently as vice president of High Speed Vessels

Darren Savoye has been promoted to the position of vice president of business development for Bollinger Shipyards. He will be instrumental in continuing to develop relationships and future programs within the Department of Defense and other U.S. Governmental agencies.

Bob McDonough has been named vice president of bollinger High Speed Vessels (BHSV). He will be responsible for developing the detailed build strategy for the Incat-designed High Speed Craft in the U.S., as well as develop detailed cost analyses for the project. In his combined 16 years with Bollinger, he began his career as assistant program manager and Manager of Planning and Scheduling for the U.S. Navy Cyclone Class of vessels, later assuming the role of director of production and Estimating, and currently, vice president & general manager of Lockport New Construction.

Gary Lipely joined Bollinger as vice president of sales, new construction. Gary will be focused on the continued development of Bollinger's diverse customer base with a focus on new construction opportunities. Valarae Bates has been named director of ISO/Quality System and corporate communications.

## Rigid Inflatable Pilot Boat

Gladding-Hearn Shipbuilding, Duclos Corporation, has begun construction of a new launch for the Charleston, S.C., pilots, the first in a new line of rigid bottom, soft-sided pilot boats. The jet-driven, all-aluminum launch measures 40 ft. overall, with a 13-ft. beam, including the inflatable collar, and a shoal 2.4-ft. draft. Designed by C. Raymond Hunt Associates of Boston, the deep-V hull features a steep 24-degree dead-rise at the transom that increases to a very fine entry forward. Ample chines and multiple spray-rails will provide an efficient running surface and will deflect spray away from the tubes to provide a dryer ride and reduce collar maintenance. A Wing Inflatable's polyurethane, multi-chambered collar, measuring 28-in. in diameter, will be installed around the hull. An on-board, compressed-air system allows the pilot to inflate the tube sections from the console. Half-in. thick fenders will be laminated to the tubes' outside surfaces to increase puncture resistance, and a heavy-duty pipe guard will be installed across the transom, along with a grating platform above the waterjets. The vessel is designed to also accept a solid inomer foam collar, as well as Wing's hybrid air-foam-polyurethane collar.

Twin Cummins QSL-405M, six-cylinder diesel engines, each rated 405 bhp at 2,100 rpm will power the new RIB. The engines will turn pairs of Hamilton HJ-292 waterjets, through Twin Disc 5075SC gearboxes, which, combined, will give the launch a top speed of 34 knots, fully

## Rowan McAllister Aids in Freighter Rescue

On June 8, the 439 ft. freighter Camilla Desgagnes, sailing from Poughkeepsie, N.Y. to Canada, caught fire 88 miles East of Ambrose Tower, about 20 miles off the Long Island Shore. Twenty crewmembers were aboard when the engine room fire broke out. No injuries were reported and the crew was able to remain on board after using the ship's CO2 fire suppressant system. The tug Rowan McAllister, in connection with salvor Titan Maritime, LLC, was dispatched to rescue the drifting freighter and crew. On the morning of June 9, Captain Pat Geiger of McAllister Towing and the crew of the Rowan arrived. Once alongside the burning freighter, the tug began hooking up to the ship in anticipation of towing it into New York Harbor while supplying the ship with water to fight the stubborn engine room fire. Once the disabled ship's fire was extinguished, it was towed by the Rowan McAllister to Ambrose Tower. There, it was met by the assist tug Amy C. McAllister, who escorted the tug and tow to the Verrazano Narrows where a third assist tug, the Iona McAllister, met the flotilla. Docking Pilot Captain John Tooker boarded the crippled ship and with the assistance of the three 4,000 hp McAllister tugs navigated the Camilla to a repair berth at Port Newark.



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loaded, and a 30-knot cruising speed. Accommodations and outfitting include four heavy-duty suspension seats, heating and air conditioning, and complete navigation, electronics, and safety equipment packages.

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## Water Jet Powered Pilot Boat Delivers

Horizon Shipbuilding completed construction of its 74-ft. aluminum Pilot for

the port of Umm Qasr, Iraq. The boat reportedly exceeded its required top speed by more than six knots during trials conducted off the Alabama coast last month. The hull, which was designed to ABS rules and certified by ABS New Orleans, can be easily adapted as a fireboat, patrol vessel or small coastal crew boat.

The boat is powered by Caterpillar 3406E main engines and UltraJet water jets, Model 451, providing more than 1,400 total hp. The boat was required to reach a top speed of 18 knots, but operat-

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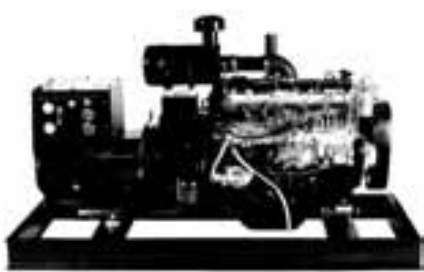
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ed at more than 24 knots during multiple sea trials. The new design features an exterior deck plated in five bar checkered plate, providing a non-skid surface that is not abrasive. The vessel also has an extra heavy side shear plate with six in. "D" fendering on the sides, doubled on the bow. A rescue ladder on the stern has been fabricated between the jet drives. The pilot boat will soon be placed on board a freighter bound for Kuwait City in the Arabian Gulf, where it will be offloaded then sailed under its own power to the port of Umm Qasr, Iraq.

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## Tenacity Hits the Water



The Burger Boat Company launched Tenacity in early June. The Johnson's of Minnesota are owners of the new Burger-built 116-ft. Raised Pilothouse yacht. Tenacity is a traditionally styled, four stateroom, raised pilothouse motor yacht with raised-panel Makoré (African Cherry) throughout and Madrone burl wood accent panels. The galley allows ample space to provide a center island bar, dinette forward with a split table and luxury appliances. The electronics package includes black boxes, a Furuno dual frequency deep water sonar, a night vision camera and a chart plotter that is accessible through plasma TV's in the main salon, galley and Captain's stateroom. There are two cranes on the boat deck: one for launching the 17.5 ft. (5.3 m) tender and the other for launching the water toys.

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## Transocean Signs Deal for Drillships

Transocean Inc. has been awarded contracts for two High-Specification drillships, the Deepwater Millennium and the Deepwater Expedition, for drilling operations in the U.S. Gulf of Mexico and offshore Egypt, respectively.

The Deepwater Millennium, a Fifth-Generation, dynamically positioned drillship, has been awarded a two-year contract by Anadarko Petroleum Corporation for drilling operations in the U.S. Gulf of Mexico. Revenues of approximately \$209 million could be generated over the two-

year contract.

The Deepwater Expedition, also a Fifth-Generation, dynamically positioned drillship, has been awarded a three-well, estimated 90-day contract plus a 30-day option well from a Shell subsidiary for drilling operations offshore Egypt in the

eastern Mediterranean Sea. Following the completion of the rig's current contract with Petrobras in Brazil, which is expected to conclude in October 2005, the Deepwater Expedition will commence an estimated 30-day mobilization to Egypt and is expected to begin the 90-day contract in

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November 2005. Revenues of approximately \$22 million could be generated over the estimated 90-day contract period.

The Deepwater Millennium and Deepwater Expedition are two of 32 High-Specification rigs in the Transocean Inc. fleet, 13 of which are Fifth-Generation Deepwater Floaters. The rigs entered active service as newbuild drillships in 1999.

## New Security Tool

The Maritime Exchange for the Delaware River and Bay recently completed a major Maritime Domain Awareness electronic reporting program. Known as eNOA/D On-Line, the electronic Notice of Arrival/Departure system serves as a link between vessels destined for the U.S. and the Department of Homeland Security and provides vessel operators with a mechanism to comply with new Customs and Border Protection regulations which recently went into effect. In April, Customs published a rule that requires all air and ocean carriers to transmit detailed crew and passenger information electronically.

In order to incorporate the new functionality into Maritime On-Line, the Exchange worked with local companies

DBA Innovations, which developed the software, and InfoSystems, an MTM Technologies company, to upgrade the system infrastructure to support the new application. The New Orleans Board of Trade, a sister maritime association operating at Mississippi River ports, also partnered with the Exchange on the eNOA/D Online system. "This project presented numerous challenges," Himber said, "not the least of which was the fact that final technical documentation wasn't released by the Coast Guard until June 1 or that we had to design a computer program that could be used by ships at sea - a good number of which lack the most current computer equipment or software. But our team worked aggressively to make sure we met the June 6 compliance date."

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## Lanterman Honored

The man who led Seattle-based Holland America Line through years of steady growth and significant impact to the local economy has earned a prestigious Puget Sound award. Business and community leaders honored former Holland America Line CEO, A. Kirk Lanterman, with the



Puget Sound Maritime Person of the Year award for 2005. The Puget Sound Maritime Press Association began bestowing the honor to individuals in 1951 to recognize long and distinguished careers and specific achievements benefiting the local maritime community.

From 1983 to 2004, Lanterman led Holland America Line from a fledgling company to employing more than 15,000 worldwide and into one of the world's premium cruise lines with bookings of more than one billion dollars.

Lanterman and his family still reside in the Puget Sound area. He is a Korean War Veteran and alumnus of the University of Washington. He recently received an honorary doctorate from the University of Mary in North Dakota.

## Crowley Awards Students

Crowley Maritime Corporation has presented its annual Seamanship Award to California Maritime Academy student Christian Barron, from Benicia, Calif.

The Seamanship Award is given each year to the California Maritime graduate who best exhibits excellence in seamanship.

Barron graduated Magna Cum Laude from California Maritime Academy with a degree in Marine Transportation.

## Kvichak Appoints Towers

Kvichak Marine has appointed Jim Towers, P.E. as its chief engineer. Prior to joining Kvichak, Towers was the chief engineer at Elliott Bay Design Group. "Jim brings nearly 40 years of design, engineering and building of aluminum catamaran and high performance vessels to the table," said Keith Whittemore, Kvichak's president.

Towers is a registered professional engineer NA/ME and a member of RINA. Previous shipyard experience includes employment with Nichols Brothers Boat Builders and Dakota Creek Shipyard.

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## A New Port in Paulsboro, New Jersey?

With its two marine terminals bursting at over-capacity and no room to grow in the rejuvenating Camden City, the South Jersey Port Corporation (SJPC) authorized \$135 million in bonds to develop a world-class expansion port at Paulsboro, N.J., six miles south of Camden on the Delaware River.

"We're turning ships and cargo away and that means we're turning away jobs, economic opportunity and business and that's bad for the New Jersey economy. There is no room to grow in Camden so we're expanding into Paulsboro and that's good business, good economics and good policy" said Joseph Balzano, SJPC Executive Director. Balzano estimated that once the port receives the necessary agreements, contracts and permits, it would take 24 to 36 months to build the port and open for operations.

"This is a win for Camden where we will continue to be a job-creating, economic engine of the city; a win for Paulsboro where - as we did with the defunct New York Shipbuilding facilities in Camden - we will turn a defunct industrial site into a modern port and industrial park with a potential to serve thousands of jobs. And, this is a win for all those in the South Jersey region committed to creating good-paying jobs with benefits and

opportunities for advancement for hard-working people. And clearly it is a win for the economy of Southern New Jersey and the state," observed SJPC Chairman Richard Alaimo.

Alaimo and Balzano praised Acting Governor Richard Codey, State Senator Stephen Sweeney, who is also Gloucester County Freeholder Director, and Assemblyman John Burzichelli, who is also mayor of Paulsboro, for "understanding that the Delaware River is our region's great commercial highway to the global economy and for their vision and commitment to maximize this tremendous resource to invigorate a vibrant regional economy and create and sustain thousands of well-paid jobs with benefits."

They said, "Senator Sweeney and Assemblyman/Mayor Burzichelli have been prime advocates and have done years of groundwork to convert the Paulsboro waterfront into an engine for economic growth and jobs in Gloucester County and region."

Assemblyman/Mayor Burzichelli said, "We've been working for years to resurrect this valuable, but fallow, waterfront parcel into a major tool of redevelopment for Paulsboro. Now, like the fabled phoenix, this 190-acre site is rising to create new and better jobs and opportunities

for the hard-working people of Paulsboro and Gloucester County. It's a keystone of Paulsboro redevelopment and we are confident we will forge a long and harmonious relationship with the South Jersey Port that benefits our residents, borough and region." "Today we have been authorized to sell the bonds but we won't be issuing any bonds today," said Clifford Goldman, financial advisor to the SJPC. "The South Jersey Port, Paulsboro and Gloucester County must complete their agreement on the port. Then we will need to spend a small part of the bonds over the next six months to conduct the necessary engineering and environmental studies and permitting to move forward. And then we'll need to have customers signed up. When we get all of those pieces together, we'll go out for competitive bid to sell about \$90 million in bonds unless state and federal permits require the more costly design of upwards of \$130 to \$135 million." Port planners anticipate the initial state investment will attract upwards to \$250 million in additional private investment in the Port Paulsboro as the port builds-out to full size. All businesses within Port Paulsboro must be port-related and must receive or dispatch their products or raw materials across the port's piers. "Because of the intense competition

for cargo we don't talk about whom we're marketing to or about the substance of our negotiations until we have a deal ready for the SJPC Board of Directors to consider," explained Balzano. "However, from the response to the marketing we have been doing, I am confident we will have the business to trigger the port's construction. Balzano is confident that he has the potential tenants in the pipeline for the new port. Until today we couldn't make a deal with new customers until we had facilities to accommodate them. Now we can move forward." The port site will be subdivided into a marine terminal and associated warehousing and upland facilities. From an operations standpoint, the marine terminal will consist of a modern wharf and fender system that ranges from a phase one development of approximately 1,500 linear feet to a potential full-build length of approximately 3,500 linear feet. As currently proposed, the full build-out of the 190 acre Port Paulsboro will comprise berths for six ships including roll-on and roll-off and lift-on and lift-off capabilities for more efficient cargo handling and at least one container crane. The port will seek permitting for all six berths but will only initially build two berths and then add the additional berths as business grows.

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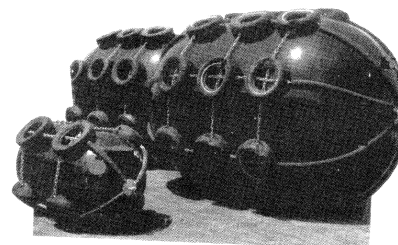
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## Engine Emissions

# Playing the Tier Game

By Larry Pearson

With few exceptions, marine power is diesel power and emissions levels from diesel engines are coming under increased scrutiny and regulations from the Environmental Protection Agency.

The levels of acceptable NOx, carbon monoxide and particulate matter for diesel engines in U.S. flagged vessels depends on the displacement of the engine. The EPA has settled on a liters-per-cylinder measurement to determine the schedule to meet the emission requirements.

For example, marine diesel engines between 1.2 and 2.5 liters per cylinder have had to meet what is known as Tier Two requirements since 2004. These are engines typically used to power small gensets, bow thrusters, fire pumps and other auxiliary engine requirements.

However, not all of the engines between 1.2 and 2.5 liters per cylinder have to meet Tier Two requirements. "Engines used for emergency generators and other standby power are exemption from these regulations," said Gary Aucoin, marine sales manager for Louisiana Machinery Inc., Belle Chasse, La., a Caterpillar distributor and major supplier of diesel engines for shipyards in Louisiana.

Larger engines, between 2.5 and 5.0 liters per cylinder must today meet less stringent emissions standards known as Tier One. These engines are used for main

power requirements of marine vessels.

"However in 2007, these engines must also meet the tougher standards of Tier two emissions," said Eddie Brown, emissions specialist with Cummins Marine, a division of Cummins, Inc., Columbus, Ind.

To meet these requirements the two largest suppliers of marine diesel engines, Cummins and Caterpillar, have spent millions on reducing NOx, CO and particulate matter to comply with EPA regulations.

"Cummins' approach has been to take their existing engine platforms and make in-cylinder improvements such as adjustment to static timing, higher injection pressures, more effective after cooling and optimization of the turbo air," added Brown.

"We have gotten the lower Tier Two numbers we needed on our 6BT and 6C engines lines with these in-cylinder improvements and we are working to do the same with our big engines, the KT Series and the QSK-60 so they will meet Tier Two standards in 2007."

Cummins has also had to drop certain engines from its lineup that would not meet Tier Two requirements last year including the N-14 engine, often used as an auxiliary engine on commercial vessels.

In the real word of practical applica-



**The 167-foot Mr. J.O. is an example of the application of Cummins engines. A quartet of KT-50's, with Tier One emissions, propels this crew/supply boat while a pair of 6BT engines, rated at Tier Two drive generators. The Mr. J.O. was built by Neauville Boat Works, Loreauville, La.**

tions, Cummins supplies both Tier One and Tier Two engines on many of the vessels it sells. On a typical crew/supply boat, Cummins might supply four Tier One KT-50 engines for propulsion power and 2-4 of the 6BT or 6C series Tier Two engines for auxiliary power such as gensets, thrusters, pumps and other components needing diesel power.

Caterpillar has also invested heavily in reducing emissions from its line of diesel engines. Like Cummins, in-cylinder improvements have met Tier One and Tier Two requirements for maritime engines.

Caterpillar has called these improvements ACERT technology. ACERT technology, which reduces emissions at the point of combustion, is comprised of proven Caterpillar technologies in engine electronics, fuel injection systems, combustion and aftertreatment.

Caterpillar used this technology to develop a new line of engines for marine use to replace the 3000, 3100, 3200, 3300 and part of the 3400 line of diesel engines. Now called the C Series engines, they meet Tier Two requirements of the EPA.

Also the ACERT technology will be a foundation upon which to meet future emissions regulations such as requirements for Tier Two emission standards in their engines larger than 2.5 liters per cylinder.

For example, Master Boat Builders in Bayou LaBatre, La., is using several of the C-series engines in the new supply boats under construction for several customers. "To offer our customer's the best values, our vessels are standardized to some extent," said Andre Dubroc, president of Master Boat Builders.

For example, his 145-ft. and 164-ft. supply boats use a pair of Caterpillar 3508 diesel engines for propulsion. "These engines offer a larger displacement than 2.5 liters per cylinder so they meet current EPA regs as Tier One engines," Dubroc said.

"However we have gone to Caterpillar C-9 engines for our gensets that offer 150 kW of power. The old 3306 and 3406 engines are not used anymore since they do not meet the new emissions standards," Dubroc added.

Caterpillar C-12 engines, rated at 340 hp are used for higher horsepower applications such as bow thrusters. Like the C-9, these engines are Tier Two compliant as well.

On their larger 185-ft. supply vessels, Master Boat uses Tier One Caterpillar 3512 engines for main propulsion and a pair of Caterpillar C-18 engines each supplying 550kW of electrical power and a smaller C-9 engine adds another 250 kW of electric power.

Master Boat Builders is currently building supply boats for Abdon Callais Offshore, Golden Meadow, La. and Seacor Marine, Houston, Texas.

The future of EPA regulations for marine engines is sort of a moving target. Moving Tier Two emission standards to the larger marine diesels in on track for 2007. Beyond that lies Tier Three and Tier Four regulations.

"No doubt we will have to move outside of the world of in-cylinder changes to meet stricter regulations," Brown believes. "We may be talking about better fuels that may not be available until 2011," Brown said.



**The Bishop Oscar Solis ready to be launched at Master Boat Builders, Bayou LaBatre, La. This 145-ft. supply boat for Abdon Callais Offshore is powered by a pair of Caterpillar 3508 engines, rated at Tier One. The auxiliary engines for electrical power are C-9, Tier Two engines.**



## Military Uses for High-Speed Vessels

By Lara B. Mathews and Karim K. Shehadeh

High-speed aluminum vessels are well-recognized and established as providing excellent service in a number of capacities by both private and public operators. These uses include leisure travel and tours and mass transportation of passengers and vehicles. In recent years, the U.S. military has joined the ranks of high-speed vessel users by introducing U.S.-built aluminum twin-hull high-speed vessels for use as Theater Support Vessels (TSVs) and for training exercises. Despite a somewhat uncertain funding climate for these types of vessels in the military, they have performed exceptionally well with demonstrated benefits. The U.S. military has begun using (typically through charter arrangements) high-speed vessels (1) to transport troops and equipment to combat zones and (2) for military exercises. The increasing interest in high-speed vessels from the military has resulted in recent funding by the Congress of the Navy's Littoral Combat Ship program and the chartering of two TSVs described below. Despite this trend and the successful service of these vessels, the future of the TSV program remains uncertain at this time, as Congress has not appropriated funds for the design and construction of additional TSVs. High-speed vessels provide the military with a less expensive means of transporting large quantities of equipment and troops in a single voyage to combat areas and for training exercises. The use of such vessels in place of aircraft, where appropriate, allows the U.S. military to reserve its airlift capabilities for longer range missions. Moreover, high-speed vessels chartered to the MSC in particular may obtain a waiver from compliance with U.S. Coast Guard navigation and inspection requirements upon a finding that such waiver is in the interest of national defense. For example, the 98 m Westpac Express, constructed as a passenger vessel by Austal Ships Pty Ltd. of Western Australia, is presently operating under a time charter to the MSC for use by the Marine Corps' Third Marine Expeditionary Force. Unlike a bareboat charter (also known as a demise charter), a time charterer does not assume the responsibility for managing and operating the vessel; that responsibility remains with the vessel owner or its designated operator. The Westpac Express is based in Okinawa, Japan and, unlike other high-speed vessels used by the U.S. military, operated by an all-civilian crew. In addition to the pure military benefits, as recent events show, high-speed vessels may be used to provide humanitarian relief in remote corners of the world. In January 2005, the Westpac

Express traveled 2,300 miles from its base in Okinawa to ferry over 600 tons of needed communications equipment to tsunami-ravaged Southeast Asia. In contrast, providing the humanitarian assistance by air would have required constant flights over a five or six-day period. In addition, the U.S. Army's Southern Command cur-

rently operates the TSV named Spearhead, or TSV-1X, which provides troop movement capabilities similar to those of the Westpac Express. This vessel is operated under a charter between the U.S. Army Tank Automotive and Armament Command and the vessel's builder and owner, Bollinger/Incat USA, LLC, a joint

venture between Bollinger Shipyards of Lockport, Louisiana, and Incat Tasmania Pty, Ltd. of Tasmania.

Bollinger/Incat also has constructed high-speed vessels chartered to the U.S. Navy. The most recent, named the Swift or HSV 2, is an enhanced version of its predecessor, the Joint Venture or HSV X-

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# LEGAL BEAT

1. The Swift is chartered to the MSC and serves as a mine warfare command and support ship and experimental vessel for the Navy and Marine Corps. It is one of two high-speed vessels (the other being

the Westpac Express) that are part of the 24 ships in the MSC's Special Mission Ships Program, and also has been used to provide humanitarian assistance to those countries affected by the tsunami in

Southeast Asia. In 2003, the Department of Commerce, Bureau of Industry and Security (BIS), at the request of the Army, conducted an assessment of the economic benefits of a TSV building program for

U.S. shipyards. At that time, the Army was committed to acquiring seven TSVs by 2008. The BIS study concluded that such a building program would add more than \$1.3 billion to the U.S. economy and provide almost 3,000 new jobs at competitive wage rates. However, unlike the LCS program, the federal government has not specifically appropriated funds for further development and construction of non-combat high-speed vessels by the U.S. military for fiscal year 2006.

One benefit available to existing and future high-speed ferry builders is a Department of Defense program that finances, among other things, the installation and maintenance of "national defense features" (e.g., reinforced decks, cranes and roll-on/roll-off ramps) on vessels through the National Defense Sealift Fund (NDSF). In fiscal year 2005, Congress appropriated over \$1.2 billion to finance such activities. Fiscal year 2006 appropriations could reach \$1.6 billion or more. The NDSF is used, in part, to install and maintain defense features on privately owned and operated U.S.-flag vessels. In order to qualify for such funds, vessel owners must submit offers to have defense features installed and maintained on their vessels. Once a determination is made that the offer is economically sound, the federal government will approve the expenditure of the funds.

The funds are designed to compensate the vessel owner at a fair and reasonable rate for the following:

The costs to build, procure, and install defense features on the vessel.



The costs to periodically maintain and test the defense features.

Increased costs of operation or any lost revenue attributable to the installation or maintenance of the defense features on the vessel.

Any additional costs associated with the defense features as determined by the contract.

Payments under the contract may be made either in advance in a lump sum, in which case a security interest in the vessel by way of a preferred mortgage is required, or annually. As consideration for such financing, the vessel owner agrees to make the vessel available to the Secretary of Defense, fully crewed and ready for sea, at any time and at any point determined by the Secretary of Defense.

Despite the public funding constraints, incentives are available, including the NDSF, for private builders and operators interested in chartering high-speed vessels to the military. The success of the Westpac Express and the Spearhead have set the stage for future use of these vessels for both theater support and training.

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### Legislation Signed to Protect Great Lakes

Governor Jennifer M. Granholm signed legislation that will help protect the Great Lakes from the dangers of non-native aquatic invaders by requiring permits for all oceangoing ships that dock in Michigan ports. The bill-signings come at the beginning of Aquatic Invasive Species Week in Michigan.

"These new laws are the right thing to do to protect the lakes, and it makes economic sense to spend money on keeping invasive species out, rather than the much larger cost of trying to control them once they are here," added Steven Chester, director of the Department of Environmental Quality (DEQ).

House Bill 4603 (Public Act 32 of 2005) and Senate Bill 332 (Public Act 33 of 2005) mandate that all oceangoing vessels apply for a permit from the DEQ before being allowed to use Michigan ports. To qualify for the permit, ships must prove they either will not discharge ballast water or they are equipped to prevent discharge of aquatic nuisance species. Failure to comply with permitting requirements could result in a fine of up to \$25,000 per day. The bills also require DEQ to form a coalition with our Great Lakes' neighbors to implement policies to protect the waters.

### Intrepid Drops New York Tug Races

Just as *Marine News* went to press, the Intrepid Sea-Air-Space Museum disclosed that it is canceling its "tug festival" indefinitely, after a tradition of more than a dozen Labor Days. The museum cited a lack of physical resources for the event, starting with the floating dock (a barge) formerly used as the spectator reviewing stand and tie-up for participating tugs. An insider at the museum said the barge "was needed for the Concorde," the failed European SST acquired amid much hoopla in 2003. The 2004 event, originally called the Tug Challenge, was hosted just north of the floating exhibits on a pier "half of which is now officially condemned" and under repair. While a completion date is unknown, the work could take two years or more.

Whether the Challenge would be resumed after repairs are completed was uncertain. "We have new management and we expect new regimes" leaning away from the hard-core military of the Museum's past, "and programs are being re-evaluated. A lot of the staff really hope the tug races will be resumed. We all enjoyed them, and they brought the museum a lot of good publicity, even though it spent practically nothing to promote the event. It was regarded as Jerry Roberts' pet project, and it pretty much adopted its own life." Capt. Roberts left the Intrepid several months ago and is now reportedly director of the new National Lighthouse Museum at the former Coast Guard base in St. George, Staten Island, about half a mile west of the Navy pier at Stapleton.

Marine News has reviewed the Intrepid Tug Challenge

for the past several years, along with similar meets on the Atlantic seaboard, declaring it "the toughest and meanest" owing to the mighty North River and, more, to the extra trials of skill built-in by Capt. Roberts. His blow-by-blow narration, mixing irony with satire as required, was one of the signatures of the event. According to unconfirmed reports at presstime, a new enterprise is under discussion for future New York Tug Races.

Boston's Tug Muster has been deferred for a second year, but 2005 won't be without its tug celebrations in the northeast. The Portland Tug Muster is expected to proceed, date to be announced.

The Waterford Tug Roundup is scheduled for Sept. 9-11, at the head of the Erie Canal.

Meanwhile, a public celebration of historic vessels, tugs and more, is scheduled for Kingston, N.Y. on August 19-20. The fireboat John J. Harvey, the newly relaunched 1906 tug Pegasus, the 1930s canal Chancellor, and a number of other vessels old and new are expected. Announcements are also expected regarding Capt. Steve

Trueman's North River Tugboat Museum, the Manhattan-based North River Historic Ship Society (see MN June 2005) and new real-estate developments centering around the historic buildings of the former Cornell towing company, for decades the largest tug operator between Albany and New York City.

— Don Sutherland

### Mack Boring Expands its Service Department

Mack Boring's company headquarters in Union, N.J., has expanded its service department. Increased space, additional mechanics and a 24/7 service line allow Mack Boring to better accommodate its new engine lines and meet the needs of customers.

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# FAST FERRIES



The 72-ft. Spirit was used earlier this year as a wake wash research vessel and now carrying tourists on whale watching cruises. This fall the vessel may return to the Rich Passage area to continue to study wakes.



# Fast Times at Aluminum Yards

By Larry Pearson

The long-theorized, much debated and anxiously awaited fast ferry boom in the United States may finally be taking shape, as fast ferries have become a significant growth areas in the boat building industry. Most of the fast passenger ferries being built today are all aluminum vessels resulting in strong, lightweight hulls that deliver the speed owners require to move passengers safely and quickly to their destination. Though the "ferry business" is a very regional/local endeavor, fast ferry construction is not restricted to one area of the country, with the major shipbuilding centers on the west, Gulf and east coasts are all participating in these building programs.

## All American Marine

In the northwest, All American Marine, Inc., Bellingham, Wash., has evolved from a small builder of fishing boats in the

late 1980's to a major producer of high speed catamaran vessels designed by the New Zealand firm, Technicraft. Matt Mullett, co-owner of All American Marine is a strong believer in the Technicraft catamarans: "There is no better 149-passenger vessel on the market for passenger excursion, ferry or research uses," he said.

As an example, Mullett points to a 72-ft. Technicraft catamaran for ferry service in Alaska, delivered in the early 2005. The vessel is more than a means of taking passengers from "point A to point B," and is in fact a research project in itself.

Spirit was completed in January 2005 and was immediately dispatched to Rich Passage, a waterway between Seattle and Bremerton, Wash., which is sensitive to wake wash.

Spirit — measuring 72 ft. x 25.5 ft. with a three-ft. draft — is not only a new ferry built with significant technology to reduce wakes, it is being used by the gov-

ernment in a study. Pacific International Engineering (PIE), an Edmonds, Wash.-based coastal consulting firm, received an \$800,000 grant from the federal transportation budget to study the impact of wake wash from high speed ferries on homeowners in Rich Passage. About six years ago, a group of 150 homeowners convinced the State Supreme Court that the wake from ferries was destroying their beaches, and the vessels were ordered to slow down in a concession to minimize damage.

"In the beginning PIE wanted to study the data from the Condor Express, a ferry we built a couple of years ago that had an anti-wake design," said Mullett. "PIE was overjoyed when we offered them the use of a new boat built on the design of the Condor Express, not just data from the boat," Mullett added.

The secret of the low wake design of the Spirit is two wing like foils that help lift

the boat above the waterline so the vessel is not pushing as much water out of its way. PIE will duplicate the weight of the passengers and run the boat past instruments that will gauge the height, length, speed and energy of the wake as it hits the shore.

These studies were conducted with the Spirit from February 2005 to May 2005. Now the vessel has been taken by its owner Four Season Marine Corp. to run whale-watching trips in Auke Bay, AK.

PIE hopes to run the Spirit again this fall after the vessel has completed its Alaska season.

Spirit's hull is a hydrofoil-supported catamaran of all aluminum construction. A quartet of Detroit Diesel Series 60 engines are connected to Hamilton HJ362 waterjets yielding a lightship speed of 42.5 knots and a cruising speed of 35 knots. Electrical power is via a pair of 40 kW Northern Lights generators. The ves-

sel can hold 149 passengers in three passenger areas and operates with a crew of three.

## Gulf Craft

Gulf Craft is a renowned builder of crew boats for the offshore oil industry. However, in 2005, the company has shifted emphasis to fast ferries. In June they delivered the Marquette II, an 80-ft. by 24-ft. ferry to Star Line, which operates between Mackinaw on the Lower Peninsula of Michigan and Mackinac Island, a 16-mile voyage. The ferry company also operates from St. Ignace on the mainland to the island.

In the summer season, the company operates over 65 trips per day and the new boat was delivered just in time for the 2005 summer season. In addition to passengers, the ferries of Star Line carry bicycles and luggage, but no cargo. The company operates six ferries on the routes, all built by Gulf Craft. "We think Gulf Craft builds great boats and they are great people to work with," said Tom Pfeiffelmann, general manager and one of the principal owners of Star Line. The company is also retiring one vessel, Marquette, another Gulf Craft-built boat.

Star Line operates what they call Hydro-Jet ferries. The ferries use a waterjet to create a high plume of water behind the boat. More than a visual device, the waterjet adds three miles per hour the ferries speed, according to Pfeiffelmann. "Our vessels travel at over 31 mph, so we can make the 16 mile trip in less than 30 minutes."

Power for the vessels is from a pair of Detroit Diesel MTU 16V2000 engines rated at 1,410 hp each working into Twin Disc gears and conventional props. There is also a Detroit Diesel MTU Series 60 diesel engine rated at 600 hp at 2,100 rpm that powers the North American water jet that creates the rooster tail behind the vessel.

The Marquette II is a Subchapter K vessel with seating for 158 on the main deck, 102 exterior seats on the mid deck and 70 on the upper deck for a total of 330.

"The trip is relatively short so we do not offer any kind of food service," Pfeiffelmann noted.

Working so close to shore the vessel needs a minimum of pilothouse electronics including a pair of Furuno radars a pair of Horizon VHF units, a public address sys-

tem and a Furuno Loudhailer.



The Marquette II is the seventh vessel owned by Star Line built by Gulf Craft. The vessel is a Subchapter K vessel with a passenger capacity of 330.

tem and a Furuno Loudhailer.

The big news at Gulf Craft this year and stretching into 2006 are a pair of large high-speed ferries under construction. The first to be delivered is the familiar story at Gulf Craft of a repeat customer. In January 2004, Gulf Craft delivered the Key West Express, a 150 x 34-ft. high speed passenger catamaran to Key West Shuttle LLC capable of holding 378 passengers and traveling at 38 knots.

Now the company wants to add a larger and faster vessel to its fleet. The new vessel with a February 2006

delivery date will be 170 ft. by 38 ft. wide capable of carrying 513 passengers at over 40 knots.

Crowther Multihulls of Australia designed the vessel as they do all of Gulf Craft's high-speed catamarans.

To reach these speeds, four MTU 16V4000 engines rated at 3,100 each will power the vessel. There will be two engines in each catamaran hull. Waterjets will be HM 811 units by Hamilton. Two Northern Lights 99 kW generators will supply electrical power.

The second high-speed passenger catamaran will be for Safeway Maritime Transportation of Rotan, Bay Island,

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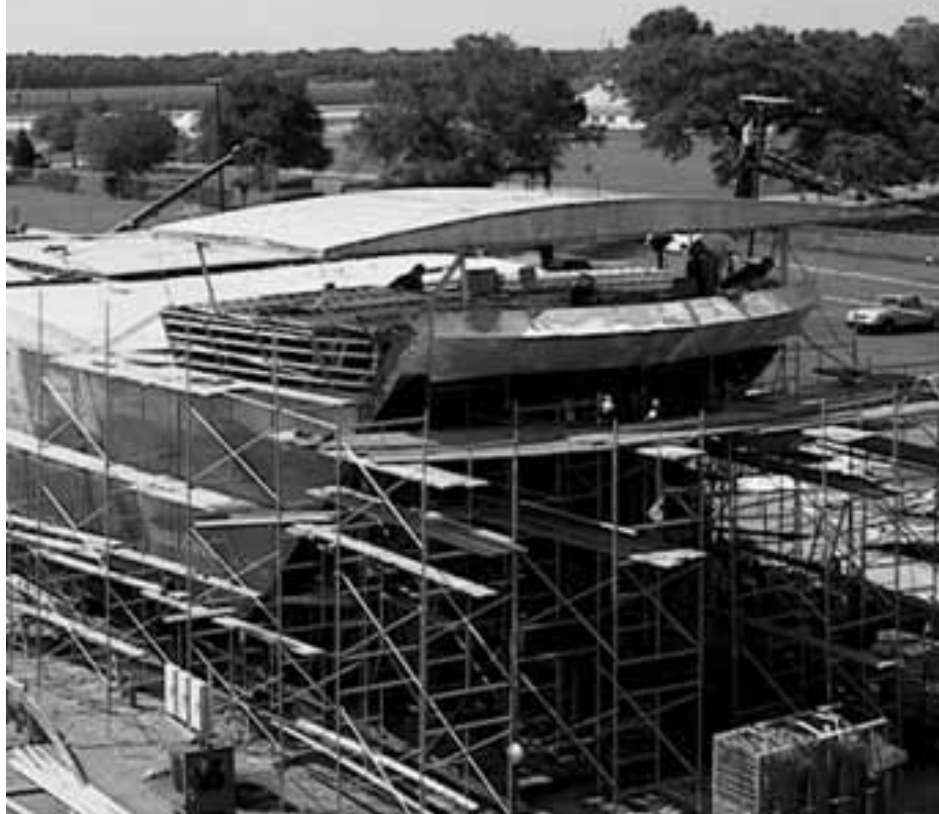
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Island Boats first steel hulled vessels are the 72-ft. Half Moon Cay #1 and Half Moon Cay #2 to be used by Holland America Lines to ferry passengers from the cruise ship to a company owned island and return to the ship.

# FAST FERRIES

Due for a February, 2006 delivery, the 513-passenger Key West Express takes shape in the Gulf Craft yard. Total propulsion horsepower is 12,400.



Honduras. Slated for June 2006 delivery, the 152-ft. by 34-ft. vessel will carry 452 passengers at 38 knots. Main power will be a quartet of Caterpillar 3512B engines generating 1,800 hp each driving Hamilton HM 651 waterjets. Generators are also

Caterpillar, a pair of 79 kW units.

## Island Boats

Tucked away on Bayou Teche near Jeanerette, La., is Island Boats, a builder of aluminum passenger vessels, generally under 100 ft. A couple of years ago Island Boats was building vessels in a building on U.S. 90, about five miles from their current location and trucking them to the Port of Iberia.

"That caused us all sorts of problems," reported Miles Thomas, president and founder of the company. "This year we will build eight vessels and we will launch them all from our shipyard."

Most of their 2005 deliveries will be fast passenger ferries for both U.S. and Caribbean customers.

In August, Island Boats will deliver the Ranger, an 82 x 28-ft. wide catamaran ferry for Bald Head Island Transportation, Inc., Bald Head Island, N.C. This vessel is similar to the Patriot delivered in 2003 except it can hold 250 people and a crew of six rather than 150 passengers, and therefore, the new boat is rated as a Subchapter K vessel. The vessel provides ferry transportation between Southport on the coast of North Carolina and Bald Head Island.

Marek Yacht Design, San Diego, Calif.,

designed the Ranger. A pair of Cummins KT19AM4 700 hp engines provides main power to ZF reduction/reversing gears through shafts to ZF 38-in. by 38-in. four blade propellers, driving the vessel to a speed of 21 knots. Two Isuzu gensets, 40 kW and 30 kW supply electrical power.

Main deck and second deck seating was supplied by Turnbull.

Other new construction at Island Boats includes a pair of tender-type vessels for Holland America Cruise Lines. The two tenders, Half Moon Cay #1 and Half Moon Cay #2 will ferry cruise passengers between the cruise ship and a private island owned by Holland America.

These 72-ft. by 24-ft. vessel have the distinction of being the first steel-hulled vessels built by Island Boats.

Propulsion power is from a pair of Deutz 488 hp engines with Twin Disc gears and Michigan five blade 36-in. by 36-in. propellers. Speed is 14 knots. A Westmar 20 hp bow thruster aids the vessel in docking.

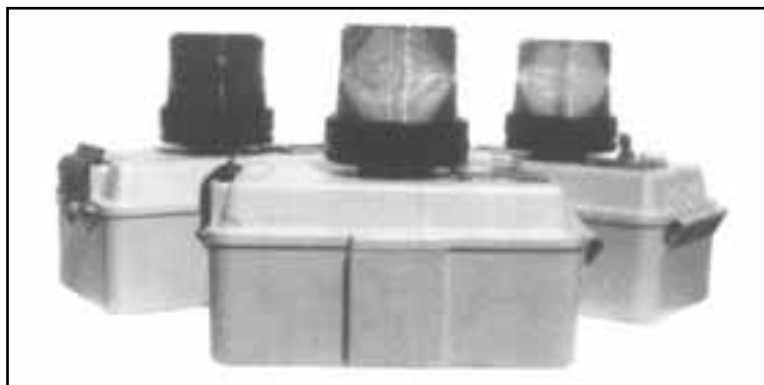
The vessel is being classed by ABS to +1A1 Passenger vessel. Delivery is scheduled for October 2005.

Island boats has also built a small crew boat for Axxis Drilling, a pair of .23-knot ferries for Boston Boats LLC and a pilot boat in 2005.

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## M/V Chenega takes Alaska

Last year's arrival of the M/V Fairweather left an indelible mark in the U.S. fast ferry and shipbuilding industry by becoming the first high speed ferry built in the U.S. The M/V Chenega, unveiled earlier this year as the second of a \$68M two-vessel contract, follows suit in the Alaska Marine Highway's (AMHS) effort to overhaul its regional water transportation system. The AMHS turned to Derecktor Shipyards to construct the high-speed passenger and automobile ferries, aiming for fast, modern, efficient and environmentally-friendly vessels.

Designed by Nigel Gee & Associates, the 235-ft. M/V Chenega can carry 250 passengers and 35 cars and travel at speeds up to 36 knots. It employs a twin-hull catamaran design of lightweight aluminum construction, and powered by four MTU medium-speed diesel engines, each driving a Kamewa waterjet propulsor.

The ferry, which was christened at a ceremony at Derecktor's Bridgeport, Conn. Shipyard in December 2004, utilizes a range technologies aimed to achieve safety and compatibility to interface with existing AMHS docks and pier

side facilities.

Like the Fairweather, the Chenega is equipped with two Quantum QT 120 thrusters, designed for maneuvering power in demanding environmental conditions. The QT 120's are 480V electric with variable frequency drives and three control stations.

Both the Fairweather and Chenega are equipped with four rugged Northern Lights M6125T generators, rated up to 185kW at 1800 rpm. Based on a compact six-cylinder in-line Lugger diesel engine, it is built to withstand the tough conditions at sea.

"These vessels are ruggedly built for 'rapid transit' over long distances in a very tough environment. At the same time, the passengers onboard need a comfortable, quiet and safe environment while they travel. Our M6125T generators were selected because they meet both these criteria," said Mike Maynard, vice president of Northern Lights.

The vessel is classed with the DNV Maltese Cross 1A1 HSLC, R3 and with full USCG compliance to SOLAS/HSC Code Cat. B.

The M/V Chenega, which was christened at a ceremony at Derecktor's Bridgeport, Conn. Shipyard in December 2004, utilizes a range technologies aimed to achieve safety and compatibility to interface with existing AMHS docks and pier side facilities.



The M/V Chenega will sail in the Prince William Sound area of south-central Alaska, connecting the ports of Cordova, Valdez, and Whittier.

The Alaska Marine Highway System announced that the M/V Chenega will likely miss its target deployment date of July 1 due to labor negotiations.

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# FAST FERRIES

"We will put the Chenega into service as soon as we can, however, given an unfavorable confluence of circumstances, it looks like that date will now be after July 1," said Robin Taylor, Deputy Commissioner for Marine Transportation.

## Composite Shafts

The latest addition to the Alaska Marine Highway System, the M/V Chenega, is taking several new technologies for a spin. One of these new technologies spins more than the others.

Like several of her sister vessels in the world of fast ferries, the Chenega's propulsion system has incorporated Carbon Fiber Shafting from CENTA Corporation to achieve advantages not available with standard steel shafting systems from



### M/V Chenega Specifications

Operator	Alaska Marine Highway System, State of Alaska
Builder	Derecktor Shipyards, Bridgeport, CT, USA
Designer	Nigel Gee and Associates, Southampton, UK
Construction	Aluminum structure, USCG/IMO/HSCC/DNV rules
Cost	Approx. \$34 million
Contract,	Signed 9/25/2002
Start of construction	1/30/2003
Vessel Type	Catamaran, High Speed Craft
Length	235 ft.
Beam	60 ft.
Draft	8 ft.
Passengers	250
Crew	10
Vehicle Capacity	35 large cars, more than 700 feet of 10 foot wide lanes
Vehicle Weights	270,000 pounds total
Vehicle Size Limit	14 ft. high. 8.5 ft. wide. Lengths up to 40 ft.
Vehicle Weight Limit	21,000 lb. axle total 70,000 lb. limit
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by Centa to Derecktor Shipyards for the Chenega included 4 shaft lengths: two inboard shafts of approximately 11 meters length, two outboard shafts of approximately 5 meters length, bulkhead seals

and bearings as necessary, Centalink Flexible Elements for accommodation of extreme misalignments, all engineering/calculation support, and the necessary certifications and documenta-

tion as requested. The combination of Centalink/Carbon Fiber Shafting along with Centa's turnkey system approach has become the designer's choice in the search for lighter vessel design solutions.

## Houston Pilots Clarify Hulls Rules

Effective July 1, any wide-body vessel entering the Houston Ship Channel with a beam of 120 ft. or greater will be required to be double-hulled when sailing in darkness on the waterway and while in ballast.

Three years ago when the Houston Pilots began sailing wide-body vessels at night, they required the vessels to be double-hulled. The industry requested and received a waiver for double-sided vessels with single bottoms. This waiver is scheduled to expire on July 1. The Houston Pilots, in collaboration with the oil tanker industry, agreed last year to allow larger vessels to begin transiting the Houston Ship Channel. The maximum allowable beam increased to 166 ft. (50.6 m) from 145 ft. (44.2 m) based on the industry's anticipation of larger vessels calling at Houston's port facilities. In addition, the pilots and the tanker industry agreed to require double hulls on all vessels with beams in excess of 145 ft.

## Rig Stability Ap based on GHS

Creative Systems, Inc. is testing a new interface to GHS specifically for generating the max KG curves needed by the designers and operators of offshore platforms. It is expected to be released to current GHS users by the end of May, 2005. View Interface Unlike the typical ocean-going ship, many floating platforms lack inherent longitudinal stability and are subject to capsize in various directions. This adds another dimension to stability analysis. It also complicates the traditional righting-arm curve with the threat of capsize off-axis. The new rig-stability interface helps GHS users organize inputs and automates the production of reports as well as the maximum-VCG (KG) curves. It also produces a database of maximum-VCG information that goes directly into onboard GLM (GHS Load Monitor) software.

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**Attention Naval Architects**

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## The Fleet Week

# Shipdocking Extravaganza



**Tug Stamford with weather. Sent down from Portland days in advance of the Fleet Week parade, chased by storms much of the way, the single-screw classic was sighted on the East River on Sunday, May 22. (Photo: Don Sutherland)**

### By Don Sutherland

When was the last time 15 ocean ships docked almost all at once in New York, and undocked again, and sometimes redocked in-between, all in a week? In the near-400 years since the Dutch first arrived, there have been events even larger. But not many of them lately. Lately, large get-togethers of harbor craft in the most visible parts of the port - upper bay and lower North River - usually surround festive celebrations like the Tug Races and their accompanying games, great entertainment for young and old. But more stirring to watch than tugs at play are tugs at work. Barges go up and down the rivers regularly, but shipdocking, the lively part of tugboating, is concealed from the public eye off the remote corners of Staten Island and the containerports of Newark Bay. "Is there a harbor?" most citizens might ask, and "do its activities affect my life?" Then comes Fleet Week New York, a friendly invasion by several navies for which the public turns-out by the thousands, and the tugs start hopping.

This past Memorial Day saw the

biggest of the eighteen annual Fleet Week observations to date, the U.S. Navy tells us, and with the broadest international participation. Ever wonder what tugboats do, in the aggregate, in cross-section, on average? The Memorial Day observation gives the time-lapse movie, as dozens of movements are compressed into four major days and three minor.

"Fleet Week berthing and ship movement is a complex ballet of ship desires and needs," the Navy's Chris Zendan told us from New London, Conn. "Pier and logistical considerations, and time, tide, and current. All is choreographed between the Fleet Week Navy Commander and operations team, the Captain of the Port, ship husbanding agents and ships themselves." The planning sessions began in January, according to Capt. Pat Kinnier, Port Captain for McAllister in the corner of Staten Island called Mariners Harbor. "It wasn't to be a shipdocking routine, where ships arrive in orderly succession," Capt. Kinnier recalls. "There would be a parade through the Narrows, across the upper bay, and up the North River to mid-

Manhattan, all very majestic, and then everyone would dock just about at once."

Said Portland Tugboat's Capt. Brian Fournier, who sent the classic tug Stamford, dressed in McAllister stripes, down to participate, "The navy ships have to be at such and such a place, and time. It's unique. I can think of only one other day more complicated, and that would have been Op Sail 2000." The big, dramatic operations, like docking the carrier John F. Kennedy, would occur at mid-Manhattan, within easy view of the cameras. But there's only so much pier space at Manhattan these days, and some of it is leased to cruise lines. Four or five ships, including the carrier (and the USCG Vigorous, which could stay only briefly), could be docked and husbanded on the Hudson, but for the rest there is just one pier, colloquially the Navy Pier at Stapleton, on the Narrows shore of Staten Island. It's a good six or seven miles between the two points, most of it across the broad expanse of the upper bay. What if it got windy, and you were pushing some large, flat object like, oh, an ocean-going navy tanker?

### Terms of Agreement

The job sounds like one that could take a lot of tugboats.

McAllister holds the Navy contract for tug services in the New York Harbor upper and lower bay areas, and provided them for Fleet Week under that contract. McAllister has plenty of tugs at Mariners Harbor, and plenty more nearby — Philadelphia, for instance, plus points further north and south. But not every port has New York's requirements. "Everything working here has to be AIS-equipped," Capt. Kinnier reminds us, though it's not presently so everywhere the company works. Besides that, the ship-assist and docking exercises would pack a lot of tug power into short, sporadic episodes. Rather than bring tugs other than the Stamford from Portland just to cool their heels in New York for hours or days, it made sense to rely on local talent as subcontractors. Kosnac's June K. and the Normandy both assisted in ship movements and husbanding services, along with a couple more tugs from Moran.



Tugs Brian A. McAllister and Stamford wrangle the French oiler FS Meuse through the spirited currents around the Stapleton pier. The Charles D. McAllister was working the stern. (Photo: Don Sutherland)



During a rare lull in the shipdocking proceedings at Stapleton on Saturday, May 28, Capt. Gary Kafcsak on the Joan McAllister talks technique with a Stamford deckhand. (Photo: Don Sutherland)

"We did a docking on Shreveport and Porter," said the Normandy's Capt. Paul Mahoney, "and moved sludge barges alongside the Porter - we did what came up. You know, what tugs do." The Virginia from Weeks was also busily working the Manhattan piers area, while fendering and booms were laid-out by Miller. "We were tasked with line of demarkation" said

Miller's Sven Van Batavia, "at Manhattan and the Navy pier on Saturday. We placed fenders inboard of each ship - 11 vessels here at S.I., and set oil containment boom around all barges. The Shreveport went for a cruise while the pier's contracted customer, the Norwegian Dawn, came in; we moved the mules for that."

Capt. Fournier sent the Stamford sever-

al days early, owing to three nor'easters expected shortly. "They were chased into the [Cape Cod] canal by eight-foot seas. Sam Coolidge had plenty of New York experience, and along with Guy Spletstoesser, our other captain aboard, they worked the Stamford like crazy - container ships, tankers, barges - by the time the Stamford came home, she'd done

I think 38 jobs."

Not often that we see a 1950s single-screw tug at work on New York Harbor, but the Stamford during the warship docking seemed to be everywhere. All the tugs seemed to be everywhere.

#### Tugarama

It seemed like the weather followed the

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Capt. Steve Brown gets a load off, while orders come down for boarding the FS Meuse as pilot at the Stapleton pier on the day it all wrapped-up, June 2. (Photo: Don Sutherland)

Stamford all the way to the parade, as May 25 was gray, cold, and blustery, with a fair spread of froth around the bay. After the parade up the river to mid-Manhattan, three ships - a guided-missile cruiser, guided-missile frigate, and an oiler - went back across the harbor for Stapleton, some practically in a dead-ship state as the tugs guided them through the breeze. The Pakistani oiler Maowin, higher and broader than most of the sleek warships, took the attention of the Beth McAllister, Brian A. McAllister, and Stamford. Also kept busy as the week progressed were the Bruce A. McAllister, Charles D. McAllister, Joan McAllister, and Iona McAllister.

Among this armada of McAllister and sub-contracting tugs were all sorts of variants on a shipdocking theme, from the classic design of the Stamford to the Beth's Z-drive modernity. A textbook could have been written, citing the Bruce's elevating wheelhouse and the Charles' flanking rudders. For anyone interested in a spectrum of maritime architecture, there was range aplenty among the floating weapons and the floating tools of Fleet Week '05. The stars of the show were, of course, the warships, with the carrier John F. Kennedy by far the most imposing - and perhaps the most sentimental, as word got around that this would probably be her last visit to New York. But guided-missile destroyers and frigates and cruisers - U.S.S. Porter, U.S.S. Carr, and U.S.S. Cape St. George - were also on-hand, sharp, sleek, formidably graceful.

(Continued on page 41)

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## Shipboard Fire Fighting

# Challenging the Worst Case Scenario at MITAGS



Maritime fires have an incredible potential for catastrophe. In fact, a fire at sea is considered by many to be the worst of all possible dangers. Of the ten most lethal fires in American history, four of them were on ships. These four shipboard fires alone killed a combined total of 2,138 people.

Merchant mariners have a saying, 'A fire at sea can ruin your whole day.' This phrase, with its breezy cynicism, covers a true paradox. With water all around, a shipboard fire can quickly become a pernicious and deadly disaster. When a fire does occur, the primary goal of a ship's crew must be to save the ship in order to stay alive. The safest course of action is always to fight the fire until the chance of injury or death becomes a lesser threat than that posed by the fire itself.

Smoke from a fire poses another serious problem for merchant seamen. Attempting to navigate through a maze of smoke-filled passageways deep within the ship is an incredibly difficult task. Fortunately, professional mariners receive extensive training and have a thorough knowledge of their vessel and its construction. The location of exits, ventilation, and built-in fire systems are all readily available to the crew as they work to contain a fire. As weight is added or shifted within the vessel, a knowledge of vessel stability is also necessary to ensure that the very actions being taken do not create another situation

that could cause a loss of the vessel or lives. Cargo manifests, piping diagrams, and a myriad of other related details must also be known to the crew, as there may not be time to search for a blueprint as the fire builds around them.

Since shipboard fires are one of the greatest perils a mariner may face, we wanted to learn more about the training programs that are available to help prepare a mariner for such a situation. We joined a group of students that were attending marine safety classes at the Maritime Institute of Technology and Graduate Studies (MITAGS) near Baltimore, Maryland. While most of the students in attendance were seeking basic fire fighting certification, we were also joined by three mariners that were working towards advanced qualifications.

MITAGS transported the class to the Southern Maryland Regional Fire Training Center for an all-day fire fighting session. We joined the eleven students and a team of MITAGS instructors, including Donald Merkle, Jim Clements, and Eric Friend. At the fire fighting facility, we

were also joined by seven professional fire fighters, who were led by Fire Chief Steve Augustine. In case you are counting, that is 10 professionals overseeing 11 students.

The day began with Chief Augustine orientating the students (who work on Military Sealift Command (MSC) vessels, container ships, and tankers), that the order of the day, above all else, was personal safety. The mariners then began the process of donning their PBI fire resistant suits (which are made of organic fiber and polymer), Nomex head coverings, helmets, and gloves. For information, the total cost of properly equipping a fire fighter, including fire retardant boots, can be as high as \$4,500.

A great deal of time was then spent on one of the most important tools in fire fighting: the Self Contained Breathing Apparatus (SCBA). SCBAs provide respiratory protection while in atmospheres that are considered to be immediately dangerous to life and health. The units can provide self contained breathing times from 35, 45, to 60 minutes.

An important life saving feature on all SCBAs are the alarms. These devices are used to help find a downed fire fighter in a smoke filled room or compartment. When a fire fighter has not moved for more than one minute, the alarm becomes activated. To silence the alarm, the fire fighter simply has to move his or her body. Many remember the incident that occurred on September 11. The sounds that were thought to be cellular phones going off in the World Trade Center towers were, in fact, the alarm devices of the downed New York City fire fighters' SCBA units.

A fully-equipped shipboard fire fighter must be able to work in all types of confined spaces, some of which may be filled with smoke. 'The Maze' is a dark building that was designed to train students to work in complete darkness while negotiating ladders, steps, and windows. MITAGS' students were sent into 'The Maze' in pairs and were instructed on how to use the hose for guidance. Understanding this universal method of using the hose for direction cannot be understated,

as it is a lifesaving technique common to all fire fighters. The hose is put together with male and female couplings. Knowing that the male coupling leads to the fire and the female coupling leads to the pump panel, or out of the building, is absolutely critical for survival and passage through the obscurity of smoke.

"To effectively fight shipboard fires while underway, we need to train crews with the skills and equipment used by professional fire fighters," says Glen Paine, Executive Director of the Maritime Institute of Technology and Graduate Studies (MITAGS) and the Pacific Maritime Institute (PMI). "Our students are taught the basic principals and behavior of fire. They learn to handle the hoses and nozzles and how to use portable extinguishers effectively. The use of breathing apparatus and personal protective equipment is also covered."

The MITAGS students then advanced to their next exercise. They were taken to the fire pits for simulated training of an electrical fire, a paint locker fire, and a tanker or engine fire. Each one of these live exercises has a specific method for confronting the fire. The electrical fire requires the fire fighter to "kill" the power

and then ground the C2O extinguisher to the floor or other solid object. The paint locker fire, which has either turpentine or oil-based paint in it, is very dangerous due to the possibility of explosion. In both situations, the class was taught to never turn their back on the fire and to never assume that the fire was out simply because it stopped flaming.

The tanker or engine room fire proved to be the most difficult exercise, as it quickly spread due to the windy conditions. This type of fire can easily proliferate and engulf an entire ship. The exercise teaches the students to work in teams (four per team), while using large fire hoses for protection. At a distance, the nozzles appears to be streaming the water at a high level of intensity for saturation. But, as the teams step closer to the fire, they discover that they must use the 'fog' method for shielding, as it is absolutely essential that the teams stand side-by-side. If the teams separate in any way, the fire could jump between them, possibly causing injury to the fire fighters, but most certainly losing any progress that had been achieved.

The last exercise that the students encountered was the 'burn building,'

where the hose technique for directional guidance was tested in a real smoke situation. The students were moved into the building, which had all of its windows and doors open to allow familiarity with the two-story environment. In the middle of the room was a bale of coffer-wood on a construction workhorse. With the self contained breathing apparatuses in full deployment, the windows and doors are shut, and the coffer-wood is ignited. Within minutes, black smoke is billowing out through the crevices of the windows and door, while the students make their way through the building using the hose. Remember, there are ten professional fire fighters working with eleven students, so full control is maintained during the entire exercise.

MITAGS' instructors and the professional fire fighters are all certified Emergency Medical Technicians and paramedics. Donald Merkle is also a member of the National Fire Protection Association (NFPA), which was established in 1896 and serves as the world's leading advocate for fire prevention. The organization is also an authoritative source on public safety. In fact, the NFPA's 300 codes and standards influence every

building, process, service, design, and installation in the United States, as well as numerous other countries.

In addition to being compliant with the NFPA standards for training procedures, MITAGS' fire fighting programs also meet the Occupational Safety and Health Association (OSHA) standards. Additionally, the courses are certified by the U.S. Coast Guard and meet the requirements reflected in the Standards of Training, Certification, and Watchkeeping for Seafarers Code (STCW-95).

Confronting a fire raging onboard a ship in the middle of the ocean can do much more than 'ruin your whole day.' It could potentially kill or seriously injure everyone in its path. The MITAGS fire fighting program was quite extensive and very detailed.

The instructors spent a great deal of time critiquing each student throughout the day regarding their performance and ensuring that they were clear on the proper tactics that are required for fighting fires. We came away with a renewed respect for the unpredictability of fire and for the possible dangers merchant mariners face everyday.

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## MMA: Time Flies When Well Spent

The rudder and engine commands came rapidly, as the cumbersome tanker wended its way ponderously, but purposefully, through the hairpin turns of Hartford Channel. A more lithe containership approached at the next bend, sounding one blast of the whistle. Meeting head to head on such a tight turn is not usually recommended, but the captain decided to try it just to see how it worked and replied with one blast. The 90 degree turn was negotiated safely as the containership Patriot State passed inches away.

An hour later, the anchor tore noisily out of the hawse pipe of the containership Bay State, and the pilot shouted "full astern." Was he in time to keep the stem from plowing into the rapidly approaching dock? The wind was not helping, as the ship set rapidly down on the pier. It would have been much more comforting to have a stout tugboat laying off to assist, but this was infinitely more interesting.

No, this was not the set of a maritime version of "Survivor" where pilots and captains try to outdo each other with foolhardy bravado. This was just another day at Massachusetts Maritime Academy's course in Advanced Shiphandling. The ships were manned models, navigating the waters of Great Herring pond on scenic Cape Cod. This course has been offered through the Academy's Center for Commercial Maritime Training since 1999. You may have heard of similar courses offered at Port Revel in eastern France, and at the Warsash Maritime Centre in England. The Massachusetts Maritime Academy course is the only one of its kind offered in the United States. It is also the only manned model course to have United States Coast Guard's approval. This five day course satisfies the entire advanced shiphandling training requirement for mariners wishing to proceed to a management level license (chief mate/master) and makes efficient use of the mariners' precious time ashore. Though there are some maritime professionals who would prefer a week in England or the French Alps, the appeal of a domestic facility has been



heightened by the travel uncertainties of the past few years.

This past autumn was a good example with pilots in attendance at Massachusetts Maritime from the Saint Johns River in Florida, the Columbia River Bar, and the port of Los Angeles, as well as captains and mates from companies such as Global Santa-Fe, SeaRiver Maritime, Military Sealift Command and others.

At present, the school is utilizing three models, the Patriot State and Bay State, of 16,070 tons displacement, and the Massachusetts, of 196,000 tons displacement. The former were purchased from the Navy in 1997 when they discontinued their manned model program at the Little Creek, Virginia facility. The Massachusetts was custom built in 2001, from plans of the laid-up tanker Atigun Pass. All of the models are about 37 feet in length with the 2 dry cargo ships being built at a scale of 16:1 and the tanker at a scale of 25:1. At first, when you approach the models lying at their berths at the Academy's Keith Hartford Sailing Center, they look like toys. This notion is dismissed very quickly as the lines are cast off and the first rudder and engine orders are given. Then you realize that they handle just like

the ships they are duplicating. Captain Jim Nolan, retired San Francisco Bar pilot said "I know these ships from real-life experience. These models are incredibly realistic".

Backing away from the pier with a 10 knot breeze blowing the ship "on the dock" becomes a challenge, as with similitude this is equivalent to a 30 knot wind. The models share the behaviors of their full sized counterparts, backing to port and backing into the wind, being set off course and crabbing in the channel, and the general "flukiness" caused by wind and current that all ships are prone to. If the wind kicks up a bit in the afternoon, it can feel like being in a gale as the seas crash over the bow. Of course, the students are still full sized, which requires them to remain seated. A six-foot pilot standing on the model would have the same height of eye as someone standing in a crow's nest 150 feet above the water. (Not many ships are conned from such a lofty position). After the first few hours students have little problem treating the ships as the "real thing."

As important as the models and the facilities are the team of instructors that the center has assembled. They bring rich-

ly diverse experience from almost all parts of the maritime industry. The most senior of the facilitators are Captain Jim Nolan, retired pilot and "spark-plug" of the original program and Captain Richard "Red" Shannon, who, among his other accomplishments is a master of both power driven and sailing vessels of any gross tons and former master of the sailing passenger ship Sea Cloud. Complementing these two are Captain Kerry Fitzpatrick, retired containership master, Captain Ron Mason, retired Boston docking-master, Captain Craig Dalton, retired tanker captain, and Captain Pat Crane, who is a current ITB master. The shared background and experience of these instructors guarantees students a rewarding experience.

Among the many skills that are taught as part of the syllabus are some that are nearly forgotten, such as the use of the anchor in a narrow channel, the use of the anchor while docking and "Mediterranean" mooring with both anchors. In the past the anchor was referred to as the "poor man's tug." It is still used in some parts of the world where due to economic or mechanical constraints tugs are not available. Because tugs are so readily available in the remainder of the world, the skills are being lost, so the captain or pilot who must proceed without a tug for one reason or another may not be readily familiar with the anchor's use. It is a difficult skill to learn on your own, on the job, but easy to address with the manned models.

The interaction of passing vessels in a shallow channel is another topic addressed in the class. Here the worst that can happen after two vessels pass too closely is some scraped fiberglass and tattered egos. Again, this is a subject not easily taught in the real world of piloting. With the models it can be carefully observed and practiced many times in a morning. To complement the models the Center has the use of the Academy's AME full function bridge simulator. On the simulator several programs have been developed to compliment and enhance the work done on the models.



### Donjon Takes Part in Fire Fighting Exercise

Donjon Marine Co., Inc. was invited by the State Fire Marshall and the Director of the New Jersey Division of Fire Safety to participate in an exercise conducted by members of the Union and Morris County Fire Services to test and showcase the capabilities of a portable marine fire-fighting system known as Neptune/Iron Man. On May 26, at Donjon's Berth

22 Port Newark Facility, Donjon loaded the Neptune/Iron Man fire-fighting system onto Donjon's newly built 225 x 54 x 14-ft. deck barge, the Witte 254, along with necessary support equipment including a forklift, rigging, and matting to move the gear during the exercise. On May 27, Donjon's tug Atlantic Salvor took the Witte 254 and associated gear into Newark Bay where the fire-fighting system was tested successfully.

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## Cal Maritime Awarded \$1 Million Grant

The California Maritime Academy (Cal Maritime), a campus of The California State University, has received a three-year, \$1 million grant from the Governor's Office of Homeland Security.

The money will be used to guide the development and implementation of statewide standards for maritime security training, drills, and exercises for vessels, port facilities, harbors, maritime companies, and other organizations involved in moving freight to and from our nation's harbors.

## USCG Certifies ENS Training Course

Northrop Grumman Corporation announced that its Electronic Chart Display and Information System (ECDIS) training center has been granted a five-year recertification from the U.S. Coast Guard.

The 40-hour ECDIS course is offered at Northrop Grumman's Sperry Marine facility in Charlottesville, Va., and includes classroom instruction, individual hands-on training on ECDIS simulator workstations and team training on Sperry Marine's complete ship-bridge simulator.

Circle 23 on Reader Service Card

## Maritime Security Courses Set for Seattle

Beginning July 1, 2005, Seattle Maritime Academy (SMA) will offer courses in Maritime Security, specifically CSO/VSO and FSO.

- **Company Security Officer**

CSO/VSO (3 days). This course is intended to provide the knowledge required for personnel to conduct the duties of a Company Security Officer (CSO) in accordance with the requirements of the Maritime Transportation Security Act of 2002, Chapter XI-2 of SOLAS 74 as amended, the IMO ISPS Code, and relevant U.S. Coast Guard regulations.

- **Vessel Security Officer**

CSO/VSO (3 days) This course is intended to provide the knowledge required for personnel to conduct the duties of a Vessel Security Officer (VSO) in accordance with the requirements of the Maritime Transportation Security Act of 2002, Chapter XI-2 of SOLAS 74 as amended,

the IMO ISPS Code, and relevant U.S. Coast Guard regulations. Combined with CSO course listed above.

- **Facility Security Officer**

(FSO) (3 days) This course is intended to provide the knowledge required for personnel to conduct the duties of a Facility Security Officer (FSO) in accordance with the requirements of the Maritime Trans-

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# Passenger Ferry Security



An armed Coast Guard crew in a 25-foot patrol boat guards the southern tip of New York City as the Staten Island Ferry, Andrew J. Barberi, approaches the slip at the South Ferry Terminal. USCG photo PA2 Mike Hvozda

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Circle 212 on Reader Service Card

By Chris Doane and Joe DiRenzo III

Pick any major maritime city in the United States — New York, Boston, Chicago, Seattle — and commuter ferries are a critical element of the transportation system supporting the daily commute of thousands of workers. Ferries transport over 180 million passengers and their vehicles per year.

Ferries in the Seattle-Tacoma region alone support more than 25 million passengers annually. Nationwide, there are

more than 60 ferries that carry in excess of 500 passengers per trip. Ensuring the safe, secure and on-time movement of these ferries is vital to local economies and presents a daunting challenge for local, state and federal transportation and maritime security agencies.

In February 2004 in the Philippines, terrorist exploded just eight pounds of TNT hidden inside a television on board a ferry carry over 1,000 passengers; over a hundred people died.

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In October 2004, Seattle U.S. Attorney John McKay confirmed that the FBI had determined that the Washington State Ferry system had been the target of possible terrorist surveillance. As quoted in the Seattle Times, cited multiple reports of suspicious individuals taking photographs, writing down notes and attempting to access restricted areas on ferries and their terminals. The terrorist threat to the ferry system is real.

What makes the ferry system so attractive a target for terrorist? They have natural vulnerabilities and offer significant consequences. The sheer volume of passengers and vehicles pouring onto ferries that must operate on tight schedules to meet the needs of their customers create obvious vulnerabilities to be exploited. The large mass of potential victims on board and the opportunity for economic damage are the types of consequences that terrorist routinely seek. Certainly, if ferries remain attractive enough long enough, terrorist will attack.

To reduce the attractiveness of ferries to terrorist is a task ferry operators share with local, state and federal security agencies. The key focus must be to reduce vulnerability. There are two obvious methods that terrorist might use to attack a ferry, smuggle an explosive device onto the ferry or drive an explosive-laden vessel alongside the ferry. Countering these attack "vectors" create very unique challenges for security forces.

Preventing the smuggling of an explosive device on board a commuter ferry is not analogous to airport security. As Dr.

Stephen Flynn, who is the Jeanne J. Kirkpatrick Fellow in National Security at the Council on Foreign Relations, stated during a recent interview, "We don't want or need a TSA model. You really don't want to stop and search every commuter on the Staten Island Ferry." Think about the Staten Island Ferry for a moment, over 500 passengers, cars, vans and trucks loading onto the ferry in minutes to make a scheduled transit across New York harbor. Using current airport screening methods and technology for every passenger and searching every vehicle would bring this vital transportation link to a stand still. The answer here appears to be better technology to rapidly screen people and vehicles for explosives.

Protecting ferries from attack by explosive-laden vessels, while not as technically demanding as preventing the smuggling of an explosive device onto the vessels, is a resource intensive task. With nearly a hundred ferry transits per day in the larger maritime port cities, it is not feasible to consider providing armed security boats to escort every transit. By some estimates, the U.S. Coast Guard, a portion of whose 40,000 plus members provide the majority of armed security boats for port security operations, would need to more than double in size if it were to escort every high-consequence vessel transiting our ports and waterways. As Dr. Flynn stated, "We are in a situation where we are robbing Peter to pay Paul regarding port security, especially ferry security. There are just not enough funds to go around."

Despite success in efforts to disrupt terrorists worldwide, security measures must be taken to prevent attacks with our homeland by those terrorists who slip through.

The Maritime Transportation Security Act of 2002 (MTSA) provided an important foundation for ensuring domestic maritime security. Because of the MTSA, ferry operators were required to assess vulnerabilities related to their operations

and develop security plans to mitigate these vulnerabilities. These security plans had to be approved by the Coast Guard who also published guidance for security measures related to ferry operation necessary at various Maritime Security levels (MARSECs) that increase when the threat to maritime security increases. With the security plans approved, the Coast Guard has been conducting visits of ferry termi-



Petty Officer 1st Class Chris Leonard of Maritime Safety and Security Team 91105 based in Alameda, Calif., does a little training with Max, April 15, near the Alameda Ferry Terminal. USCG photo by PA3 Mariana O'Leary.

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nals and vessels to ensure the approved security measures have been properly implemented.

The MTSA also required the creation of Area Maritime Security Committees in every Coast Guard Captain of the Port (COTP) zone led by the COTP as the Federal Maritime Security Coordinator and populated by government and private sector representatives with a security interest in the port. In many ways the creation of these committees was the most important element of the MTSA. It brings together representatives from federal, state and local agencies as well as the private sector to assess security needs in the port and to jointly plan how to address these security requirements in an Area Maritime Security Plan. This requires participants to enter into a dialogue where their diverse perspectives of the Maritime Transportation System are shared to develop a comprehensive understanding of the cause and effect relationships of various security

measures. Only from this understanding can truly effective and measured security actions be developed.

Following in the footsteps of the MTSA, the Coast Guard and the Transportation Security Administration have formed an interagency team to look at ferry security. Called the National Ferry Security Study Team, the group composed of Coast Guard, TSA and other Department of Homeland Security members is looking at all facets of safety and security for the passenger ferry system. According to an October 2004 Coast Guard press release, the team "will focus on issues involving the screening of people, vehicles and baggage for explosive devices. They will assess screening technologies, model the potential consequences of an attack, examine the socio-economic effects of various screening strategies and seek to measure the deterrent effect of random screening."

As this team continues its study, the

Coast Guard continues to increase its maritime security influence. In a May 17, 2005 Congressional Hearing Rear Admiral Larry Hereth, Chief of Port Security for the Coast Guard, stated, "Our collective effort to increase operational presence in the ports and coastal zones focus not only on adding more people, boats and ships to our force structures, but making employment of those resources more effective through application of technology, information sharing and intelligence." One step the Coast Guard has taken to share information has been the distribution of security "best practices" discern from ports around the world. One recent "Best Practices Bulletin" distributed domestically through the Area Maritime Security Committees described access control procedures used by the in the port of La Goulette, Tunisia.

Passenger ferry security in the United States is a key maritime issue for federal, state and local government as well as the

private sector. Representatives from these various entities have worked together to implement prudent security measures to reduce the risk of terrorist attacks on ferries. These representatives continue to work hard to solve the problem of creating a culture of security that reduces the risk of terrorist attack to acceptable levels in balance with the ever-growing demands for effective maritime transportation. Over 180 million passengers each year are counting on them.

*"The views expressed herein are those of the author and are not to be construed as official or reflecting the views of the Commandant or of the U. S. Coast Guard."*  
*About the authors: Chris Doane and Joe DiRenzo III are both retired Coast Guard officers and frequent contributors to Marine News and Maritime Reporter. Both have written extensively on maritime security issues.*

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www.kubotekusa.com  
Evan Marks  
tel: 800-372-3872  
email:sales@kubotekusa.com  
Descr: Kubotek USA develops and manufactures KeyCreator software (formerly CADKEY) and is responsible for sales, marketing, distribution and support for the Americas, Europe, Australia and New Zealand. More than 8000 global customers use Kubotek design and

## MasterShip

www.mastership.nl  
tel: +31 40 2699 699  
email:info@mastership.nl  
Products: MasterShip CAD/CAM Software and Partner products

## MTC, Ltd

www.mtc-limited.com  
Dennis Buckley  
tel: (716) 772-7722  
email:dennisb@mtc-limited.com  
Descr: CNC Software  
Products: ProNest, TurboNest, QuikCam, NC2CAD, Job Trak

## Napa Ltd

www.napa.fi  
C J Schauman  
tel: +358 9 22 813 1  
email:sales@napa.fi  
Descr: Developer of NAPA software applications for design of ships and offshore platforms

## NAVAL ARCHITECTURAL WORKS & ENGINEERING SERVICES

tel: 632-4483343  
email:navalarchitectme@netscape.net  
Products: AutoCAD 2005/ Fastship Version 6.0

## Proficiency

www.proficiency.com  
Michael Jannery  
tel: 508-486-9868  
email:michaelj@proficiency.com  
Products: Collaboration Gateway™ - provides shipbuilding OEMs & suppliers with feature-based data exchange between the major MCAD applications

## Proteus Engineering, Anteon Corporation

www.proteusengineering.com  
Bruce Hays  
tel: 410-643-7496, ext. 3006

email:bhays@anteon.com  
Products: FlagShip, FastShip, MAESTRO, VisualSMP, RhinoMarine

## RODA MAR LLC

roda-mar.com  
tel: 713 659 1226  
email:mglarriba@roda-mar.com  
Products: Conceptual Ship Design Software

## Vacanti Yacht Design LLC

www.vacantisw.com  
David Vacanti  
tel: 425 644 3109  
email:webinfo@vacantisw.com  
Products: Hull Design and Analysis Software, Keel and Rudder Design and Analysis Software

## VISTAGY, Inc.

www.vistagy.com  
Ed Bernardon  
tel: +1.781.250.6800  
email:ed.bernardon@vistagy.com  
Products: VISTAGY develops software that integrates with CAD systems to create specialized engineering environments; FiberSIM®, EnCapta®

## Waller Marine, Inc.

www.wallermarine.com  
Wayne Richardson  
tel: 281-444-9650  
email:wrichardson@wallermarine.com  
Products: Marine Architect and Engineering

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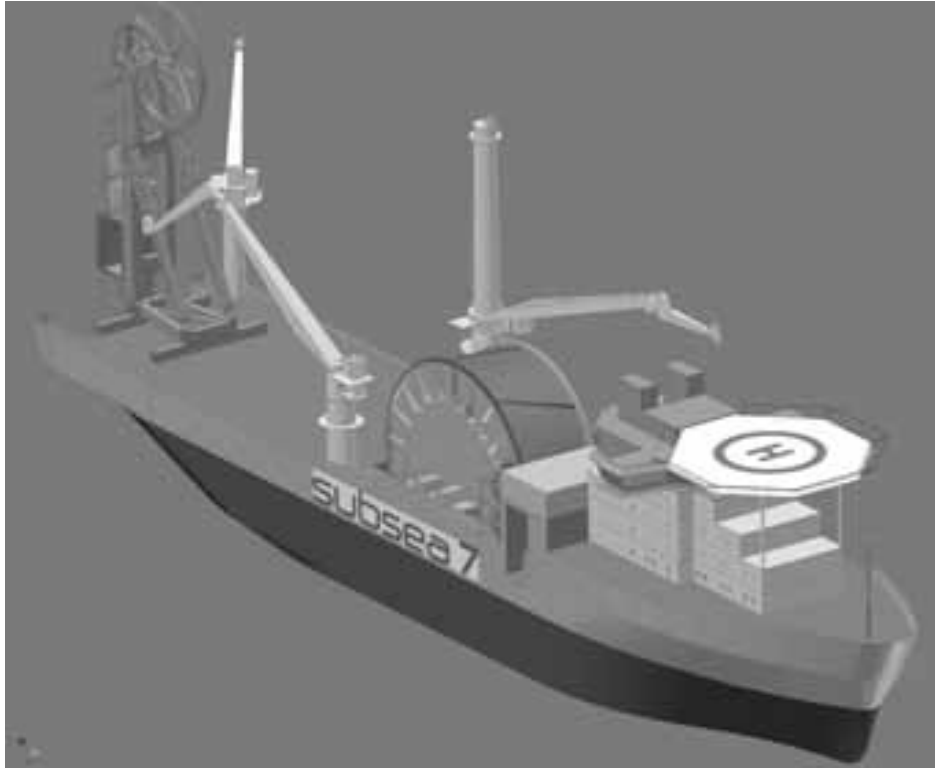
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# SubSea 7 Orders Offshore Construction Vessel

Merwede Shipyard received a contract to design and build a Reeled Rigid Pipe laying/Offshore construction vessel for Subsea 7. The pipe laying equipment will be designed and built by Huisman Itrec. Delivery of the vessel will take place in the second quarter of 2007. SIEM, through its subsidiary Subsea 7, have signed contracts for a new rigid pipelay and construction vessel. The overall project cost is in the \$180-\$200 million range and is based on fixed prices from Merwede Shipyard and the pipelay equipment supplier.

The ship will be a fully Dynamic Positioned Reeled Rigid Pipe laying/Offshore Construction Vessel, suitable for worldwide operation. The vessel is designed for reeled rigid pipe laying and offshore construction work. It will have a 6.6 kV integrated electric power generation system, and propulsion by three electro-motor driven fixed pitch propellers in azimuthing nozzles aft. Two retractable Azimuth thrusters will be fitted in the forward part of the vessel; one transverse thruster will be arranged in a tunnel forward.



A full width ROV hangar will be located aft of the accommodation block. Vertical ROV deployment rails will be fitted in the ship's sides port and starboard. A large 400 MT offshore crane will be located on the port side of the vessel amid-

ships. Two other large offshore deck cranes will be located one on the starboard side at the forward end of the main working deck and one on PS at the aft end of the main working deck.

Aft of the main pipe lay reel, a clear deck area of at least 650 sq. m. will be arranged. A pipelay ramp will be located at the aft end of the ship. Cantilevered work platforms will be provided at each side of the transom at main deck level.

**Circle 73 on Reader Service Card**

## OCS Main Particulars

|                                                                                                                                            |             |
|--------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| Length, o.a. ....                                                                                                                          | .515.4 ft.  |
| Length, b.p. on design draft ....                                                                                                          | .453.7 ft.  |
| Breadth, molded ....                                                                                                                       | .93.2 ft.   |
| Depth, maindeck, molded ....                                                                                                               | .41 ft.     |
| Draft, design molded ....                                                                                                                  | .24.6 ft.   |
| Draught scantling molded ....                                                                                                              | .26.2 ft.   |
| Deadweight (incl. Payload) at design draft approx.                                                                                         | 10,930 tons |
| Deadweight (incl. Payload) at scantling draft approx.                                                                                      | 12,430 tons |
| Ship's complement ....                                                                                                                     | 120 berths  |
| Classification Lloyd's Register of Shipping ?100A1, UD strength for load of 10 t/m2, Heli Landing Area, ?LMC, UMS, DP(AA), CAC(3), EP, ICC |             |

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## Autoship

ASC On-board and Load Planning software is used at all stages of vessel operations. Central to the On-board solutions is Autoload. The program reads data from tank, draft, wind and SCR sensors as well as user-input, and then reports on the condition of the vessel. Autoload is used in conjunction with ASC-developed load planning modules.

**Circle 102**



## Aker Kvaerner

Aker Kvaerner provides state-of-the-art deepwater field development solutions from technology development and early field development studies through the delivery and installation of the project. Aker Kvaerner provides a combination of deepwater technology and project execution skills.

**Circle 103**



## Atlantic Marine

The Atlantic Companies encompass four shipyards. Two are located on the East Coast in Jacksonville, Florida and two on the Gulf of Mexico in Mobile, Alabama. Yard-by-yard, Atlantic offers a wide range of capabilities and services: new construction, repairs and conversion.

**Circle 104**



## APL

The Bow Loading System provides a means for offshore loading and discharge of crude oil or other fluid media. The BLS is compatible with standardized equipment on FPSOs FSOs and Loading Towers, as well as APLs SAL and OLS Systems.

**Circle 105**



## HHI Holloway Houston

Founded in 1960, Holloway Houston, Inc. began business as a small distributor of wire rope and chain fittings. Whether you need a basic sling, a spreader bar, CAD drawings for a water bag load test, or an entire rigging plan for a complex project, Holloway's engineering and design department can assist.

**Circle 106**



## DuPont

DuPont Zodiaq quartz surfaces is composed mostly of quartz, giving it toughness and a hardness of 7 on a scale of 10. Zodiaq offers consistency in color; can be cut and fit to meet exacting requirements with precision, uniformity and consistency; It is dense and nonporous, with no sealing required, and is heat-, scratch- and stain-resistant.

**Circle 107**



## GE

Designed to halt terrorist attacks as well as enforce drug laws, GE Ion Track products complement X-ray scanners and weapons detectors. Renowned for sensitivity and ease of use GE Ion Track detection and identification systems are deployed in more than 120 countries.

**Circle 108**



## McNichols

Founded by Robert McNichols in 1952, McNichols offers product categories such as Perforated Metal, Wire Cloth and Expanded Metal. They also offer a wide range of flooring, treads, bar, safety and fiberglass gratings and handrail components.

**Circle 109**



## Envirovac

The ORC IIA sewage treatment systems are U.S. Coast Guard/IMO and EC Certified. The ORCA IIA is a Type II physical/chemical marine sanitation device (MSC) utilizing 5 percent chlorine solution for disinfection and is design specifically for marine applications.

**Circle 110**



## Glenair

Glenair is a manufacturer and supplier of commercial and Mil-Spec connector accessories. Glenair offers full-spectrum product lines designed to meet interconnect requirements. From hermetic connectors to fiber optics, from conduit systems to Micro-D assemblies, Glenair does it all.

**Circle 111**



## McMurdo

The McMurdo M-2 Automatic Identification System AIS provides safety benefits and improves effectiveness of safe navigational practices. The M-2 provides an AIS solution for all types of vessels that are required by legislation, code or national ruling to install AIS. The M-2's compact design and ease of use accommodates smaller crafts.

**Circle 112**



## Smiths Detections

Smiths Detection offers security solutions through trace detection equipment and Smiths Heimann x-ray systems. In both areas we are world-leaders. Their combination of technologies results in products & services no other company is capable of supplying, to protect our freedom.

**Circle 113**



## Nabrico

Nashville Bridge Company has been closely associated with the nation's waterways for more than 95 years. Nabrico's winches feature all steel construction; 40 ton holding capacity certified by independent testing laboratory; large bronze bushings with grease fittings on all shafts for long life.

**Circle 114**



## Martek

MariNOx - A direct onboard engine emissions monitoring system for compliance with MARPOL Annex VI Reg.13 and The NOx Technical Code. Can also monitor SOx, CO, HC and other pollutants. The system can also deliver major fuel savings for complying vessels.

**Circle 115**



## MMC

MMC CL Couplings provide a pick and safe flanged connection on a wide variety of applications. The helical cams are rotated into place with the average connection taking less than one minute. Each cam is individually locked into place resulting in a vibration proof, leak proof, twist proof connection.

**Circle 116**



## Vetus

Vetus products are marketed and serviced in more than 100 countries worldwide, through branch offices, independent importers and commercial agents or by means of direct sales to boat builders (OEMs). Nearly all products, which are mainly intended for installation in smaller commercial vessels, are still being developed in-house.

**Circle 117**



## Seaward

Large or small, floating or fixed, Seaward Sea Guard fenders are in use from the tropics to the Arctic, providing tough heavy-duty fendering systems for harbor, offshore and ship-to-ship applications. The foam-filled construction provides an unsinkable fender body that permits high energy absorption with a relatively low reaction force.

**Circle 118**



## ShipNet

ShipNet is an international maritime IT solution provider. They develop, implement and support a complete range of vessel and shore maritime software, including financial, fleet, commercial and liner management solutions. ShipNet was established 1991 from their predecessor DataShip.

**Circle 119**



## Centa

Centa has published an updated 57 page catalog covering the Centax-SEC coupling line. The "Super Elastic Coupling" system, introduced in 1988, offers several styles of flexible couplings covering marine propulsion and auxiliary drives thru 650 kNm (480,000 Lb-ft.).

**Circle 120**



## Tyco

Tyco Safety Products is part of the Tyco Fire and Security division of Tyco International Ltd. Tyco Safety Products' businesses design, manufacture, and distribute electronic security systems, fire protection, detection and suppression systems, sprinklers and fire extinguishers including more than 60 brands distributed in markets across the globe.

**Circle 121**



## Furuno

The FA-100 is a universal shipborne AIS capable of exchanging navigation and ship data between own ship and other ships or coastal stations. The FA-100 consists of VHF/GPS antennas, a transponder unit and several associated units. The LCD panel displays all required information about Static data.

**Circle 122**



## Xantic

Xantic has been a pioneer in the communications world since 1904. The company is a world leader in the provision of Inmarsat and Iridium services, combined with industry-first and user-friendly Value Added Services. Xantic has two Land Earth Stations, offices and agents all over the world and offers global 24/7 Customer Service.

**Circle 123**



## Stromme

Stromme Ships Equipment has been supplying the maritime industrial sector with goods and services on a worldwide scale, with operations in 14 countries around the world. Stromme air solutions give air quality, air treatment, distribution system, SMC Compressors, installation, and low life-cycle costs to their customers.

**Circle 124**



## Sormec

Sormec is specialized in design, development and construction marine cranes for ships, oil platforms and offshore services. The range of cranes offered is extensive and custom built cranes are also possible. The design is made according to the DIN 15018 rules.

**Circle 125**



# Versatile Boat With Specialized Options

When one hears "offshore energy" in the marine sector, it is the petroleum industry that comes most readily to mind. Now a Shetland vessel chartering company has taken delivery of a boat with specialized equipment to support the maintenance of offshore wind-powered electrical generating units. Serving a function similar to that of Gulf of Mexico jack-up

other aspects of the construction and maintenance of offshore projects."

Launched from the Damen shipyard at Hardinxveld, the Netherlands, the boat is built on their Damen Multi Cat 2611 design. The 85 x 37.7 ft. (26 x 11.5-m) vessel is designed to be extremely versatile with capabilities in anchor handling, dredger service, supply, towing, hose han-

dling, survey and ship assist. Towing power for the vessel, which is rated with a 33-ton bollard pull, is provided by three Cummins KTA38 M0 delivering a total of 1791 bkW at 1800 rpm to Reintjes WAF 464 gears with 6:1 reductions and turning 1700 mm propellers in nozzles. The triple engine configuration delivers large power while maintaining a shallow 2.25-m draft

for inshore work. The triple engine configuration allows great versatility in that the two outside engines are used for close and harbor maneuvering while all three can be used for towing and for traveling light, the center-line engine delivers adequate power for hull speed providing green fuel economy.

**Circle 77 on Reader Service Card**



#### Main Particulars

|                   |                                    |
|-------------------|------------------------------------|
| Length, o.a.      | 85 ft.                             |
| Beam, o.a.        | 37.7 ft.                           |
| Depth at sides    | 11.5 ft.                           |
| Draft aft         | ± 7.4 ft.                          |
| Displacement      | 515 ton (m)                        |
| Bollard pull      | ± 33 tons                          |
| Speed             | ± 10 knots                         |
| Main engines      | 3 x Cummins KTA 38M0               |
| Total power       | 1791 bkW at 1800 rpm               |
| Gearboxes         | 3 x Reintjes WAF 464 5,591:1       |
| Propulsion        | 3 x FPP in nozzles, 1700 mm        |
| Gen sets          | 2 x Cummins 6 BT 5.9-D 89 kVA each |
| Hydraulic power   | Cummins N14-M 400 kW               |
| Deck cranes       | 2 x Effer 180,000 3S, 10T at 16 m  |
| Towing hook       | 1 x Mampaey 33 T                   |
| Capstan           | 5 tons                             |
| Radar             | 2 x Furuno FR 1505 MKIII           |
| Compass           | Observer MKIV                      |
| Gyro compass      | Tokimec ESN.110 N                  |
| Echosounder       | Furuno FCV 581                     |
| D-GPS             | Furuno GP - 80                     |
| GPS               | Furuno GP - 33                     |
| GPS Chart Plotter | Seiwa Barramundi                   |
| Autopilot         | Radio Zeeland, Sea Pilot 75        |
| Nav-tex           | Furuno NX 500                      |
| VHF               | 2 x Sailor RT 4822 / DSC           |
| VHF H/Held        | 3 x Water proof ICOM               |
| Inmarsat-C        | Furuno Felcom 15                   |
| SSB               | Yaesu - FRG 100                    |
| U.P.S. system     | APC 1600W - 220V                   |

boats, the new vessel has two 15-m spud legs to hold it in position while servicing the wind mills. The portside push bows have a gap to suit the four-meter base of wind-farm piles, allowing the vessel to push up against the pile without fear of sliding off. The harder you push, the less motion is felt at the bow of the vessel therefore allowing the safe transfer of personnel and heavy parts, gearboxes or motors which typically weight 6.5 tons.

With UK Governments committed to generating 15 percent of electricity from renewable sources by 2015 significant growth is expected in the off shore wind-farm market. A representative of Delta Marine, has said, "We have previously undertaken work on offshore wind-farms in Denmark and off the English coast but found our current fleet not ideally suited to the work. The Voe Viking will give us greater flexibility and allow us to take on

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# The Fleet Week Shipdocking Extravaganza

(Continued from page 27)

International participation was up this year, with four foreign navies among the honored guests. Canada and the U.K. were repeat visitors, France and Pakistan arriving for the first time, each with a guided missile frigate or two - the PNS Tippu Sultan from Pakistan, the FS Jean Bart and FS Tourville from France.

Canada's trio of Halifax-class frigates - HMCS Halifax, HMCS St. Johns, and HMCS Ville de Quebec - made-up the most eye-catching block at the Stapleton pier, where the sum of the ships on both sides of the dock - originally designed for a Surface Action Group of six - called for three abreast in a few cases. HMCS Athabaskan, a destroyer, rounded-out Canada's imposing display.

The HMS Nottingham arrived for the Royal Navy, representing the Type 42 guided missile destroyer described as the backbone of the Fleet's anti-air warfare force. A visitor boarded the Nottingham along with the public visiting the Stapleton pier, whose collective effect — rows of prows and masts, people hustling past in varieties of uniforms — was impressive and infectious. The visitor abruptly wished for a souvenir, which would be a

cap labeled "Nottingham" sold for \$20 at a table aboard.

## The Public Eye

The U.S. Navy's website offers to arrange interviews between media and commanders and other Naval authorities, and encourages homecoming coverage of any of the 6000 sailors arriving in town who happen to live there. These and other programs promote the "human" face of the services for that part of the public that hasn't discovered ships. But much of the public has discovered ships, and docking them three abreast was surely a sight to behold. Except for the Pakistanis, most of the international arrivals were the day after the parade, this time in glorious spring sunshine, all at Stapleton. And all, of course, arriving as the tides brought them, for as the Navy pointed out, this would not be a parade. It would not do for them to bunch-up in the Narrows, but there was only so much a dispatcher could do. Each of the participating tugs had to be thoroughly swept at the start of the day, and each carried its own soldier. It was not a situation where some tug could be called-in fresh off a container job if additional assistance were required.

As it was, the pace was kept steady, a new form arriving under the Verrazano bridge just about in time for a tug or two to go greet it. What then would arise was a great deal of froth, as tugs overcame the effects of some of New York's most spirited waters. It's generally said that the North and the East Rivers, bound for the ocean, flow across the bay to Staten Island, then make a left out the Narrows. Whatever their exact patterns, Capt. Gary Kafscak noted that during a short respite between ships, the Joan was making a knot and a half from the current alone.

The sight of the tugs flexing their muscle, performing their famous choreography and reckoning with the currents, must have made quite a spectacle for the eyes ashore, as each sensitive warship was placed against the next, as if light like a feather. This used to be the stuff of newsreels, back in the days of the first Queen Mary, somewhat forgotten in the day of bow thrusters. Besides docking at Stapleton, there was redocking as the USS Carr, for example, went on a brief cruise while the FS Meuse arrived, the Carr then resuming the outboard position at the pier. A brief allusion between FS Jean Bart with the PNS Maowin during docking,

described by the Staten Island Advance as "A fenderbender," is still being studied by the Coat Guard at presstime, with miscommunication on the bridge the seeming cause.

How does an international constituency sign-up for Fleet Week? "Invitations to participate were sent out to our fellow sea services throughout the world," said the U.S. Navy, "and the Canadian, French, Pakistani, and United Kingdom navies responded. We hope for their participation in future events." And maybe other navies too? This could be better than the Olympics, "as our Navy operates in a global environment and New York City is recognized for its cultural diversity."

Now there's a thought - the navies of the world gathering in New York to foster just what our Navy describes - "a celebration of the sea services [recognizing] the bonds of sailors and marines, and our common thread - service to country." In addition to the warships, service includes the two tankers, plus the USCG buoy tender Katherine Walker at Stapleton, and the Office of Naval Research's Afloat Lab, docked at South Street Seaport. And serving them all was the armada of tugs, with moves that had to be seen.

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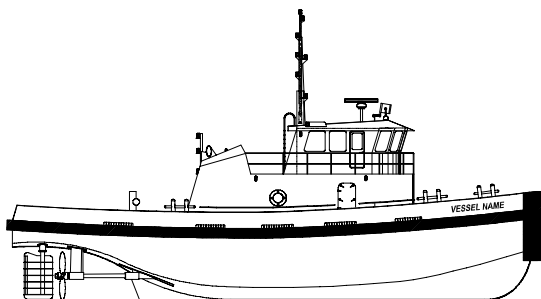
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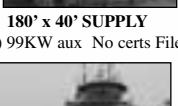
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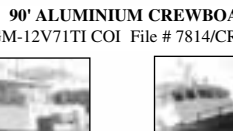
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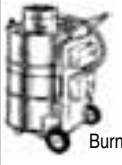
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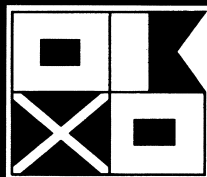
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