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November 2005
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On the Cover: The view of Venice, Louisiana after Katrina from atop the Big T, T&T Marine's 600-ton floating crane. (Photo: Don Sutherland.)

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Boston Pilots Takes New Boats



The Boston Pilots has taken delivery of two Chesapeake class pilot boats from Gladding-Hearn Shipbuilding, Duclos Corporation. The shipyard's new class of launches has also been built for the Delaware, Virginia, Maryland, New Orleans, Tampa Bay, and Portland, Maine pilots.

Designed by C. Raymond Hunt Associates in Boston, the all-aluminum launches measure 52.6 ft. overall, with a 17-ft. beam and 4.8 ft. draft, and top out at 25 knots. Named Mystic and Chelsea, the boats are powered by twin Luger 6140AL2 diesel engines, each delivering 600 Bhp at 2,100 rpm, with Twin Disc MG5114A gear-boxes. The engines turn two five-blade Hall & Stavert NiBrAl propellers.

Each launch is equipped with a 12 kW Northern Lights generator.

Safety equipment includes heated handrails and decks to prevent ice build-up in the winter, and wide side-decks. At the transom are a throttle and steering controls and a winch-operated U-frame over a recessed platform for pilot rescue operations.

Each wheelhouse and forecastle is outfitted with Stidd reclining seats, finished galley, and enclosed head. The forecastles' berthing areas are isolated from the noise and traffic of the galley and head, with noise levels below 77 dba, and include heating and air-conditioning.

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Bisso Launches New Hull

Bisso Towboat Co. launched the hull of the 4300 hp reverse Z-drive ship-assist tug Alma on October 7 at Maine Iron

Works in Houma, La.

The tug will measure 100 ft. x 38 ft. x 13 ft. and will be powered by a pair of EMD 16-645E6 main engines, each producing 2,150 hp at 900 rpm, driving

Ulstein-Aquamaster US2001 Z-drives. The Z-drives will feature 2,300 mm diameter stainless steel propellers inside stainless steel Kort Nozzles and will produce an estimated bollard pull of 59 tons.



Load out of the main propulsion equipment and auxiliary equipment has already begun. The outfitting of the vessel with final delivery is expected in January or February of 2006.

The Alma S. will join Bisso's fleet of 11 ship-assist tugs on the Mississippi River servicing the large bulk carriers and tankers which call in the river. The addition of the Alma S. will make Bisso the only Mississippi River ship-assist company to have multiple Z-drive tractor tugs servicing ships in the area.

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Mission Marine Delivers Patrol Catamaran



Mission Marine, Ltd. delivered its Mission 29-ft. 338 Pilot House Model to Monroe County Sheriff Marine Patrol in August located to Monroe County, NY.

The aluminum catamaran will be used in a variety of missions including search and rescue, patrol, homeland security, drug intervention, and escorting the high speed ferry owned by the City of Rochester, and to assist the Coast Guard and Border Patrol. The Mission Marine vessel complements their fleet for rough water missions on Lake Ontario.

The vessel is powered by twin 2006 Mercury Verados. Mission Marine provided a one-day training seminar, both classroom and on-water instruction, to the Monroe County Marine Patrol officers. The boat will based on the Genesee River at the Marine Patrol Headquarters.

USCG Gets New Cutter

The Coast Guard Cutter Manatee officially entered the Coast Guard fleet during a commissioning ceremony held October 14. Congressman Ruben Hino-

josa (D-TX) was the Keynote speaker. Captain Kevin Marshall, Chief of Staff of the Coast Guard 8th District, was the commissioning official. The Manatee has a 10-person crew and is commanded by Senior Chief John N. Brady, a 20-year veteran of the Coast Guard. He is coming to the Manatee from his previous command as officer in charge of Station St. Inigoes, Md. The cutter was built by Bollinger Shipyards in Lockport, La., and was delivered to the crew in August. The crew conducted training for two months while deployed in Southern Louisiana to prepare the new cutter for service.

Canal Corporation Awards Contract

New York State Canal Corporation announced that the contract for a new hydraulic cutter-head dredge has been awarded to Ellicott Dredges of Baltimore, Md.

The acquisition of the new dredge is a part of the Canal Corporation's ongoing effort to upgrade its fleet and increase its dredging capacity, while complying with environmental regulations.

The new dredge will be stationed in Utica, NY and will replace a 1927 DeLaVergne. The new dredge will have double the horsepower of existing dredge, which is aimed to provide less down-time for repairs and maintenance. Delivery is scheduled for May 24, 2006. The newest dredge in the Canal Corporation's fleet is currently a 1980 Ellicott based in Waterford, NY.

With that exception, the remainder of the existing fleet is comprised of dredges of the 1920s or 1930s vintage. The Canal Corporation will continue to pursue upgrades of its dredging fleet. Plans are underway for a hydraulic off-loader in the fall of 2006. This equipment would allow dredge spoil to be pumped as slurry into hopper barges, which would then be transported to disposal sites and pumped upland hydraulically. Unlike other inland waterways throughout the country, maintenance responsibility for the canal system falls on the State of New York, rather than the U.S. Army Corps of Engineers. Part of the Canal System, from Waterford to Oswego, is a federally improved project, through maintenance of the channel is not federally funded. The project depth for the federally improved portion of the waterway is 14 ft. (13 ft. over sills) and 12 ft. elsewhere. The Canal Corporation estimates a backlog of more than 10 million cubic yards of sediment which requires removal in order to restore the Canal channels to those depths.

Contract to Modify Ferry Design

Verreault Navigation Inc. of Les Méchins, Quebec, won a \$4.8 million contract to modify and enhance some of the design elements of the ferry M/V Madeleine operated by CTMA Traversier

Ltée. between Cap-aux-Meules, in the Iles-de-la-Madeleine, Quebec, and Souris, Prince Edward Island.

The Madeleine will be equipped with a new stern and modified to expand the loading deck, allowing the ferry to carry more cargo and dock more easily, and provide better access for inspections and

maintenance. This work is expected to prolong the life of the ferry by 10 to 15 years. Verreault Navigation Inc. will undertake these modifications between February and March 2006.

These changes to the Madeleine will allow the ferry to comply with requirements developed by Transport Canada to

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further enhance the safety of all passenger ferries in Canada. These standards require passenger ferries to have more sophisticated stability features in case of accidental damage to the hull. They are based on international requirements established under the Safety of Life at Sea convention.

The standards complement Transport Canada's existing framework for passenger ferries, including stringent requirements for design and construction, navigation, crew training, and firefighting and lifesaving equipment.

The Madeleine is owned by Transport Canada, which is responsible for capital investments and major repairs. The ferry service between Cap-aux-Meules and Souris has been operated by CTMA Transversier Ltée.

Circle 14 on Reader Service Card

FDNY Awards Fireboat Contract

Robert Allan Ltd. won a contract by the Fire Department of New York for the design and construction administration of a new fireboat. The new vessel will

replace the aging Fire Fighter.

The contract for design and construction administration was bid internationally and awarded to Robert Allan Ltd. The new vessel will be approximately 130 ft. long, have a service speed of 17.5 knots, and a total pumping capacity of 36,000 gpm. The vessel is expected to be put to tender at shipyards late in the second quarter of 2006.

Circle 13 on Reader Service Card

New Distributor for Iveco

Iveco of North America, Inc., announced the signing of an agreement with Motor-Services Hugo Stamp Inc. (MSHS) for the distribution of Iveco's diesel engines and parts for Florida, Mexico and the U.S. Virgin Islands.

MSHS specializes in marine diesel engine sales and service. As a direct distributor of Iveco of North America, MSHS will offer engines for marine applications as they enter the North American marketplace. Iveco engines' wide range of horsepower, 84 hp to 2365 hp, allows MSHS to offer their customers

a full range of marine engines while also having a strong presence in both the pleasure craft and commercial markets.

Trinity to Christen Superyachts

Trinity Yachts of Gulfport & New Orleans will christen superyachts Zoom Zoom and Lady Florence at Fisher Island, Fla. Trinity Yachts, LLC announced that they will Christen their two recent deliveries of M/Y Zoom Zoom with the exterior design by Geoff van Aller and M/Y Lady Florence at the

Showboats International Rendezvous located on Fisher Island, Fla., this November.

AB Inflatables Upgrades Selected Oceanus Models

Selected Oceanus Models from AB Inflatables have received upgrades. On Oceanus VST models 11 through 15, AB has molded a new fiberglass step into the bow to allow easy boarding from the front. A new stainless bow rail has also been added that provides a secure hand-



hold for passengers entering or leaving the boat. The rail is split in the middle to make boarding easy and give the driver a clear view forward. The coated railing that surrounded the center console before has now been replaced with an attractive, strong stainless steel unit.

Originally designed to handle heavy seas on the Mediterranean Sea, specific Oceanus models are currently used in commercial service, including professional towing organizations. The manufacturer says the boat's ratio of length-to-interior space-to-tube diameter allows Oceanus models to cut the waves cleanly. Non-submerged tubes and an extra-deep V-hull minimize friction with the water. The new upgrades will be available on remaining Oceanus models in 2006.

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D342	\$2429*	VT378	\$659	4-71	\$498*
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Bilge Water Sensor Aids in Missions

The Coast Guard's fleet of 47MLBs known for first response rescue resource in high seas, surf and heavy weather environments, are able to operate under severe conditions. The boats have the ability to self-bail, including the ability to roll 360 degrees and right themselves in eight seconds or less.



Inside the pilothouse, crewmembers are firmly secured to their seats in case of a roll-over. But in the unlikely event the boat might not right itself quickly, there is always the danger that the pilothouse can flood- trapping the crewmembers inside.

To provide emergency egress under these extreme conditions, each 47MLB has a Water Witch model 23-12 High Water Sensor installed on the ceiling of the pilothouse. Normally used to activate a bilge pump, the sensor is configured to send a signal that will blow out the pilothouse's windows, providing the crew with a quick escape route. Water Witch sensors were selected because they were able to be activated after detecting water for three seconds, avoiding false triggering. The sensors have no moving parts and are impervious to all substances and debris often found in a bilge.

Circle 11 on Reader Service Card

AMEREX Unveils Foam Extinguisher

AMEREX Corporation, a manufacturer of commercial and industrial fire extinguishers, following R&D, has unveiled the new 2.5Gallon, Model 250CG AFFF Foam Fire Extinguisher, with the 810CG Bracket, that has been granted USCG approval as a Type A Size II and Type B Size II, when installed using the 810CG Bracket. It carries a UL rating of 3A:20B

This fire extinguisher is suitable for (Class A) ordinary combustibles, and (Class B) flammable liquid fires. It has the unique capability as an application to flammable liquid spills to prevent ignition. It has exceptional fire knockdown and penetrating ability, for use on deep seated Class A fires, and easier cleanup than the traditional Dry Chemical agents.

The Fire Extinguisher is painted red, and utilizes a Chrome plated Brass Valve Body, with a stainless steel shell, which all offer superior corrosion resistance in the Marine environment.

They are described in 46CFR Table

95.50-15, as allowable in areas that include, communicating corridors, galleys, paint and lamp rooms, baggage, mail, and specie rooms, storerooms, carpenter shop, boiler rooms, machinery spaces, and certain auxiliary spaces.

These Fire Extinguishers as defined in 46CFR 95.50-5(c) and 95.50-10 can be located in several different locations on board vessels, because they carry an A rating as well.

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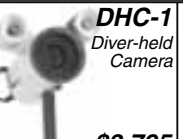
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Bollinger Delivers Double Barge Hull

Bollinger Gretna of Harvey, La., has delivered GCS 238, an OPA 90 double hull, ocean service, oil tank barge to Gelatly & Criscione Services of Point Pleasant, NJ. The vessel was delivered at Bollinger's Gretna facility in July of 2005. Bollinger Marine Fabricators, Amelia, La., fabricated panels for the new 300-ft. by 64-ft. by 21-ft., 35,000 BBL barge and shipped them to Bollinger Gretna, Harvey, La. for installation of piping and other systems and final assembly. The ocean service barge features equipment for bunkering services and is designed to carry Grade A oil and lower petroleum products subdivided into ten tanks, complying with OPA'90 requirements. Two Byron Jackson cargo pumps are driven by individual John Deere 6125A engines. The barge is outfitted with 20 tank-cleaning hatches with raised coaming. An F25-65 TECHCRANE pedestal crane with 65-ft boom sits center line for hose handling operations. GCS 238 is American Bureau of Shipping (ABS) class certificate +A1 Oil Tank Barge, ABS load line certificate - unmanned ocean service & manned special services, and U. S. Coast Guard subchapter D approved.

Trinity Yachts Move to New Production Facility

Trinity Yachts has moved one nearly completed yacht and four of their partially built yachts over to their new produc-

tion facility in Gulfport, Miss. These yachts were towed through the Intra-coastal waterways that are strewn with sunken or damaged fishing and pleasure boats left over from Hurricane Katrina.

The modern shipyard has over 392,040 sq. ft. of covered building area situated on approximately 50 acres. This new facility combined with the existing 435,600 sq. ft. of covered buildings on 38 acres at the New Orleans yard, which will be retained as their Repair and Refit shipyard, provides Trinity Yachts with a large capacity to create up to 8-10 megayachts annually for the yachting industry and the capability to build up to 400 ft. in length. The Gulfport main construction building has a height of 90 ft. allowing Trinity to build five deck yachts.

Jeppesen Marine Announces New Appointments

Jeppesen's marine business unit announced new leadership appointments.

Michael Neal has assumed the position of director, marine business development. Neal will be responsible for business development activities across all Jeppesen Marine market segments, including the commercial marine segment. Responsibilities also include longterm strategy development, new product research, mergers, acquisitions and more.

John Horner is new to the Jeppesen team and brings with him over 30 years of experience in all facets of international blue water shipping operations. Horner is responsible for the blue water business

programs within the commercial marine market. Horner holds a BS degree from United States Merchant Marine Academy, an MBA from Pepperdine University and an International Negotiations Diploma from Harvard University. Horner has also served as an officer in the U.S. Coast Guard and holds an unlimited professional mariners license.

Kelly Cottingham has joined Jeppesen as the marketing manager - commercial inland waterways and will lead the commercial marine brown water market development initiatives. Cottingham brings to the position over 20 years experience in technology/manufacturing-based global product management, market development, sales and marketing. He will focus on bringing to the commercial marine market electronic navigation solutions tailored to commercial inland waterways.

Busch Promoted to VP of Titan

Todd Busch has been promoted to vice president of Titan, Crowley's newly acquired salvage company which will be a part of the company's Marine Services segment. He will continue to report to John Douglass, Crowley's senior vice president and general manager of Marine Services.

Busch will relocate from Crowley's Long Beach, Calif. office to Titan's Fort Lauderdale, Fla. headquarters. He has been with Crowley for 17 years, and has held management roles in contract towing

and transportation and emergency response.

In 2002, Busch was awarded the Thomas Crowley Trophy, Crowley's highest honor.



Todd Busch, Titan VP

Busch is widely credited with helping to secure several high-profile towing contracts, including those involving the historic battleships USS Missouri, USS New Jersey and USS Iowa, as well as the aircraft carrier USS Oriskany. He also helped secure a role for Crowley as a contractor for the U.S. Navy's 2001 Ehime Maru recovery and relocation operation in Hawaii.

Busch joined Crowley as seaman and since that time served aboard company tugs as a chief mate. He came ashore in 1994 as a dispatcher; and has held a variety of other positions with increasing responsibility. He has been responsible for the company's marine services contract business, overseeing pricing and the negotiating of contracts, as well as the commercial activities for Crowley's emergency services, and the U.S. Navy salvage contract.

Busch also serves as a director, representing Crowley on the board of the Marine Response Alliance LLC. Prior to joining Crowley, Busch sailed with the Southwest Alaska Pilots Association.

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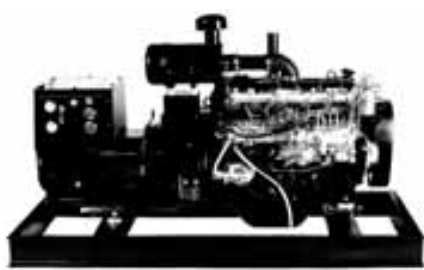
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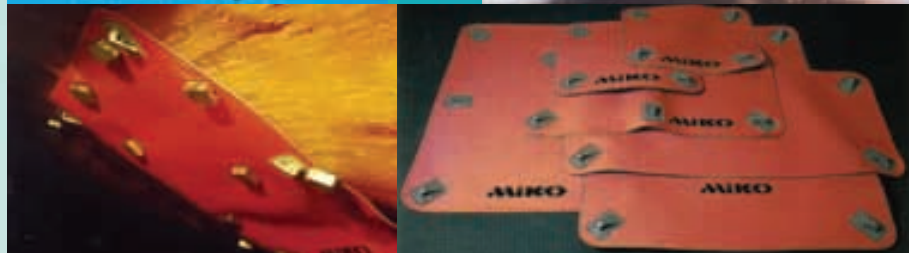
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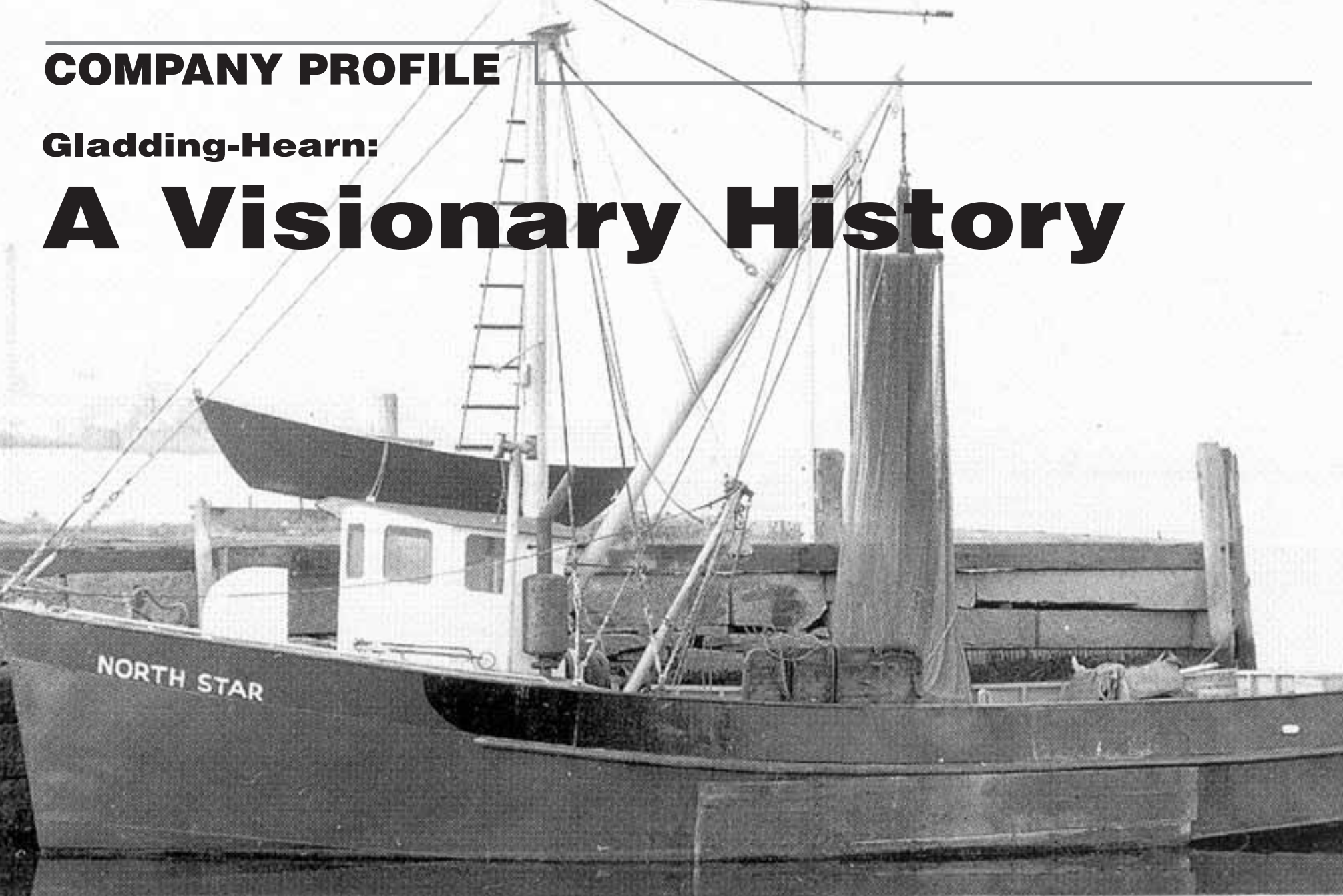
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COMPANY PROFILE

Gladding-Hearn:

A Visionary History



YESTERDAY: Delivered in 1955 and built completely of steel, the North Star was a technological frontrunner.

By Jennifer Rabulan

When asked to put Gladding Hearn's 50-year existence in perspective, George Duclos, Chairman and CEO of Gladding-Hearn Shipbuilding, Duclos Corporation offered an indirect, yet instrumental metaphor.

It's a pipe lead-in for anchor chain through a ship's bow, Duclos said.

In this instance, the importance of a hawse pipe lends dual significance: A vessel's anchor and its components can be considered among the most important elements of safety equipment on board; and as Gladding Hearn celebrates its 50-year history, the company has anchored its position in the commercial maritime industry, with 356 vessels as proof.

After leaving an established shipyard, naval architect Preston Gladding and accountant Richard Hearn, founded Gladding-Hearn and made an entrance onto the shipbuilding scene in 1955. At 22, George Duclos made an investment and joined the shipbuilding firm whose mantra remains, even 50 years later, that vision is the foundation of success.

That vision came into fruition on

December 7, 1955 with the delivery of the first vessel, a 48-ft. trawler, North Star. Built completely of steel, North Star brought innovation to the forefront for its time.

"No one at that time was doing anything in steel," Duclos said.

The North Star, still in commission in Maine, is a precursor to the Gladding-Hearn vessels to follow.

Gladding-Hearn started out with an initial crew of six shipbuilders, whose main strength was custom designed steel and

aluminum commercial vessels. The yard's workmanship garnered a reputation for innovative design and quality construction of steel and aluminum pilot boats.

Pilot Boats

Somerset, Mass.-based Gladding Hearn is synonymous with pilot boats, having built 58 pilot boats since 1955. Built to withstand extreme conditions, pilot boats are designed to be agile and durable, purpose-built boats.

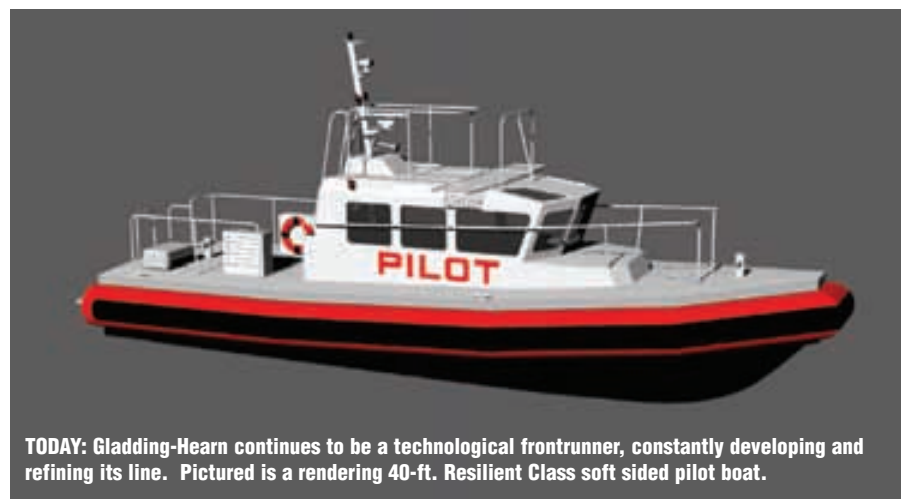
Although most pilot boats of this era

were constructed of wood, Gladding-Hearn's Brandywine class launched a new series of boats whose design was geared for multiple functions. The Brandywine class was developed with a more seamless fendering system in mind, as the boats' rubber fenders made steel construction a viable alternative to wood. This design provided increased speed, as well as safety for piloting and durability in the extreme weather conditions.

Meeting these factors were the "key issue to why the Brandywine class was formed and became successful," explained Duclos.

Gladding Hearn delivered the first 48-ft. Brandywine pilot boat to the Pilots' Association for the Bay and River Delaware, with 24 more to follow.

As piloting transitioned to shore-based stations, the need for speed called for a design integration. In 1978, Gladding-Hearn teamed with design firm, C. Raymond Hunt Associates to develop a faster hull. C. Raymond Hunt, well known for its deep-V hull, designed boats with the ability to navigate rough seas at higher speed.



TODAY: Gladding-Hearn continues to be a technological frontrunner, constantly developing and refining its line. Pictured is a rendering 40-ft. Resilient Class soft sided pilot boat.

The launch of the 50-ft. Delaware which is touted as the first deep-V pilot boat hull, marked the inception of the Gladding-Hearn and C. Raymond Hunt Associates' collaboration.

bought all the stock and became the sole owners and established the Duclos Corporation. The stock, which has since been divided among their four children, remains a family-run company thriving under the same Gladding-Hearn name,

and adding the Duclos Corporation. George and Pauline's two sons, John and Peter, oversee the design, operations and business development and share the title as president. Pauline and daughter, Carol Hegarty, handle fiscal responsibilities.

In 1987, Gladding-Hearn became a U.S. licensee of Incat Designs. Since becoming a builder of the high speed catamaran passenger ferries, the company's annual production has more than quadrupled.

A New Kind of Pilot

Gladding-Hearn has introduced a new line of rigid bottom, soft-sided launches, called the Resilient class. The first of this class will be a 40-footer for the Charleston, S.C. pilots, whom Gladding-Hearn has been working with since 1968.

Available in lengths from 30 ft. to 70 ft., the Resilient Class is designed by C. Raymond Hunt Associates and features the latest developments in the deep-V hull design.

According to Peter Duclos, the new vessels are designed specifically for pilot boat service, and for patrol and escort service where high-speed boarding is a priority. "This is a new design of a pilot boarding boat, not a production patrol boat design that has been adapted for pilot boat service, which is common in our industry," Duclos said. "We are starting with a proven hull and adding the benefits of a large, buoyant collar to provide a very soft fendering system and additional stability at rest."

With a narrower bottom and fine entry forward and an oversized, lightweight collar, the launch will provide pilots with a softer ride when boarding ships, said Peter Duclos.

The first 40-footer will be delivered with a 28-in. diameter, fully inflatable urethane tube, manufactured by Wing Inflatables. Since the inflatable collar is not suited for every application, the new design can also accept an ionomer-foam collar, as well as Wing's hybrid, air-foam-polyurethane collar.

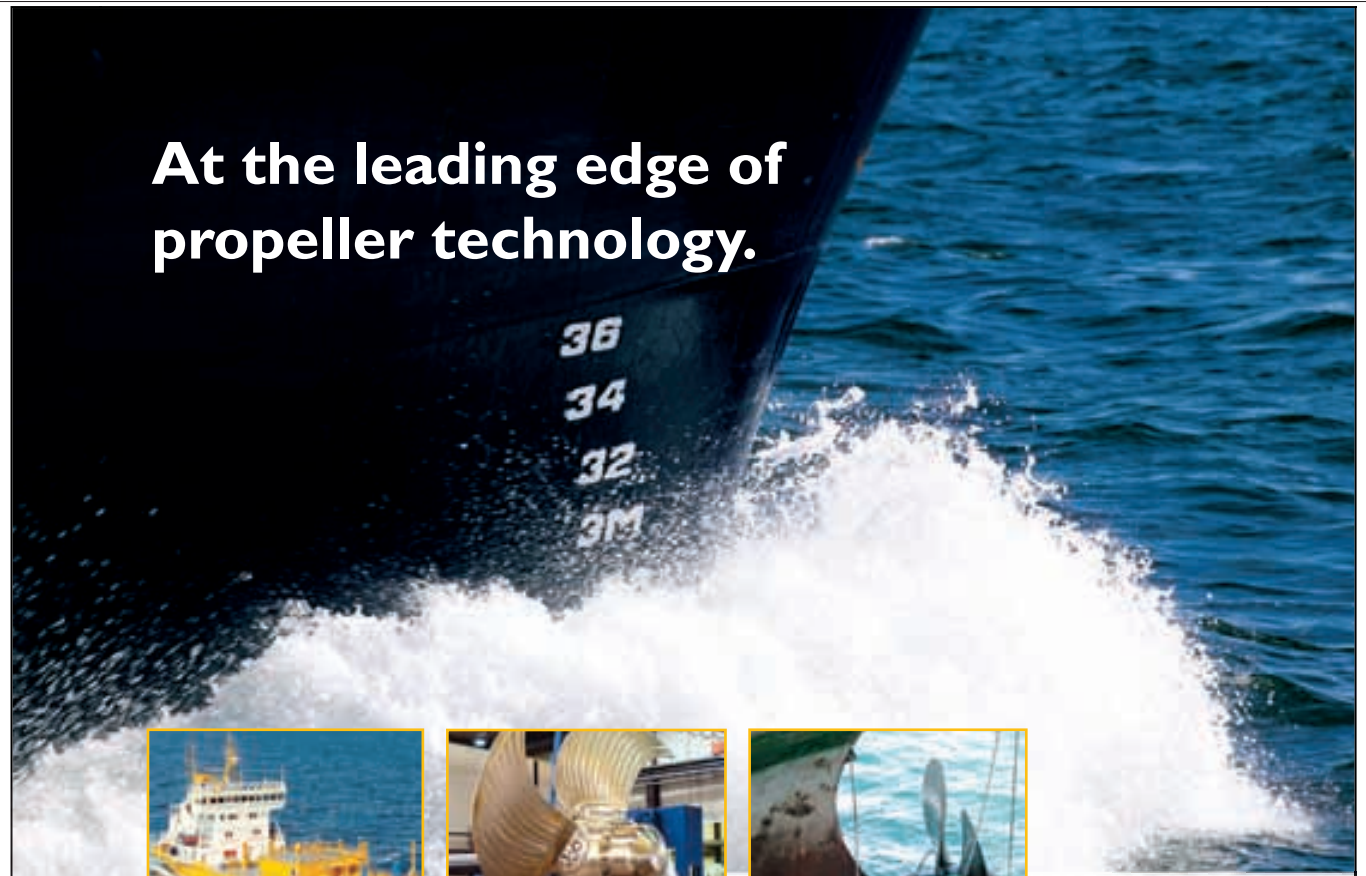
To facilitate repairs, the eight-chamber, inflatable collar is attached to the hull in two sections with a lower bolt-rope and a flat, aluminum bar, clamped to the top of the tube at the edge of the deck. Half-inch thick fenders are laminated to the tubes' outside surfaces to increase puncture resistance. An onboard, compressed-air system enables the operator to inflate the tube sections from the console in the event the over-pressure release valve opens during a very hard landing.

The development of this design is a step towards improving future pilot boats, Duclos said. "It's been a challenge, yet a tribute to what a RIB should be."

Duclos Corp.

In 1982, Gladding and Hearn sought retirement after 250 vessels. In 1984, George, along with his wife Pauline,

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COMPANY PROFILE



1957 launching of tug Dave White.

"With Incat's successful designs, we created a market, along with Nichols on the west coast, for fast ferry catamaran construction in the U.S."

Like other Gladding-Hearn vessels, the cat employs a combination of the yard's craftsmanship and technology. By using pulse-arc welding, the yard can create a light, fast ship and meet various classification standards.

Though it's known for its pilot boats, the company has evolved its product line over the years to remain competitive. Gladding-Hearn has built and designed numerous specialized vessels, such as fire

boats, tug boats, fast ferries, catamarans. Among the specialized vessels, the yard has built a number of research vessels, including one for Old Dominion University and one for the University of New Hampshire. One of the more recent launches was the Woods Hole Oceanographic Institution's (WHOI) new 60-ft. coastal research vessel (CRV) Tioga which was christened in March 2004. The Falmouth, Mass.-based WHOI, a private, independent marine research and engineering, and higher education organization turned to Gladding-Hearn when in need of a research vessel to transport sci-



The Woods Hole Oceanographic Institution's (WHOI) 60-ft. coastal research vessel (CRV) Tioga. Photo Credit: Tom Kleindinst of WHOI

entists, engineers and students into the ocean. It was designed to support diving operations and all disciplines engaged in coastal research. This vessel is a lengthened version of the Fay Slover, operated by Old Dominion University, and is the third in the series of vessels that are becoming a standard for general inshore and coastal investigations. Construction of the coastal vessel began in April 2003 and was designed by Roger Long Marine Architecture, Inc. of Maine. It can operate within a narrow weather window, as little as four hours, for distances up to 350 miles, which would enable it to reach New York harbor and the Gulf of Maine.

After delivering a new passenger catamaran for New York Water Taxi in June, Gladding-Hearn Shipbuilding delivered its Incat-designed sistership, the Sam Holmes, in September for shuttle service on New York Harbor. The bright yellow, all-aluminum 72-ft. water taxi is USCG-certified to carry 149 passengers but is limited to only 100 passengers when operating at New York City water taxi docks.

As Gladding-Hearn celebrates a half century in business, the shipbuilder marks another milestone with the acquisition of the \$9.5 Steamship Authority contract to build the newest fast ferry- hull number 357- to replace the Flying Cloud. The new ferry, scheduled to enter service in 2007, will seat 350 passengers powered by four engines. The shipyard has built several similar ferries, including Hy-Line Cruises' Grey Ladies. The construction process, slated to begin this fall, should take 15 months to complete.

Longevity

Duclos attributed several factors to Gladding-Hearn's longevity in the industry. Duclos, like the shipyard, has garnered many accolades throughout his career. In 2000, Duclos received an hon-

orary degree Ph.D. from the Massachusetts Maritime Academy for his lifetime achievements and dedication; and in 2002, he was honored as SBA's person of the year, where he was invited to Washington, D.C. for National Small Business Week.

With the construction of a diverse portfolio of vessels, the shipyard holds pride in its customer service. When one of the New York Water Taxis required a slight repair, Gladding-Hearn was literally on hand. The shipyard flew its experienced crew, on site to New York, to facilitate repairs and ensure that the vessel received the attention it needed.

Gladding-Hearn's top priority is its current construction, which will include the Steamship Authority Ferry, as well as work on developing new customers.

"Our success is our reputation, and we've worked hard for it" Duclos said. "We've been here for 50 years and we hope to be here another 50."



After delivering a new passenger catamaran for New York Water Taxi in June, Gladding-Hearn Shipbuilding delivered its Incat-designed sistership, the Sam Holmes, in September for shuttle service on New York Harbor.

(Photo Credit: Don Sutherland)



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Comply with Visa Requirements to Work Offshore — or Else

By **Jonathan K. Waldron** and **Charles T. Blocksidge**

All vessels operating and conducting activities on the United States Outer Continental Shelf ("OCS") are required to be U.S. crewed subject to certain exemptions. Foreign crewmen operating under these exemptions are required to obtain a special visa called an B-1 (OCS) visa. While this requirement has been in effect since the 1970s, enforcement of the B-1 (OCS) visa requirement took on new meaning following the events of September 11, 2001 and the implementation of enhanced security measures.

Knowledge of the exemption and visa requirements is particularly critical due to the flurry of clean-up and repair activities following Hurricanes Katrina and Rita in the Gulf of Mexico. Vessel owners and operators have generally been familiar with the manning citizenship requirements, however, the process of applying for and securing the appropriate visa for the vessel's crew is of heightened interest to the Customs and Border Protection officials since 9/11. The following is a brief overview of the exemption request and visa application process. It is critical that the application process start early to ensure offshore operations are not adversely affected.

Background

Through the Outer Continental Shelf Lands Act and its amendments, Title 43 of the United States Code, sections 1331 - 1356, Congress announced that the United States Constitution and laws and civil and political jurisdiction of the United States are extended to the subsoil and seabed of the OCS and to all artificial islands, and all installations and other devices permanently or temporarily attached to the seabed. To this end, vessels conducting operations on the OCS must be documented under the laws of the United States and manned or crewed by citizens of the United States or aliens lawfully admitted to the United States for permanent residence.

If a vessel and its crew do not meet this U.S. manning requirement, then the vessel owner or operator must apply for a manning citizenship exemption. To be granted the exemption, the applicant must be able to prove that citizens of a foreign nation have the absolute right to effectively control the vessel or that ownership of the vessel is over fifty percent foreign. Vessels intending to conduct operations on the OCS generally fall into two categories: (1) U.S.-flag vessels with a U.S. crew and other foreign citizens needed to perform emergency or specialist work on a temporary basis, or (2) a foreign-flag vessel with a foreign crew.

Historically, foreign individuals working on vessels on the OCS were able to work on vessels conducting OCS operations with a crewmember / transit visa (C1 / D visa) due to limited enforcement of the B-1 (OCS) visa requirement. This visa was issued for persons desiring to enter the United States to join a vessel and/or serving as a crewmember on a vessel making a routine port call in the United States. Due to the increased security interests after 9/11 in monitoring individuals that enter the United States, persons engaged in OCS activities must now possess a B-1 (OCS) visa or they will not be allowed ashore in the United States.

Exemption Process

The application process to receive a citizenship exemption to use a foreign crew can be very time consuming. The application package is submitted to the Chief of the Coast Guard's Division of Foreign and Offshore Compliance. The application must, among other things, contain the following information or the package will be deemed incomplete and therefore delay the approval process.

- Project Scope
- Personnel
- Vessel information
- Contracts, subcontracts and/or bareboat charter agreements that affect ownership or control
- Parent company public trading and registration documents
- Public trading and registration documents for all companies in the chain of ownership
- Affidavits identifying/certifying ownership, control, and nationality of shareholders and directors.

Approval can often take 60 or more days depending on the complexity of a particular case. Following approval, the vessel owner can begin the process of obtaining B-1 (OCS) visas for their crew. Exemption requests to sup-

plement a U.S. crew with additional individuals to provide specialist or technical skills (i.e. persons considered in addition to the "regular complement" of the vessel) must be sent to the local Coast Guard office for a determination.

Visa Process

Once an exemption package is approved, the Coast Guard issues a letter of exemption for the vessel. Based on this letter, a B-1 (OCS) visa may be issued for the purpose specified in the exemption letter. The amount of time it takes to be issued a B-1 (OCS) visa depends largely on the consulate through which the application is being processed. In addition to the exemption letter, the applicant for the visa must provide the following:

Payment of a Non-Refundable Application Fee

- A completed visa application form DS-156 and DS-157 (when applicable)
- A passport valid for travel to the United States and with a validity date at least six months beyond the applicant's intended period of stay in the United States
- One passport size photo (not digital, taken within the last six months)

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• A comprehensive letter, or contract from the employer on the employer's letterhead (original) identifying the crew member and describing in detail the nature and function of the crew member's position

In order to avoid potential breach of contract actions and other operational delays, foreign vessel owners and operators should plan accordingly to submit manning citizenship exemptions requests in a timely manner since processing and approval normally takes between 60 and 90 days. To this end, it is strongly encouraged that U.S. counsel be sought as the exemption request process involves a detailed understanding of the vessel owner's corporate organization, the vessel's operational capabilities, and most importantly the legal framework which is used to analyze a request. Legal counsel should also be used to ensure that B-1 (OCS) visas are applied for and obtained for foreign crew members. Failure to secure not only the citizenship exemption, but also the proper B-1 (OCS) visas for a vessel's crew can result in fines, penalties, lengthy operational delays and personnel issues such as refusal to allow crewmembers ashore, meet a vessel, or deportation.

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Charles T. Blocksidge is an associate in

Blank Rome LLP's Maritime, International Trade and Procurement Practice Group is a former naval officer and focuses on maritime, environmental and regulatory issues. He can be contacted at (202) 772-5834 or blocksidge@BlankRome.com. For more information about Blank Rome LLP visit www.BlankRome.com

ACL IPO Details

American Commercial Lines Inc. announced the pricing of its initial public offering of its shares of common stock at a price of \$21 per share. Of the shares sold in the offering, 7,500,000 shares were offered by ACL and 750,000 shares were offered by a selling stockholder. In addition, the underwriters have been granted an option to purchase up to an additional 1,237,500 shares from the selling stockholder within the next 30 days at the public offering price. ACL will not receive any proceeds from the sale of shares by the selling stockholder. ACL shares began trading on the NASDAQ National Market on October 7 under the trading symbol ACLI.

Merrill Lynch & Co. and UBS Investment Bank acted as joint bookrunners for this offering. Credit Suisse First Boston and Deutsche Bank Securities acted as co-managers.

Chevron Invests in Deepwater GOM

Chevron Corporation is proceeding with the development of the Blind Faith Field in the deepwater Gulf of Mexico. The field will be developed using a semi

submersible production facility, with first production expected during the first half of 2008. Chevron is the operator and holds a 62.5 percent working interest.

Blind Faith is located in approximately 7,000 ft. of water, about 160 miles southeast of New Orleans, on Mississippi Canyon blocks 695 and 696. The discovery well was drilled in June 2001 and encountered more than 200 ft. of net pay in Miocene sands at depths of 20,900 ft. to 24,300 ft. A successful appraisal well was drilled in 2004. The field has an estimated gross resource potential exceeding 100 million barrels of oil-equivalent.

Total capital costs for the project will be approximately \$900 million. Chevron's partner in the Blind Faith project is Kerr-McGee Corp., which holds a 37.5 percent interest.

Initial production is expected to be approximately 30,000 barrels of oil per day (b/d) and 30 million cubic ft. of gas per day (mmcf/d). The semi submersible facility will have a production capacity of approximately 45,000 b/d and 45 mmcf/d. The topsides can be upgraded to a capacity of 60,000 b/d and 150 mmcf/d to accommodate production from satellite discoveries or third-party tiebacks.

Transocean Wins Contracts for Rigs

The Transocean Leader, a fourth-generation, deepwater semi-submersible rig, won a one-year contract from Statoil ASA for exploration and development drilling operations offshore Norway. The Transocean Leader is expected to com-

mence the contract by September 2007, in direct continuation of the rig's current contract, also with Statoil in Norway. Expected revenues are approximately \$133 million.

Additionally, Oil and Natural Gas Corporation Ltd. (ONGC) of India awarded the ultra-deepwater drillship Discoverer Seven Seas a three-year contract for drilling operations offshore India. The drillship is expected to complete its current three-year contract with ONGC by February 2007 and commence the new contract by the end of May 2007, following an estimated 90-day planned shipyard program. Revenues of approximately \$345 million could be generated over the three-year contract period, excluding revenues for comprehensive services that include well planning, operations support and logistics management.

The estimated contract revenues for each rig are exclusive of revenues for mobilization, demobilization and client reimbursables.

Port Channel Deepening Project

The U.S. Army Corps of Engineers issued a supplemental notice of intent regarding changes and additional considerations to be made to the Supplemental Environmental Impact Statement for the Port of Los Angeles channel deepening project. The project involves deepening the Inner Harbor Channels to accommodate the most modern vessels in the commercial container fleet. Comments should be submitted by November 21.

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NOAA Supports Hazmat Challenges From Hurricanes

Hurricanes Katrina and Rita have passed, but NOAA's Office of Response and Restoration will be on the scene for a year or more responding to the challenges faced in cleaning up the hazardous chemical and oil spills generated by the storms' destructive powers.

"In terms of over-all impact, these two hurricanes have created the largest incidents to which NOAA has ever responded," notes David Kennedy, director of NOAA's Office of Response and Restoration.

As a consequence of Katrina and Rita over a thousand pollution reports have been received along the coastal waters of Alabama, Mississippi and Louisiana. This includes five designated as major (spills greater than 100,000 gallons) and five classified as medium (spills between 10,000 and 50,000 gallons). Prioritizing oil spills in the region is vital. It is likely that the long-term effects to the heavily populated Gulf Coast will be tremendous.

NOAA, along with the EPA, U.S. Army Corp of Engineers, and the U.S. Coast Guard, has been working, since the passage of the hurricanes, to assist in coordi-

nating response and restoration efforts by positioning NOAA-trained "Scientific Support Teams" in each of the joint federal-state agency command posts established in Alexandria and Baton Rouge Louisiana, Mobile, Alabama, Austin and Houston, Texas.

The NOAA teams, including staff from NOAA's Office of Coast Survey and the National Geodetic Service, provide a broad range of scientific and technical expertise and data. This information has been useful to the U.S. Coast Guard in making determinations of where and when to open navigational passageways to both emergency and commercial traffic.

Even before Katrina hit land NOAA employees were preparing for its effects. NOAA's Scientific Support Coordinators provided critical infrastructure assessments, discussed possible points of impact, and began pre-storm staging of critical personnel in the region.

In addition to personnel expertise, NOAA has been applying the latest technology in assisting officials making critical determinations on when responders



(Photo Credit: Don Sutherland)

can enter potentially dangerous areas. Through coordinated use of remote sensing and aerial photography,

NOAA field teams have been able to produce maps of flooded areas as well as situation maps of pollution incidents and salvage operations.

One of the innovative technologies being applied is combining LIDAR (air-

borne laser used to measure topography) and satellite imagery to create maps of flooding in New Orleans. NOAA is assisting in tracking the progress in removing water from the flooded areas, as well as identifying location of contaminant spills and condition of critical energy industry infrastructure through various mapping techniques.

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NOAA is conducting a systematic review of the petroleum facilities from the Galveston area on the west to as far east as Pensacola, Florida. Nearly 25 percent of the nation's oil and gas resources come from the region. NOAA's scientific support teams will be advising the U.S. Coast Guard on ways to control and clean-up spills throughout the region, and ensuring that additional damage to the environment does not occur during the clean-up.

Among the other challenges facing responders is how to deal with numerous sunken or grounded vessels which may be carrying potential pollutants. Priority will be given to salvage efforts dealing with those posing the greatest pollution and navigational threats.

NOAA efforts reflect a federal response aimed at restoring the economic lifeline of the region. A NOAA-sponsored National Ocean Economics Program study, using 2003 Bureau of Labor statistics, shows that in the states of Louisiana, Mississippi and Alabama 59 percent of the employment in the natural resource and mining sector, which includes oil and gas production, comes from the 80 counties most severely impacted by the storm.

"The NOAA commitment to the region will be long-lasting," notes William Conner, chief of NOAA's Hazardous Materials Response Division. "We have people in the impact zone and around the country working seven days a week to support and evaluate hazardous material spills."

Once spills are identified, prioritized and clean-up begins, NOAA's second response component begins as NOAA's Damage Assessment and Restoration Program (DARP), created after the

1989 Exxon Valdez oil spill, begins its work.

The program provides permanent expertise within NOAA to assess and restore natural resources injured by oil and hazardous substance releases as well as physical impacts, such as ship groundings.

DARP brings a multidisciplinary team of biologists, economists, attorneys, and policy analysts to work with other designated federal and state co-trustees to assess and quantify injuries; develop and evaluate restoration alternatives, and implement restoration projects.

"The scope of the damage in the area is enormous," says Pat Montanio, Chief of NOAA's

Damage Assessment Center. "NOAA and its fellow trustees will need to assess both the short term and long term impacts to the sensitive ecosystems along this valuable coastline. As that process moves forward we will make the determinations necessary, with both state and public input and guidance, on how best to proceed in restoring this environment with projects that will benefit both their communities and the natural resources of the region."

Tug Sinks in Hood Canal

The Coast Guard and Washington Department of Ecology are jointly coordinating the response to a fuel sheen located near Port Gamble, Wash. Coast Guard and Ecology experts tracked the spill by helicopter to assess the situation. The 140-ft. tugboat Magic sank near the entrance to Port Gamble and is the apparent source of the spill. The Coast Guard has opened the Oil Spill Liability Trust Fund to enable clean-up efforts to begin without delay. Contractors are placing boom at pre-identified sensitive areas along northern Hood Canal. Oil has come ashore along the Port Gamble town waterfront and Ecology shoreline assessment teams are surveying the impacts. Teams also are following up on reports of shoreline affected on the east side of the harbor.

The sheen of oil that spread into Hood Canal is unrecoverable and is expected to evaporate. Some oil floating near the town may be recoverable and local crews have deployed boom in that area.

Coast Guard Buys Underwater Port Security Robots

VideoRay has been awarded a Blanket Purchase Agreement (BPA) by the United States Coast Guard (USCG) in conjunction with its recent General Services Administration (GSA) Schedule award.

The agreement expires in September, 2010, and involved a VideoRay Port Security configuration that has been deployed in nine Maritime Safety and Security Team (MSST) locations over the last two years. The BPA allows for advantageous pricing based on the quantity of units purchased.

With the BPA the USCG placed its first task order, which involves the remaining MSST units and the first Port Security Unit (PSU) deployment. The task order includes training and maintenance services with each system and at the completion of this task order all MSST units will be equipped with VideoRay systems.

Bollinger Shipyards Names VP

Bollinger Shipyards, Inc., has named Chris Bollinger as executive vice president of new construction division, according to Donald "Boysie" Bollinger, Chairman and CEO of the Lockport, La. headquartered shipbuilding and repair company. Bollinger has been employed at Bollinger Shipyards, Inc. since 1993 and has held numerous managerial and leadership positions. He will continue his role on Bollinger Shipyard's Board of Directors as well as serving as President of Bollinger/Incat USA (B/I), Bollinger High Speed Vessels (BHSV) and Chand, which are divisions of Bollinger Shipyards, Inc.

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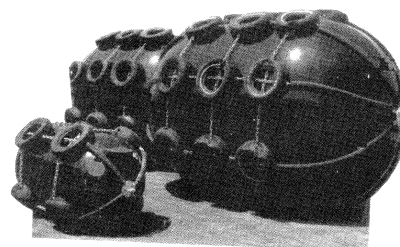
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Gulf of Mexico Recovery

A Heavy Haul Ahead

Bent, Not Broken



Towboat Payton and barge not far from the France Road containerport in New Orleans. The Industrial Canal is on the other side of the mound of stones. (Photo: Don Sutherland.)

By Don Sutherland

Houses were in the water, and boats were on the land. They were up on the levees, out on the highways, deep in the woods — towboats, barges, shrimpers, sometimes behind tall trees too thick to bend. How, in the name of Mother Nature, did they get in there? How would they get out? How would they *all* get out?

It was a spectacle for the first few minutes as the helicopter sped past, with rooftops poking through waters and motorboats, upside down, drifting through onetime back yards. But as the helicopter continued south, the spectacle became more like a sideshow, something to gawk at — a battered church here, a pile of school buses there, cars that might have been new weeks before — up to the sills and higher. The panorama was unbroken, continuous, contiguous, blending waters here blue, there brown, some smeared in dark rainbow hues, punctuated by flotsam pressed against the stands of trees, the shoulders of highways.

The helicopter sped over the littered, still landscape for twenty minutes, thirty, after a short stop at New Orleans for fuel. "Who had the big idea of putting headquarters in Alexandria?" said Rudy Teichman, the founder of T&T Marine Salvage of Galveston, Texas. He had parts to

deliver, a small box for something aboard the Big-T, the company's 600-ton crane barge that arrived in position a few days before. The drive by car would have been four hours or more -- from Alexandria, to Lafayette, to Baton Rouge, to New Orleans, to Belle Chasse, to Venice where the crane was — if the roads were open. Information was still spotty that 18th of September, within three weeks of Katrina's hit, but it was a safe bet there were closures east and south of Baton Rouge. The helicopter sped past bits and pieces, the roof of a house on one side of a bridge, a wall with a doorway on another, ongoing for forty minutes, fifty.

The spectacle and the sideshow became a dull thud, a repetitive redrawing of endings. A dream here, a career there, a future, the things people keep in cabinets and drawers, loves, lives.

Port Sulphur, Buras, they were down there somewhere, or at least the memory of them was. They were part of the territory in Katrina's eye when she came ashore. Near Empire was the icon of the storm for southern Louisiana, two large yellow boats, 160-footers, high and dry with their keels on the divider of La. 23. Nearby lay a stack four or six deep, of shrimpers of all sizes, outriggers broken and tangled. Everywhere, in ones and twos, a quarter

or half mile inland from the Mississippi, lay the large steel shrimpers, some standing upright, some on their sides.

"You think this is bad?" said Teichman. "Wait till you see Empire. We can't fit the Big-T through on the Mississippi side, so we'll have to come in from the Gulf side, past the bays and bayous. That's the long way around. I'd hate to get stuck in there during hurricane season."

Mr. Teichman and the pilot, in for the duration from Alaska, discussed places to land at Venice. A small open patch along a short channel looked like it would work, across from an enormous crane barge — Southern Hercules was the name on the stern -- with half to three-quarters of its length driven up on the shore. At on the opposite shore was the Big-T and its entourage of tugs and small workboats. The Boomer T, all foredeck and fenders, sped Mr. Teichman and the box of parts to the Big-T. Updates were exchanged, a few instructions given, then the helicopter rose for the return to Alexandria before the sun disappeared.

It was early in a salvage operation of exceptional scale, but some of its patterns were already clear. Nothing would be easy. Nothing would be quick. There was much to learn.





Donjon's Atlantic Salvor came down from New York, bringing the 1000-ton Chesapeake 1000 after more than a week pinned by Ophelia. Here they're in Venice, setting-up for a barge lift next morning. (Photo: Don Sutherland.)

The Big Picture

Whosever idea it was, Alexandria had its attractions from a logistical point of view. Foremost, perhaps, was the airport — a regional setup in scope, but accustomed to midsize commercial jets and, unlike New Orleans, mostly intact. "We'd like to welcome and thank the relief workers who've joined us," came the voice from the cockpit in a flight out of Atlanta, although there was only one white vest with a red cross aboard, "emergency relief" printed beneath.

Alexandria was far enough north for the worst of the storm to miss, most of the locals describing a hosing and high winds. But then came the flood of humanity from New Orleans and south, and active Coast Guard and reservists, and Navy personnel,



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and people from the Corps of Engineers and NOAA, and VPs and presidents of salvage operators working through the ASA (American Salvage Association). "The Louisiana Convention Center?" said an officer in an Alexandria P.D. prowler, "make a right on MacArthur, it's almost straight across from a motel, used to be a Day's Inn, don't know what they call it now ..."

Including its access or frontage roads, MacArthur Drive is an eight-lane thoroughfare, with US 71 and US 165 combined for a link to I-95, thence I-10, the road to New Orleans and beyond — places like Gulfport, Stennis and Pascagoula in Mississippi, and points south in Alabama. Considering the range of destruction, Alexandria among towns unscarred must have seemed centrally

located.

The buildings on both sides of MacArthur are low like most along suburban byways, malls and fast-food stops, and perhaps the area's greatest concentration of hotels and motels — all of them packed, dirty according to residents including Coast Guard personnel whose own homes had been lost, trashed by civilian transients according to managers, but with roofs overhead and clean linens. Within short range of the lodgings was the equally squat convention center. It was no Hynes or Javits or Moscone, or even Morial, but its offices had doors that could close-in on briefings, its exhibition floor had a broad open expanse where tables and chairs, computers and charts, formed offices of sorts where people from each service could mix and confer.

"It's the first time so many different agencies have come under one roof," said Capt. Jim Wilkins, Supervisor of Salvage and Diving for the U.S. Navy's Sea Systems Command, "military and industry together. But each has a jurisdiction and responsibility. Sometimes they might overlap, there sometimes could be gaps. They can coordinate here face to face."

Topping the agenda was the creation of an agenda -- building a list of priorities in the wake of "the most devastating hurricane to strike the United States," in the words of the Coast Guard. A national emergency was already underway and the object now was to avert a national crisis. The waterways of the region, the rivers and canals and ports, are the principal routes of domestic petroleum and seafood inbound, grain and coal outbound. The

place to start, for national agencies, was the national well-being -- local regions' needs were also high on the agenda, but they would be next.

While many ports were damaged — or nearly obliterated, in the case of some between Belle Chasse and Venice — the main maritime arteries were in fairly good shape. The Intracoastal Canal and the Mississippi were relatively clear of wrecks and debris, and could quickly be opened to daylight navigation. Along most of the routes, the main task was to re-establish aids to navigation and get transit back to 24 x 7. "That we should have by the end of this week," said the Coast Guard's Master Chief David Coffman by Sept. 17. "We had to wait for searches and researches to be completed," with NOAA and the Army Corps ascer-

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taining where, perhaps, even a trailerable 55-footer might not wish to go. Besides maritime wrecks, there could be trees in the water, and pieces of bridges, and sometimes people. There were more than 900 navigational devices in the Gulf Intracoastal alone, Master Chief Coffman said, but the day before they'd worked 208. They were getting there.

"The thing we always try to impress upon folks," said Roger Parsons, Director, Office of Coast Survey, "is that our assets are deployed during non-emergencies, teams are pre-staged. We had 22 NOAA vessels ready to go, with fathometers and sidescan sonar to determine what's sunk in the water, or where it's silted-in." Said Howard Danley, Chief of the Navigation Services Division, "In Alexandria, we had two phone conversations daily, conducted with the Captain of the Port of New Orleans and all Federal players, to keep positive on what assets were available, what their capabilities were, what results of previous days were. I thought the coordination was outstanding."

It was the Industrial Canal, toward the east end of New Orleans, connecting the Intracoastal, the Mississippi, and Lake Pontchartrain, where immediate attention had been required. Katrina's storm surge had tossed massive structures around — towboats, barges, drydocks — like bathtub toys. Before bargeloads of rocks could be brought to the lake to patch-up the levee, the way had to be cleared. Bisso Marine was near at hand.

With commercial navigation on the verge of recovery, attention in that third week was turning to local conditions -- things off the national highway, but requiring prompt attention. "We have two heavy lifters," said the Navy's Capt. Wilkins, "Donjon Marine, and they've subcontracted T&T.

Other ASA members have contracted privately for removing large barges from levees, raising the larger vessels and the like, and the smaller commercial and recreational vessels can be assisted by local sources."

The costs would be charged to the insurers, or to the otherwise responsible parties " the salvage operation will not come out of the taxpayer's pocket."



T&T crew helps preparations for a look at a hang-up underwater. Two divers were along fulltime at Venice. (Photo: Don Sutherland.)

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Scope of Work

It would have been easy for those on the ground in southern Louisiana to think that some people didn't get it. Those would be the people outside -- the rest of the country, for starters, and, heaven help us, the ones in charge. To those on the ground it's an ongoing event, unfolding in real time without a script, up to the neck and rising, none of it invited. The people on the ground can't switch it off, or fly back north. The situation will still exist when the sun goes down, and when it comes up again.

The Coastal Gulf was indeed on the national stage, but it was Washington in the spotlight. The reflected glare could blind the eye to other issues of concern. What if it wasn't only the people in charge? What if bureaucracy can't handle a surge? Then how do you devise order?

The scandals at New Orleans made the headlines, while the conditions in Plaquemines Parish went mostly unreported. But within the Parish, the scandals were well-known, and were bound to set the

expectations for what would come next. Parish officials had been contacted by individual salvors and Coast Guard representatives, but evidently the Big Picture as laid-out in Alexandria had not been communicated to them in detail. Having been overlooked by the media, some wondered how central their situation was in the eyes of those leading the recovery.

The experiment in Alexandria had every reason to succeed, as the people on-site were no theorists. All had been doing what they were doing now, except now they were doing it together. When fixing-up damage is on your agenda, who do you call? No one more qualified than marine salvors. Theirs is a game of improvisation, to be played daily. The gents of the ASA, the ones with the big Yellow-Page listings, have the experience, and certainly the equipment, to improvise in behalf of the national agenda.

But time is relative. Three weeks? It's a blink of an eye in a recovering region, whose reconstruction will take months

and years; but it's an eternity of wondering what's left of your home, your connections and future.

Benny Rousselle, in his second term as President of Plaquemines Parish, knew of no marine salvors as such that were based in Plaquemines Parish. But the Big Picture in Alexandria had supposed the use of local enterprise. That might include Kostmeyer Construction, then clearing the floodgate at Empire. By September 28, Timmy Couvillon for Kostmeyer thought he'd be raising boats in a week or so, after land-based contracts with KBR were fulfilled. Fort Jackson had to be pumped-out, as did a sports arena nearby, among others. Both national and local agendas had things ahead of local boats.

By October 5th, Coral Marine of Morgan City was ensconced at Venice, lifting beached boats off the shore with a 200-ton crane. The Big-T's capacity of 600 tons was assuredly the choice for larger steel shrimpers. In the case of a deck barge that had been carried upland, to leave a massive dent in a tank that was

quite full, the extra reach of the Chesapeake 1000 was summoned. "Some of this stuff, when you start looking up the levees," said Coral Marine's Gary Martin, "all the way up to Empire, it could be Christmas or first of year before everything is done, and then you still have quite a few new things showing up all the time."

Crane barges need tugs, committed tugs in the case of long-term operations away from home. The New Orleans tug operators we contacted said they had their hands full with shipdocking work, with the demand pent-up after the storms. Tending Coral Marine's rig was the tug Vivian, bearing the insignia of Renis F. Cheramie of Cut Off, La.

T&T brought two pushboats, Brown Water I and Brown Water V, from Brownwater Marine of Rockport, TX. Also making itself useful in T&T's behalf was the George C., a triple-screw lugger tug from Cvitanovic Boat Service of New Orleans.

Against initial concerns that local con-



T&T's setup at Venice -- the 600-ton Big T, towboat Brown Water I, and lugger tug George C. Second crane and Brown Water V can be glimpsed at right. (Photo: Don Sutherland.)

tractors could be shut-out, Kostmeyer was by October 24 ready to start Week Two as a subcontractor to Donjon. "We've got 10 or 11 done — around two per day so far," said Mr. Couvion. "I expect it will level-off at around 1.5 per day on average, but things are moving in the right direction."

The average in the improvisational game of salvage is sometimes tricky to predict or maintain, however, some of the large cases — an overturned shrimper floating dockside at the Venice marina, for example — presenting time-consuming surprises. An overturned shrimper could have outspread riggers, which might catch on something around the dock. T&T's diver, out to survey the matter, finds a leak in a fuel tank, something to patch in a hurry — and wait for the patch to harden. Everything is done with care and by the book, as attested by the focused attention and camera of Lt. Cmdr. Joseph DuFresne, P.E., marine inspector for the Coast

Guard, who lived with the T&T crew on a barge.

Less closely scrutinized were the conduits for funding the undertaking. "Where's the money?" was a question asked in many quarters besides Plaquemines Parish, but it was certainly being asked there, too.

"As of today, we have not received a dime," said Timmy Couvion on October 24, "except from the Parish itself. They say they need more details, they say it's coming, it's coming. We've duplicated our paperwork three different ways now. I'm having to order tons and tons of rigging and supplies for this next phase, and I'm on a COD basis with my suppliers, and we're in a real tight spot with funding. Everybody who's working for the government is not getting paid. I don't think anybody is trying to not pay us, it's a system problem. The system is messed up."

The Shrimiboats are A-Coming?

Somehow, the news didn't get out for two days or more, but Rita hadn't completely left southern Louisiana alone. She punched massive breaks in the levees on the Gulf side of Plaquemines Parish, and the water route from the bayous was continuous across Rte. 23. The highway had boats sitting high and dry in some places, and now could have boats cruising by on the surface above. The depth varied with the elevation of the landscape, but at one point a Freightliner could be seen from an airboat, submerged up to the windshield.

It's not clear how much the towns of Plaquemines Parish were damaged by the new flooding, as not much of many of them remained anyway. But from a logistical standpoint, any large undertaking will be encumbered if it cannot be accessed, and the pumps used for draining

Fort Jackson further south needed fuel. So did pumps elsewhere. There was plenty of petroleum product around. But it was not in usable form as it coated some of the waters or the land after leaking from damaged tanks at refineries, or from boats piled in stacks for weeks. By mid-October, the Coast Guard would be involved in controlled burn-offs, setting fire to the rampant flammables as the means to dispose of them with the least environmental consequence.

Those pogy boats on Highway 23 were too far inland for floating cranes, and would stay where they were until something arrived overland. But Getty Oil, Conoco/Philips, Teco, Bass Enterprises, and Shell Oil are among organizations that have large facilities on the Plaquemines banks of the Mississippi, between miles 8 and 72, and their waterborne access as ports has its advantages. People can live on ships, a point to consider when



Benny Rousselle, President of Plaquemines Parish, hears concerns at a boat owners' meeting. Poster behind, by the Corps of Engineers, shows sixteen breaches in the Parish levees. (Photo: Don Sutherland.)



Little news of the plight of Plaquemines Parish got out, because reporters couldn't get in. Here, near the 50-mile marker on the Mississippi, a crew identifying themselves as Associated Press interviews Charles Bondi, representing the port authority, before he continued down Highway 23 in his airboat. (Photo: Don Sutherland.)



Citizens at the boat owners' meeting of October 5, pointing-out the familiar on an Army Corps aerial-view -- perhaps including their own boats. (Photo: Don Sutherland.)



USCG's Lt. Cmdr. Joseph DuFresne took-up residence with the T&T crew at Venice, where navigational and environmental well-being were two of the concerns. (Photo: Don Sutherland.)

most of the houses have been blown down. Some ships can be considered portable hotels. Thus it was that MARAD-owned vessels like the State of Maine and the Empire State, otherwise training vessels for the Maine Maritime Academy and SUNY Maritime respectively, became floating dormitories for repair crews, one at New Orleans and the other at the Conoco/Philips facility near Port Sulphur.

The benefits of water access and transportation are the reasons for all the facilities and communities in that region, from offshore in the Gulf to New Orleans and beyond. The wisdom of building at points below sea level has been questioned since the New Orleans breaches and before, but in a sense the question is backward. Nobody seems to have started-out yearning to build below sea level, it just worked-out that way as the population grew — such was the nature of the land

surrounding the ports. Most great cities start-out as ports, the rest of their infrastructure and population developing from there. Sometimes they develop so successfully that their fundamental relationship to their ports abandons the mass consciousness. Urban sprawl becomes viewed as a positive force upon economic development, but that might be by someone with land to sell. Should the damaged areas be repaired and rebuilt, can they and will they be? For the waterfront operations, where it all started, the answer is clear: there's no other choice.

"Plaquemines Parish is the Operational center for the offshore oil and gas industry," the local website reports. "The Plaquemines Port and Harbor Terminal District is continuing to be sought after as Coal exporting capital of Louisiana." A good portion of Parish revenues come from port fees collected along 150-or-so miles of Mississippi riverfront. But also,

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duces millions of pounds of shrimp, oysters, crabs and fish annually."

"I'd just started a sportfishing business," said Larry Hooper, formerly of Empire and presently ensconced in Baton Rouge. "We made eleven trips, and then



How Bisso's set-up looked, on the morning they lifted the Rhea I. Bouchard out of Miss Darby. On their unguided tour, the pair passed under the twin bridges in the background. (Photo: Don Sutherland.)



Parking lot near the Belle of Orleans, the Bally's "riverboat" casino on Lake Pontchartrain, and an everyday sign that has suddenly turned ironic. (Photo: Don Sutherland.)

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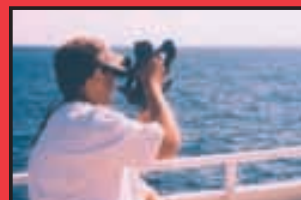
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came Katrina. I have no gear left at all." There are boats to raise and insurance to collect, but there are also complications. "We're supposed to file a salvage plan," he said, "all the way up in Alexandria. I don't know if everybody knows it, but it's not so easy to get around. Benny said we should just go and salvage our own boats."

Benny Rousselle is in his second term as President of Plaquemines Parish. He sees the procedural order that the Coast Guard requires as being at odds with the needs of his constituents. Two to three weeks may be a good record for the clearing of main channels, restoration of navigational aids, and resumption of the national priorities, but it's a long time for your house or car or boat to sit underwater. Nobody wished Rita upon the recov-

ery, but she put everything on hold for a week more. Then Hurricane Wilma came, its wrath expended mainly on Florida, but bringing winds of 40-50 mph to Venice, according to Donjon's Joe Coyne. Time is passing, and people are having to make choices — return to their old homes and jobs, or put down new roots? With so much on hold, frustration levels run high.

"We're trying our best to help the oil and gas industries, and the boat owners to get up and running and rebuild our tax base," said Mr. Rousselle, of a region that has generated zero business taxes in a month, and where real-estate taxes once based on improvements are now based on the land alone. "We haven't had an accounting of what revenues are coming in from port fees, and some of the oil and

gas wells that we receive revenues from are not producing — the storms know-cked off all those platforms — so we don't know what we've got in revenues because they come in months after. We're being offered loans at 5%, but until I can get a clear view of what our tax base will be and how much it generates, I can't guarantee the payback. In past events, for Hurricane Andrew for instance, they offered grants. The rebuilding of Iraq is not being repaid, the rebuilding of Louisiana is."

The Parish had put away some funds for a day like this, "hoping it would never come. We've got \$15 million," which helps keep faith with bondholders. "When that runs out we'll go to layoffs and reduction of service"

The ticking clock is wound-up by more

than just Parish revenues. "We're stuck with the FEMA trailer issue — I've got 16,000 residents displaced. Early on the Parish stepped out and tried to create housing for our essential employees. When FEMA came in with all the consultants and red tape, everything went on hold. Our mistake was slowing down and letting them handle the process. 126 of our employees have been housed under our own efforts. The FEMA process came in, and in all this time they have only 48 trailers hooked up and occupied."

As long as the desirability of coming back is in the air, so is the practicality of it. "I didn't have insurance," said Wade Menendez, who's been shrimping for the past 30 years, "and I have two more notes on my boat" a steel 71-footer which is

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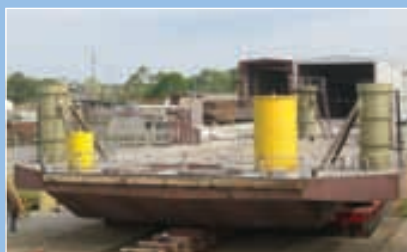
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lying on its side alongside the highway overpass at Empire. "Katrina laid it over but it never got wet, then Rita came and it's a mess, trashed. It needs new engines, clutches, freezer systems, you're probably looking at \$200,000 to put it back the way it was." And the insurance? "They dropped my hull coverage in half, and left the premiums unchanged. Diesel is six or seven times higher than when I started shrimping, shrimp are three times less. The last three years I shrimped, I didn't make any money and had to drop the insurance."

The fallback for some in the area is oyster fishing, providing one of the allures for tourists in New Orleans oyster bars. "The place is so messed up," said Mr. Menendez, "we've got 1000 acres of oyster beds — it was prime land 20 years ago, and now it's no good at all, because of the way Louisiana is sinking — " a phenomenon attributed to the extraction of petroleum from the ground, as well as insufficient action against coastal erosion " — you don't have the right mixture of fresh and salt water anymore — too much salt water intrusion — you've got to have just the right mixture. Everybody's got oysters, but they're not growing."

So if he returned to Plaquemines Parish as a fisherman, what would he return to? Self-reinvention provided an exit strategy for Mr. Menendez, even if it does little for the Parish tax base — "I went to school and got my Master of Towing license. Got a 100-ton after that." Mr. Menendez has been running the Lady Josie, a 900-hp tug.

Benny Rousselle sees a future for the local fisherman, given a helping hand. "They've been fighting the situation for years," he said, "they were working toward moderating the imports that have been coming into the country — the Federal government was getting close to tariffs." The loss of the fishing industry for the parish would be "devastating. Everyone who supports them, from the ice people to the wheel people, would take a very serious hit. That's why it's so important to get the salvage efforts moving. That's what people are coming to me and telling me — if they could get their boats they could get out on the water and make a few dollars. They're very resilient people."

We climbed up for a look on the Highway 23 bridge crossing the Intracoastal Canal from the Gretna side to the Plaquemines side. On our way up, we noticed a



Near the 50-mile marker on the Mississippi, Titan Maritime uses inflatable airbags to lift one edge of a massive hopper barge off the levee, whereupon gravity helps return the vessel to the water. (Photo: Don Sutherland.)

small shrimper that had been tied beneath to ride-out Rita the night before, between bridge piers and the shore. On our way back down, we encountered three men

approaching the boat. "She looks like she's okay," said one, older, heavier, with a hook — looked like steel — at the end of each forearm. It had been an electrical

accident, we were told. Still, watching the three getting their boat ready, we could see what the man means by "resilient."



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Closed Until Further Notice

By Larry Pearson

The once bustling riverfront in New Orleans is now like the rest of the city... mostly deserted. The port has reopened and the large deep draft ships are returning, but not the passenger vessel business.

New Orleans was blessed with two thriving excursion boat companies and several overnight cruise vessels, but for now that is just a memory.

New Orleans Paddlewheels, which operate the 600-passenger Cajun Queen and the 1,000-passenger Creole Queen are shut down for now and no date has been given for their reopening. But with almost zero tourists who can blame them?

New Orleans Steamboat, operators of the steam paddle wheeler Natchez and the John James Audubon have been keeping their boats busy for the last few weeks.

The Natchez found a safe harbor near Baton Rouge, La. during the storm, but returned to open as a dockside restaurant in early October. But tied to a dock is not what the Natchez was built to do. By the end of October the steam-powered vessel was in Cincinnati, Ohio, another great river town, running a mix of private charters and public cruises.

The vessel is even planning a "Great Steamboat Race" with one of the vessels from BB Riverboats, of Cincinnati.

One thing is for sure: when Gordon Stevens and Alan Bernstein, presidents of New Orleans Steamboat and BB Riverboats respectively combine their marketing expertise, good things will be happening on the river- in this case the Ohio River.

The John James Audubon, the New Orleans Steamboat Company's vessel that ran cruises between the Audubon zoo and the Audubon aquarium has also been kept busy.

After joining the Natchez in the Baton Rouge safe harbor, the vessel went to Natchez, Miss. where it offered a combination of charters and public cruises.

In mid October, the vessel left Natchez and returned to New Orleans to garner any business that was available.

On a more positive note, New Orleans Steamboat reopened its Westwego Swamp Adventures business. Three 43-59-passenger swamp tour boats are now in service working from a new docking facility. The gift shop and 80-seat restaurant Wego Inn Café are also open.

The tour explores the wetland of Bayou Segnette and adjoining waterways. Grey Line Tours, run in New Orleans by New Orleans Steamboat Company, provides bus transportation to the swamp tour site.

The overnight cruise companies had



Conquest, one of the largest ships in the Carnival fleet, has redeployed to Galveston from New Orleans. Carnival has not announced a return date for this ship to New Orleans.



The Cajun Queen has been a fixture on the New Orleans waterfront for many years operating a mix of private charters and public cruises. Owned by New Orleans Paddlewheels, the vessel has not announced a return date. ut American Queen



The steam-powered paddlewheeler American Queen is currently inactive. It was operating 3-4 day cruises from New Orleans to rivertowns on the Mississippi River and back to New Orleans.

less disruption than the excursion companies that permanently dock in New Orleans.

The largest cruise company in New Orleans is Carnival Cruise Lines. Carni-

val operate the huge 110,000-ton Conquest from the port on seven day round trips to Jamaica, Grand Cayman and Mexico. When the Hurricane hit New Orleans, the vessel simply moved to Galveston,

Texas and continued their cruises after a short dry docking period.

The smaller 70,000-ton Sensation operated four and five day trips to Mexico from the Port of New Orleans. As Hurricane Katrina hit New Orleans, the vessel was in Mexico and diverted to Galveston, Texas on the return trip. (I should know, I was on that cruise.)

After landing in Galveston, the Sensation was chartered to the Federal Emergency Management Agency (FEMA) along with the Ecstasy, another 70,000-ton cruise ship. These two vessels were sent to the Port of New Orleans as floating hotels for use by first responders who had lost their homes such as police, firemen and others aiding in the relief effort.

The Holiday, another Carnival Cruise Line vessel, was also pulled from cruise service and left in her homeport of Mobile, Ala., as a floating hotel for first responders. It is scheduled to return to cruise service in Mobile March 27, 2006

The Sensation is due to return to New Orleans cruise service on October 26, 2006. Carnival has not announced when, or if, the Conquest will return to New Orleans. No doubt that depends on the repopulating of New Orleans and the surrounding area.

Several other cruise lines have scheduled cruises out of New Orleans at least for part of the year. They too have cancelled service until further notice.

Other overnight cruise companies were not impacted at all. River Barge, an operator of 3-10 night cruises on the inland waterways calls New Orleans home, but operates most of the year upriver from New Orleans. In October the firm was running eight night round trips in Cincinnati. It is scheduled to return to New Orleans in November but that may change.

The Delta Queen Steamboat Company will alter its cruise schedule. The Mississippi Queen and Delta Queen normally operate their overnight cruises out of New Orleans in the fall and winter. That has changed to Memphis.

The American Queen that operates three and four day roundtrip cruises from New Orleans to St. Francisville, La. cancelled such cruises effective September 16 onward. The American Queen hopes to resume service March 6, 2006.

"We are working with various government agencies to make all three ships available this winter in Gulf Coast relief efforts, especially New Orleans," said Bruce Nierenberg, president of Delta Queen Steamboat Company.

FRV Nears Completion

By Larry Pearson

Although VT Halter Marine, Pascagoula, Miss., received significant damage during Hurricane Katrina, they continue on schedule to complete the second of four planned fisheries research vessels for the National Oceanographic and Atmospheric Administration (NOAA) by mid 2006.

"Fortunately, the vessel was in the water when the hurricane hit us and we had it tied down well anticipating the strong winds we received," said Boyd E. "Butch" King, president and CEO of the company.

Halter lost many welding machines, two NC cutters and received structural damage to many buildings including its home office. The fisheries vessel Henry B. Bigelow had advanced its construction beyond the steel fabrication stage so its schedule will slip very little according to shipyard officials.

Launched July 8, 2005, the \$39 million, 208-ft. by 49.2-ft. vessel will be the second fisheries vessel in the planned series of four. The first ship in the series, Oscar Dyson, was christened May 28, 2005 in Kodiak, Alaska where it will be home ported and will do extensive studies of the Alaskan Pollock as well as other fisheries research projects.

The Henry B. Bigelow will support NOAA's mission to protect, restore, and manage coastal and ocean resources. Its primary objective will be to study, monitor and collect data on a wide range of sea life and ocean conditions, primarily in U.S. waters from Maine to North Carolina. The area includes Georges Bank one of the world's best known and most productive marine areas.

The vessel is named after Henry B. Bigelow (1879-1967); a Harvard-educated zoologist whose work helped lay a scholarly foundation for oceanography as a scientific discipline. Bigelow was an internationally known expert on the Gulf of Maine and in its sea life. He served on the faculty of Harvard University for 62 years.

Henry B. Bigelow has been designed for a wide range of fisheries research with capabilities for midwater trawling, bottom trawling, hydroacoustic surveys and oceanographic and hydrographic operations.

Capabilities also include handling specialized gear such as MOCNESS frames (Multiple Net System with one square meter net opening when frame is towed at 45 degrees), floating and moored buoys, towed vehicles, dredges and bottom corers.



With the Henry B. Bigelow launched, the 208-ft. vessel was moved to a fitting out pier where hundreds of systems will be installed before the vessel is sea trailed and officially accepted by NOAA.

All fluid discharges are on the port side of the ship to avoid contamination of sampling devices deployed from the starboard side.

The vessel will feature a dynamic positioning system to ensure trackline, course speed and heading are maintained during operations. The engine room is designed for unmanned operation and centralized controls for fishing systems, ship speed and maneuvering are provided by the Aft Control Station on the bridge.

Additional controls for speed and maneuvering are located at the main bridge console and on two wing stations. Local controls are provided for each winch and lifting device. The Aft Control Station is located to give the operator maximum visibility of the working deck. Closed circuit TV systems give the operators a view of below-deck winches and other areas of the main deck.

A unique centerboard (drop keel) is provided so sensitive scientific transducers can be lowered away from the ship out of the region of hull-generated noise. Noise control is a key design feature of the ship. Underwater-radiated noise influences fish behavior and sonar self-noise can limit the effectiveness of hydroacoustic surveys and other functions.

The International Council for Exploration of the Seas (ICES) has established a standard for ships' underwater radiated

noise and the Henry B. Bigelow meets this noise standard by utilizing specially constructed and balanced propulsion motors and mounting diesel generators on double isolated raft systems.

The hull form and a highly skewed five-blade propeller were carefully designed and tested and pumps, ventilation systems and piping systems were designed for low noise.

The Henry B. Bigelow utilizes a diesel electric propulsion system. A pair of 1,542 hp electric motors is mounted on a common shaft driving a 14.1-ft. propeller.

There is also a 966 hp AC induction azimuthing bow thruster also driven by an electric motor. Power for the motors come from a pair of 1,360 kW generators and a 910 kW diesel generator. Generators are by Caterpillar.

The Henry B. Bigelow can reach a sustained speed of 14 knots and has a range of 12,000 nautical miles and an endurance of 40 days.

Crew complement includes four commissioned officers, three licensed engineers and 12 other crewmembers. The vessel can carry a maximum of 19 scientists. Total bunks are 38.

Most of the main deck is reserved for mission functions. The aft working deck has 1,560 sq. ft. of open space for fishing and other over-the-side operations with an additional 335 sq. ft. of deck space at the

Side Sampling Station. Space and support connections are provided for a laboratory van on the aft working deck.

There are seven laboratories on the main deck utilized by scientific personnel. In addition there are electronics, machine and bos'n shops to support the vessel by repairing and occasionally modifying scientific sampling equipment at sea.

Henry B. Bigelow is a stern trawler capable of working in water depths of 1,000 fathoms. A split drum net reel is located over the forward end of the trawlway, which can stow two nets. Many features common to commercial trawlers such as Gilson and outhaul winches.

Each of the two trawl winches can deploy 13,120 ft. of 1.2-in. diameter trawl wire. Each winch generates up to 35 metric tons of line pull. Smaller sampling nets and towed fishing gear can be launched over the stern, over the side of the working deck or from the starboard side-sampling station. Longlining and other types of fishing can also be conducted.

The vessel mounts two extendable boom cranes, one articulated and one telescoping servicing the working deck. Each crane can lift 8,000 lbs and can be used to lift the cod end of the trawl net to dump the catch on the sorting table. Once onboard the net contents are brought into the fish laboratory for sorting, weighing, length measurements and sex and age



The Henry B. Bigelow under construction on land at a VT Halter Marine shipyard.

characteristics for selected samples.

Wireless and hardwired systems are used to monitor the shape of the trawl net

during fishing operations. The systems work with an autotrawl system that sets trawl depth and trawl wire tension.

Modern fishing management relies heavily on sonar systems. The most critical system on the Henry B. Bigelow is the Scientific Sonar System, which can accurately measure the biomass of fish in the survey area.

The Scientific Sonar System is the primary tool for selected pelagic (off-bottom) fish with trawling used as a means to verify species composition of observed fish schools and to obtain biological information.

Not only can the Henry B. Bigelow conduct fishing operations, it is fully rigged to support oceanographic and hydrographic missions. It can deploy and recover floating and bottom-moored sensors. Surface buoys up to eight ft. in diameter can be handled through hinged doors on each side of the working deck.

Water temperature, conductivity and fluorescence can be measured as a function of depth using the winches and a CTD system.

Local water currents are measured with an Acoustic Doppler Current Profiler while a multi-beam sonar system pro-

vides information on the content of the water column and on the topography of the seafloor while underway.

A traction-type oceanographic winch can deploy up to 16,400 ft. of wire up to .68 in. in diameter.

It is located below the main deck and configured to support operations with the large hydraulically operated stern gantry. Up to 13 metric tons of line pull can be generated by this winch.

Two hydrographic winches serve the Side Sampling Station via the side A-frame. Each winch can deploy 11,480 ft. of .375-in. electromechanical wire. The A-frame is configured so that up to three scientific packages can be rigged for sequential operations.

As the Henry B. Bigelow was being launched in May 2005, work began on the third \$39 million fisheries vessel, which will be home ported in Pascagoula, Miss., site of the VT Halter shipyard. No name has been given to the third vessel and construction timing of the fourth vessel will depend on funding.

VT Halter Pascagoula, Mississippi

VT Halter is a shipbuilding, conversion and repair company. A subsidiary of Singapore Technologies Engineering, the company operates shipyards in Pascagoula, Halter Moss Point and Moss Point Marine. In business for more than 50 years, VT Halter is the largest designer and builder of medium-sized ocean-going vessels in the United States and employs 350 full-time and 300 contract employees. Cynthia Borries, VT's Communications Director, said that the majority of the company's hurricane damage was due to major flooding. "All of our buildings had some type of damage, and 400 welding machines and 250 spinners had to be replaced. Our cranes were ruined from being completely underwater and had to be redone, and most of our on-site projects had saltwater damage."

VT Halter is currently short-staffed due to the acquisition of a three-year project for four new ATB units, but the company's workforce suffered no hurricane-related fatalities and employees were called back to work shortly after the storm. Boyd E. King, the company's CEO, was instrumental in the relief effort. His first concern, says Borries, was employee safety. When all staff was accounted for and called back to work, King immediately supplied all employees with satellite telephones in an effort to restore communications. VT employees completed the entire cleanup and restoration effort, of which Borries notes, "It was bad. Everything that got wet was moldy and in a foot and a half of water. King is a logistics expert, and did an amazing job of undertaking such a daunting task and making sure we had the right equipment for the job." The projected cost of this recovery effort is unknown, but Borries says by January 1, 2006, the company should be close to 100 percent operational.

Storm Lashing for Jack-Ups

Zentech has developed a Storm Lashing System for jack-ups that is designed to provide significant operating benefits for both existing and newbuild rigs. "With the number of jack-ups lost this year, we expect the rules to become much stricter in the future," said Zentech President Ramesh Maini. "Our patented concept affords benefits for jack-ups operating in drilling, mobile production or accommodations applications."

Originally designed to enhance the deepwater capability and service life of shallow water jack-ups, the company now sees significant value from improved storm survivability of the new system. The timing for Zentech could hardly be better - its patent issued just six months before hurricanes Katrina and Rita sounded the wake-up call for offshore operators.

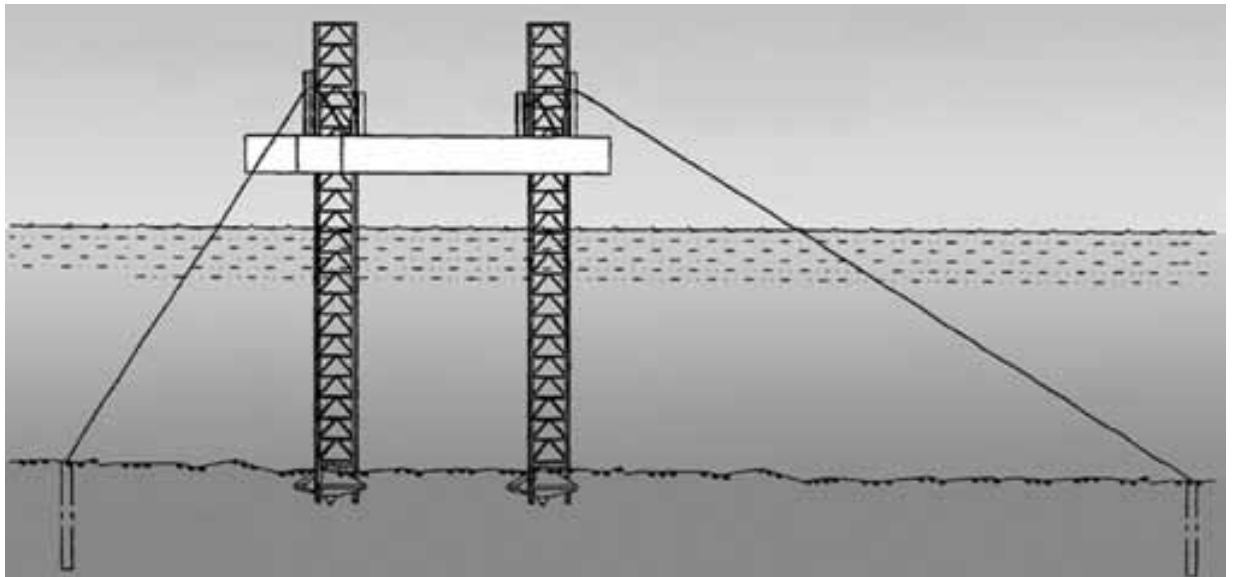
The system uses radially spaced mooring lines that connect suction pile or vertical load anchors (VLA) to

the jack-up hull or legs at 20 to 40 degree angles, and a static tensioning mechanism to ensure taut lines. Zentech's system can be deployed after the unit is on location. Unlike semi-submersibles, it does not need to be deployed before the jack-up is on site.

The concept involves an engineering evaluation of the existing rig or newbuild design, followed by selection of the correct configuration to optimize the client's design parameters. Depending on client preferences, the mooring lines may be connected to strong points on the hull, jack houses, or additional jacking units that climb the leg chords

In addition to generally improved storm survivability, the system is designed to enable existing jack-ups to be used in deeper water locations, or in situations where storm design parameters have become more restrictive.

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Conrad Reports Minimal Damage

Conrad Industries of Morgan City, La., reported that it received very little damage from the recent hurricanes that swept through the Gulf of Mexico. "Hurricane Katrina did not have a direct impact on any of our four shipyards. Unfortunately, Hurricane Rita did not spare our Orange employees from loss and damage. Our Orange facility has sustained minor wind damage to our buildings that can be repaired but did not receive any water damage. Our equipment and jobs in progress were not damaged. The costs to clean up and repair our facility will in large part be covered by our insurance program. Power has been restored to our Orange yard and we are gradually returning to normal operations as employees are able to return to the area after three weeks of limited activity," said Johnny Conrad, President and CEO.

While the company did not receive direct damage, Conrad noted that damage to its suppliers and subcontractors will have a ripple effect on its business. "These events have also impacted our vendors'

and subcontractors' abilities to supply us with necessary goods and services. Consequently, it is not yet possible to determine the amount of delay and additional cost that will result from these hurricanes."

In addition, we have openings for qualified welders, fitters, supervisors and project management personnel."

Conrad Industries recently signed contracts for the

construction of a 99-ft., 4,200 hp Z-Drive tug for South Puerto Rico Towing Corp. and the 16th ST Tug for the U.S. Army, to be built at the company's Orange facility. The new contracts bring the company's backlog to \$40 million. The Army tug is the latest of more than 100 hulls provided by Conrad Industries to U.S. Government Agencies over the past 30 years," said Conrad.

Hope Services

Dulac, LA

Hope Services is a marine repair facility and shipyard located on the Houma Navigational Canal. The company performs in-water repairs, long and short term docking and storage, repair and fabrication of offshore structures; and has 50 full-time employees. Lou Parker, Vice President of Marine Operations, said "We had seven feet of water in our yard. I've been through thirty hurricanes, including Andrew, which was also a category five, and I've never seen anything like that. Rita is by far the worst storm I've ever seen." In addition to the flood damage, the majority of the shipyard's buildings suffered roof damage due to the high winds. Cost of the recovery effort is unknown because mud is still being cleared, but Parker estimates at least \$500,000 over a timeframe of six months to a year. He adds that the restoration of power and phone lines has immensely aided the recovery effort. Hope Services' workforce was down ten people

after the storm and is still missing six employees. Because of incoming repair work due to the hurricanes, the company could use 20 more employees, but has trouble competing with other local businesses. Says Parker, "We're doing the best we can with what we have."

Rodriguez Boat Builders

Bayou le Batre, La.

Rodriguez Boat Builders was founded by the Rodriguez family in 1976 and is located in Bayou le Batre, Alabama. The company has built more than 232 vessels for customers on every American coast and has 60 full-time employees. The majority of the company's hurricane damage was due to the 11-ft. storm surges that came across the property, completely submerging the facilities. When the flood retreated the next day, it left massive water damage. Additionally, several sheds, a warehouse and bathroom facilities were torn from the ground and blown completely away. However, no major damage occurred to in-house projects. "This ain't our first rodeo," said Joseph Rodriguez, CEO. "We shipped out most of our major equipment before the storm hit, and took precautionary measures on what we couldn't move." Following the storm, it took eight days for the power to be restored. Because the town suffered no fatalities, Rodriguez was able to call his employees back to work immediately, and used the eight days to have them begin cleaning away the mud. "It gave them something to do while we waited for the power," he says, adding that the majority of his workforce has returned, and those who haven't are performing cleanup work or relief efforts for the community. However, the company's production schedule has been pushed back almost two months to allow for sufficient cleanup time, which Rodriguez estimates will cost around \$200,000.

Leevac Industries

Jennings, Louisiana

Leevac Industries, located in Jennings, Louisiana, is a shipyard specializing in the building and repairs of barges and boats. Leevac suffered neither wind nor water damages following recent hurricanes, and was able to return to work as soon as the power was restored. According to Scott Theriot, Vice President of Sales, "We did not have any major issues with our vendors mostly due to the stage our jobs happened to be in. We are finishing up a two a large barge project and most of the material was here already, so our timing happened to be in as good a position as possible to minimize the impact of material delivery. We did have some vendors with issues from the storm, but all have been up front about the status or state they are in, which allows us to work around our concerns."

Edison Chouest Offshore

Galliano, Louisiana

Edison Chouest Offshore located in Galliano, La., suffered substantial damage to its C-2 facilities at Port Fourchon. Edison Chouest and its affiliated companies, which employs in excess of 3,400 workers, reported that all customer needs are being met, despite the damage. Their corporate office in Galliano reopened recently. It is reported that Edison Chouest is pursuing a new shipbuilding opportunity in Houma, La., which would possibly employ up to 1,000 workers.

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Harrison Bros. Drydock & Repair

Mobile, Alabama

Harrison Brothers Drydock & Repair is a small, family-owned company, started by William Harrison 110 years ago, and run today by William Harrison III. The yard normally employs between 20 and 30 employees. Its southern Alabama location left it particularly vulnerable to damage from the recent hurricanes. Harrison



described the aftermath as "general widespread damage...nothing was totally destroyed, but most of our equipment was bent or broken." Among the damaged equipment was an on-site state ferry repair project, which required a wheelhouse replacement as well as bow work. Perhaps the most severe damage was to Harrison's workforce, as many employees were residents of Mississippi and are still missing. Directly following the storm, the company was able to contact half of its staff. However, says Harrison, "as equipment comes back online and we're able to use the technology, we've been able to find more employees...and we hope those we haven't heard from are doing well." He estimates the cost of total recovery to be around \$200,000 over an eight-week timeframe, meaning the company is almost completely back up to speed. The speedy recovery was accomplished by pushing back the production schedule in order to focus the entire workforce on equipment repairs. Harrison feels this is a relatively small price to pay, noting, "We feel very fortunate to be alive; just to have something to rebuild and put back together."

Harvey Gulf International Marine

Harvey, Louisiana

Harvey Gulf International Marine, a marine transportation company that provides responsive service to the energy industry, is based out of Harvey, La. Harvey Gulf International Marine, Inc. oper-

ates one of the largest ocean going towing vessels in the Gulf of Mexico.

According to Captain Jake Stahl the vice president of HS &E, Harvey Gulf did not sustain any substantial damage following the hurricanes. The company relocated its vessels out of the path of the hur-

ricanes, as the company operations sought refuge in Houston. As of now, the company is back at its regular office and fully functional. With three major hurricanes affecting the Gulf of Mexico region, and ostensibly, the offshore industry, regulations and precaution for future storms

come into question. Following the hurricanes, Harvey Gulf was involved in several recovery missions.

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A Coast Guard HH-60 Jayhawk helicopter crew from Kodiak, Alaska, based out of Air Station Houston drops a sandbag to repair a damaged levee. The Coast Guard dropped more than 700,000 pounds of sand while working hand in hand with the National Guard to reconstruct the breached levees. U.S. Coast Guard photo by Christopher Evanson

Dominion E&P Relocates in Wake of Storm

Less than two weeks after Katrina made landfall, Dominion Exploration and Production relocated 350 of its New Orleans employees and their immediate families in Houston. Dominion Resources Inc. searched for and located all 430 of its New Orleans employees who had scattered to 14 different states during the evacuation of their city. "We are fully engaged in efforts to restore some normalcy to the lives of our employees and their families," said Dominion E&P President and CEO Duane Radtke.

Dominion's offshore exploration and production business was based at the Dominion Tower in the central business district of New Orleans. Because of the storm damage, that business has been moved temporarily to the company's offices in the Greenspoint area and in downtown Houston.

Other employees returned to their assignments on offshore platforms and a small number were relocated elsewhere.

In Houston, furnished and outfitted apartments were waiting to receive most of the evacuees at 21 different local apartment complexes, said Donna Kelliher, Dominion's director of travel services.

"We know that it is important for our employees and their families to have

somewhere to call home, even as they work to rebuild their permanent ones in Louisiana," said Kelliher.

Gallery Furniture and Preferred Corporate Housing supplied furniture and housewares to outfit the Houston apartments.

It is too soon to know when the Dominion Tower in New Orleans will be ready to occupy again.

Dominion is one of the nation's largest producers of energy, with an energy portfolio of about 28,700 MW of generation, about 6 trillion cu. ft. equivalent of proved natural gas reserves and 7,900 miles of natural gas transmission pipeline.

Crowley Donates \$100K to Fund

Tom Crowley Jr., chairman, president and CEO of Crowley Maritime presented a check for \$100,000 to the Northeast Florida chapter of the American Red Cross for the Hurricane Katrina Relief Fund. The donation, which was presented to Jack Morgan, CEO American Red Cross Northeast Florida chapter, represented about \$50,000 from Crowley employees worldwide coupled with a matching Crowley grant.

The company launched the two-and-a-half week campaign where it matched donations from employees dollar for dollar. Employees from across the United



States, in Central America and in the Caribbean came together to support the effort. "We are very proud of our employees," said Tom Crowley Jr. "They have shown unselfish commitment to this cause and we are pleased that we as a company could come together to bring hope to residents in the storm area, including our own employees in Gulfport and New Orleans."

American Queen Embarks on a New Voyage

For the first time in its history, American Queen, one of the three authentic steamboats of the Delta Queen Steamboat Company, embarked through the Gulf of Mexico, on a journey to begin a charter operation. The American Queen has been chartered by a private energy company to support the efforts to rebuild the Gulf Coast.

"From even before the hurricane hit the Gulf Coast area, Delaware North was mobilizing to help New Orleans, a city where it had approximately 1,000 employees," said Bruce Nierenberg, President of the Delta Queen Steamboat Company. "So far the company has donated in excess of half a million dollars to the relief effort. This charter allows us to keep the American Queen and her crew actively deployed until it returns to service in May of 2006."

The Delta Queen Steamboat Company, owned by Delaware North Companies, was located in New Orleans until the devastation of Hurricane Katrina forced it to indefinitely relocate its operations to the corporate headquarters of its parent company in New York. A separate marine, technical and hotel operation office is located temporarily in Memphis.

Beginning September 17, scheduled fall and winter cruises for the American Queen, which began and ended in New Orleans, were cancelled. Delta Queen's other two steamboats, the National Historic Landmark Delta Queen, and Mississippi Queen, are presently operating their regularly scheduled Fall Foliage cruises on the Upper Mississippi, Tennessee, and Cumberland rivers through November.

- The Delta Queen will resume its

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scheduled service next spring on April 21, 2006 from Baton Rouge.

- The Mississippi Queen will resume its service on April 23, 2006 from Memphis

- The American Queen will return to regular service on May 30, 2006, with her first cruise departing from Baton Rouge.

Resolve's Post-Katrina Ops

Resolve Marine Group, Inc. stepped up its involvement in Post-Hurricane Katrina operations in the U.S. Gulf Coast region. As of mid-October, the company had deployed salvage masters, salvage engineers, salvage technicians, commercial divers and a vast array of equipment including the RMG 400 — a barge outfitted with a 400-ton shear leg derrick and 175-ton crane; the RMG 300 — a barge outfitted with a 225-ton crawler crane and pulling equipment to 1,200-ton capacity; a 300-ton derrick barge, multiple other crane/spud barges, tugs and support vessels.

Resolve personnel and equipment were at work immediately after the hurricane made landfall in the region in late August. As of October, Resolve has tackled numerous projects, several of which are concurrently ongoing.

Since Resolve arrived in the area and set up its base of operations in Mobile, Ala., personnel have spearheaded the U.S. Coast Guard's efforts to identify, assess and document the hundreds of vessel casualties in the area to determine which casualties pose either navigational or environmental hazards.

So far, Resolve teams have documented over 450 vessel casualties - some stranded as far as a quarter mile inland. Resolve salvage crews salvaged a shrimping vessel blocking a navigation channel in Bayou Labatre, Ala., and are currently in the process of removing several other commercial fishing vessels posing similar hazards.

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Crowley Reopens New Orleans Office

Crowley reopened its New Orleans office in the wake of Hurricane Katrina following an all clear from local and federal authorities. The office, which supports liner services customers, is located at 3300 W. Esplanade Ave. Suite # 605 in Metairie, La. The main telephone number there is (504) 831-8252.

The office, which is approximately seven and a half miles from downtown

New Orleans, did not sustain damage from flooding thanks in part to its location on the sixth floor.

The office houses eight full-time sales,

operations and support personnel for Crowley's gulf coast liner services group.

"Given all that has occurred in New Orleans in the aftermath of Hurricane

Katrina, we are pleased to be reopening this office so quickly," said John Hourihan, Crowley's senior vice president and general manager, Latin America services.



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Donjon Available 24/7

Donjon Marine's 1,000-ton-capacity derrick barge Chesapeake, the largest floating crane on the East coast, performs

salvage work in Venice, La., in support of the Katrina and Rita Hurricanes Response. Shown here, the crane is lifting 85-ft. fishing boats displaced by the hurricane. While Donjon is the lead Salvage

Contractor for the Katrina Response as a result of its U.S. Navy Salvage and Related Services Contract, the company has contracted numerous American Salvage Association (ASA) and non-ASA Marine



Salvors in support of the overall response. ASA members T&T Marine, Resolve Marine, Bisso Marine, and Titan Maritime, as well as myriad others, continue to support the region as salvage subcontractors to Donjon.

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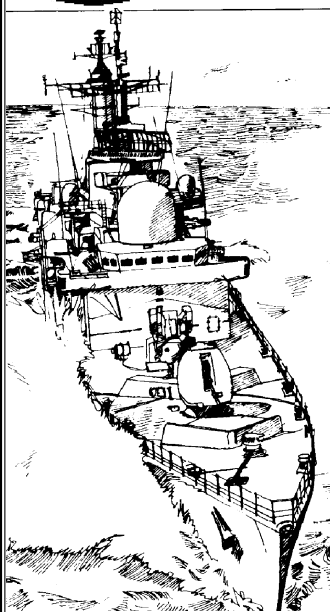
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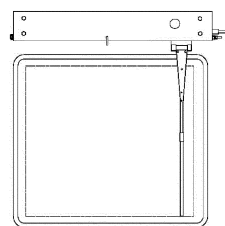
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Rowan Updates Fleet Status

Rowan Companies announced that, in the aftermath of Hurricane Rita and the resulting damage sustained by its offshore fleet, the company is taking steps to accelerate the replacement of lost revenues.

The company had one of its jack-up rigs, the Rowan-Louisiana, severely damaged during the storm while three other jack-ups, the Rowan-Odessa, Rowan-Halifax and Rowan-Fort Worth, are missing and have apparently sunk. The hull of the Rowan-Louisiana, with some leg section intact, survived the storm and was aground near Cameron, La. Underwater surveys conducted thus far show the detached legs of each rig at its pre-storm location, though very little other debris from the rigs has been detected in the immediate area. The rigs were operating under contracts that provided for total revenues of approximately \$290,000 per day, and are collectively insured for approximately \$26 million more than their aggregate carrying value.

Danny McNease, Chairman and CEO, said, "Twice in a matter of weeks, Mother Nature has dealt a tremendous blow to the entire Gulf Coast region, and Rowan was not spared.

First, we have increased our land rig construction budget. By the end of the second quarter of 2006, we should have nine additional land rigs working under term contracts and collectively contributing approximately \$200,000 of incremental revenues per day. Second, we are reviewing the economic feasibility of accelerating the construction of our third Tarzan Class jack-up, the Hank Boswell, which is currently on schedule for delivery during the fourth quarter of next year. We are also reviewing the possibility of accelerating the construction of Tarzan IV. Third, we are expanding our steel production capacity in Longview, Texas, which

should expedite the delivery of jack-up rig kits, and are reviewing options for increasing the capacity of our Vicksburg, Miss., shipyard. Fourth, we are inspecting the hull of the Rowan-Louisiana and have begun to assess the feasibility of returning the rig to service.

"These actions would not be possible without the company's manufacturing capability. Through our ownership of LeTourneau, LEWCO and OEM, Rowan is uniquely positioned to manage the construction schedule for our new rigs and many of their major components while ensuring the availability of parts and services. In this effort, we are able to draw upon the expertise of our drilling and manufacturing personnel. "Market conditions in Rowan's primary businesses have never been better, and the outlook remains very favorable. Drilling day rates in the Gulf of Mexico have moved well beyond previous records and our manufacturing backlog, at over \$300 million, is at an all-time high. Recent events should only increase the demand for drilling equipment and components and the upward pressure on jack-up day rates. The company is poised to benefit on both fronts."

Raven Donates Nav Systems for Ports

Raven Industries, Inc. said its Flow Controls Division is providing 10 of its

GPS-based Wheelhouse ship pilot navigation systems to the Mississippi River professional ship pilots organizations in the New Orleans area at no charge. This package, which normally retails for over \$150,000, is in support of the restoration of the combined Ports of New Orleans and Baton Rouge. "These systems will increase safety and make navigation possible under the extreme conditions now faced by large vessels operating along the Mississippi," said Raven President and CEO Ronald M. Moquist. In addition to the navigation hardware, Moquist also noted that Flow Controls' Marine group has been supplying on-site support for training and operations as well. Near real time chart data updates will also be provided from the Marine group office in Austin, Texas as information becomes available from the US Army Corps of Engineers, the National Oceanic & Atmospheric Administration (NOAA), the US Coast Guard, and the pilot organizations. These systems and support are being supplied under a no-cost agreement to the professional ship pilot organizations. Captain Doug Grubbs, of one of the ship pilot organizations, said "Within days following Hurricane Katrina, Raven Industries came to the aid of the Mississippi river pilots to help reopen the combined Ports of New Orleans and Baton Rouge. The 10 GPS and AIS (Automatic Identification System) carry-aboard navi-

gation systems, as well as on-site support by Raven personnel have been critical to the successful reopening of the largest combined port in the country."

AUV Begins GOM Projects

C&C Technologies' second deepwater AUV, C-Surveyor II, recently began field operations in the Gulf of Mexico. The C-Surveyor II vehicle was initially delivered to C&C's corporate headquarters in Lafayette, La., on June 3, 2005. Over a period of three months, C&C system engineers integrated proprietary hardware and software into this next generation AUV and mobilized it on its mother ship the R/V Northern Resolution.

The C-Surveyor II AUV is modeled after C&C's C-Surveyor I, and includes numerous advances. Survey sensors onboard include a multibeam echosounder, chirp side scan sonar, chirp sub-bottom profiler, methane detector, CTD system, and an Edgetech DW106 sub-bottom profiler customized with narrow transmit and receive beams to permit significantly deeper seabed penetration. In December 2005, C&C intends to upgrade the chirp side scan sonar to a new Dynamically Focused (DF) sidescan sonar system capable of providing five times more resolution than traditional systems. Over the next three months, C&C

will be performing various surveys for government agencies, as well as the oil and gas industry, including block hazard, pipeline hazard and investigation surveys.

Beier Radio Survives

Beier Radio, specializing in marine control systems for more than 60 years, survived the wrath of Hurricane Katrina and is currently operating out of branch office in Morgan City, La. Normally located outside of New Orleans in Belle Chasse, there was very little damage to the home office and now only barricades are keeping the company from operating there. Other than being displaced, family owned and operated Beier Radio is still in business. Customers can call for service, support and order placement and they will be accommodated. With many boat manufacturers based around the Gulf, Katrina affected much of the workboat industry. "Our hearts go out to all of those people that lost their businesses," said **Karl Beier**, president. "We know many of our friends and colleagues in the area were not as fortunate as us and we hope to help them in any way we can." "We are very thankful that our facilities only sustained minor cosmetic damage. Most importantly, all of our employees are safe and we're all looking forward to rebuilding the marine industry."

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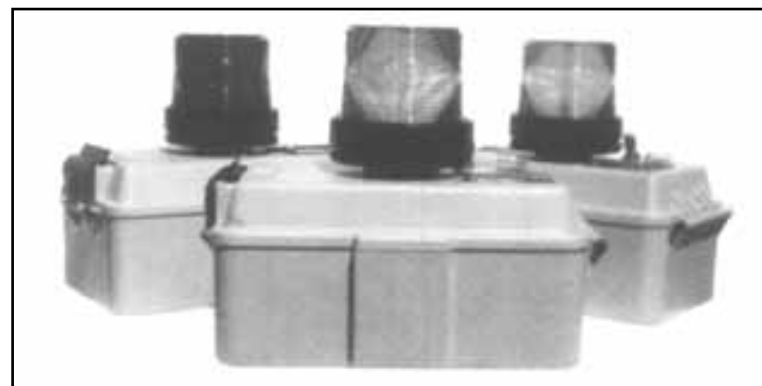


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Coastal Marine Acquires McElroy/Catchot Winch

Coastal Marine Equipment, Inc., manufacturers of marine deck machinery and machinery for the double hull new build and retrofit barge industry, has acquired the assets of McElroy/Catchot Winch Company, Inc. of Ocean Springs, Miss., formerly McElroy Machine & Mfg. Co.,

Inc., established 1915. Coastal Marine will add to its complete line of marine deck machinery by providing parts, service and technical support for all of the products, which previously made up the McElroy/Catchot product line.

Coastal Marine, established in 2001,

has provided equipment, service, support and technical knowledge to an ever-changing market and diverse customer base. This presence is reflected by its customer list which includes Bollinger Shipyards, Penn Maritime, Leevac Shipyards, Hornbeck Offshore, Senesco, U.S. Ship-

ping, Tidewater Marine, Bouchard Transportation, Nichols Brothers Boat Builders, Allied Towing, Bay Shipbuilding, K-Sea Transportation, Alabama Shipyard, Seacor Marine, Master Boat Builders, McAllister Towing, Eastern Shipbuilding, Otto Candies, VT Halter Marine, Harvey Gulf International, C & G Boats, U.S. Navy, NOAA, Woods Hole, J. Ray McDermott and Sirius Maritime just to name a few. Coastal Marine Equipment offers a complete line of marine deck machinery including, but not limited to, anchor windlasses, mooring winches, anchor winches, hose reels, capstans, escort winches, towing winches, tugger winches, ramp winches, spud winches, cable storage reels, as well as general fabrication, machining services, testing, installation, maintenance and repair services.



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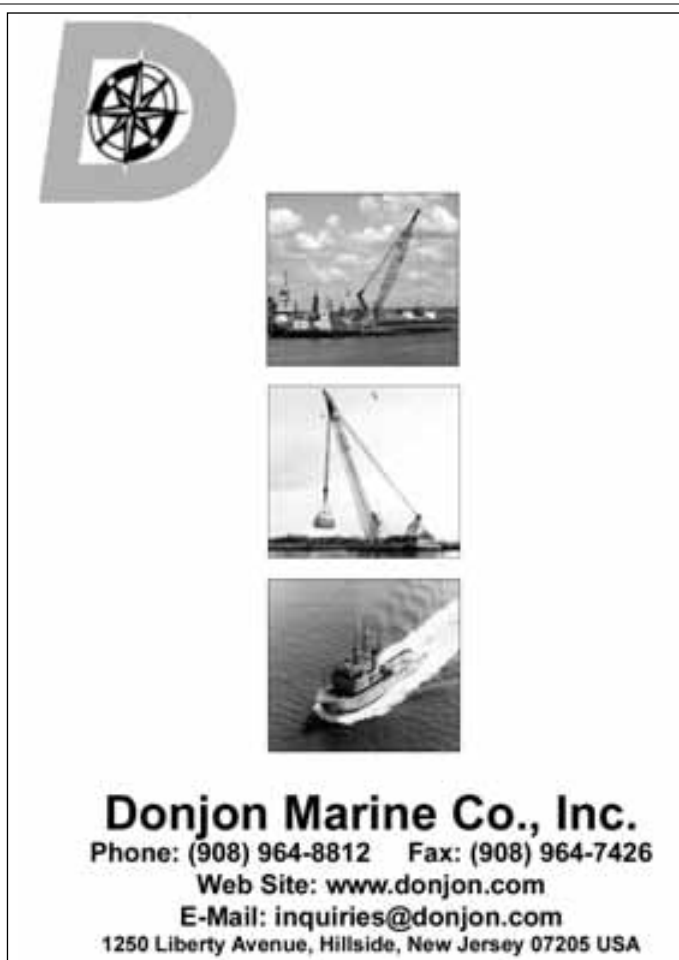
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Federal Money for Bay Area Ferry System Expansion

The San Francisco Bay Area Water Transit Authority (WTA) announced that the recently passed federal transportation bill, SAFETEA-LU designated the WTA as the recipient of \$14 million for ferry boat and terminal construction.

For the first time, the Bay Area's ferry system will receive Federal funds to build new boats and terminals. "The federal dollars provide a steady stream of revenue and helps us to delivery new routes faster," said Charlene Johnson, president, WTA Board of Directors.

This set aside of \$2.5 million per year for a total of \$10 million in new Federal Transit Administration (FTA) funds over the next four years will allow ATA to plan the acquisition of new boats and terminals.

Currently, the Bay Area Ferry system is the third largest in the nation, but has yet to receive set-aside of federal ferry funds until the passage of SAFTEA.

SAFTEA benefited ferry operator by increasing the FBD from \$38 million per year to \$55 million for the first year (2005) and \$67 million by FY 2009. The WTA's federal legislative team worked with a coalition of other ferry operators, maritime labor and business groups to seek this increase.

Since 2001, WTA has received \$4.6 million from the Federal Ferry Boat Discretionary FBD fund.

The WTA secured \$4 million for the South San Francisco Ferry Terminal. The new South San Francisco to East Bay Ferry Service will be the first new commuter ferry route to start in Bay Area in over a decade and is scheduled to start in 2008.

The WTA plans to select a shipyard to build the vessels in Spring 2006 and undergo environmental review.

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Selecting the Best Engine for Your Boat Design

by Vikas Gaur

A variety of factors should be considered when selecting the proper engine for your boat: power, durability, fuel consumption, ratings, service options and more. It may be surprising to some that engine sizes and weights are not especially good indicators of engine or vessel performance. Powering Up. One chief consideration in engine selection is the engine power available at the different operating rpm's:

- Will the engine(s) provide sufficient torque under all scenarios?
- Will the engine(s) provide sufficient boat speed or acceleration?
- Will the engine(s) have sufficient power reserve for bad weather and emergency crash reversals?

A naval architect or boat designer should be able to tell you how much power will be required from the engine(s). This calculation will be based on your desired speed requirement, the type of hull - displacement, semi-displacement or planing - the pitch and dimensions of the propeller, and the size and weight of the boat including cargo.

Grading on a Curve

Given a particular boat design, the propeller's demand for power is represented by the propeller demand curve, as illustrated in Figure 1. The catch is that no single propeller demand curve will represent

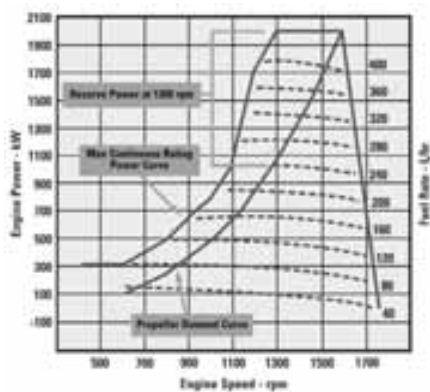


Figure 1: Engine Performance Curves

all of the possible operating scenarios for a single vessel. In most cases, a propeller demand curve will represent power requirements under ideal (theoretical) operating conditions. It should be noted that the propeller demand curve actually moves to the right (i.e. drops) when the vessel starts gaining speed. The worst engine loading conditions are bollard pull (stationary propeller demand) and emergency crash reversals (reverse water flow through the propeller).

A second type of curve is the max power curve, which represents the power output (bkW or bhp) of a particular engine

at different rpm's. This curve is your key to making an apples-to-apples comparison between two or more engines.

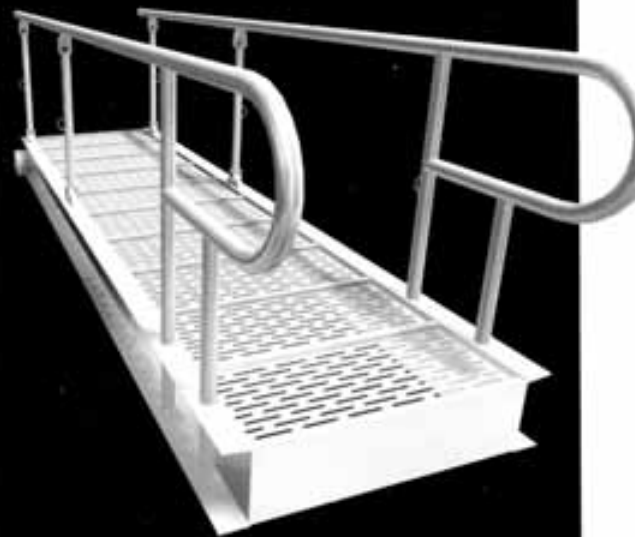
The max power curve will also tell you whether the engine in question will pro-

vide adequate power for your particular boat design. Set the max power curve and the propeller demand curve on the same graph. At all operating points, the max power curve must exceed the propeller

demand curve. The difference between the two curves is your excess power, which you will draw for acceleration, especially in the low to mid range or during demanding conditions, e.g., heavy

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seas, low water, narrow channels, high wind, etc. With each condition, the propeller demand curve will shift. Wherever the demand curve shifts, the max power curve must remain above it. If it doesn't, the engine will be in a "lugged condition," which means it will not be able to further increase boat speed or provide any acceleration. Comparing Fuel Economy

In comparing two engines, one should look at how they achieve their power. Is it through added complexities, such as complicated air systems or multiple turbo charges flipped on and off by valves and computers? Or is it through simple efficiency in design? Complicated solutions will often compromise fuel economy and reliability - both critical aspects of a marine engine design.

The fuel economy of an engine should be clearly mentioned in the specifications, with clear indications as to whether the fuel, water and oil pumps are included in the calculation. Also, be sure to note the degree of accuracy in fuel consumption numbers. A variation of +/- 3 percent is reasonable.

Comparing Variables

Beyond power, the boat owner needs to give due consideration to the engine durability, reliability, fuel costs, parts pricing, quality and availability of service - all these variables contribute to the cost of

the initial purchase price of the engine. This chart would be significantly different for a yacht or a fishing boat as the vessel duty cycles are completely different.

Comparing Ratings

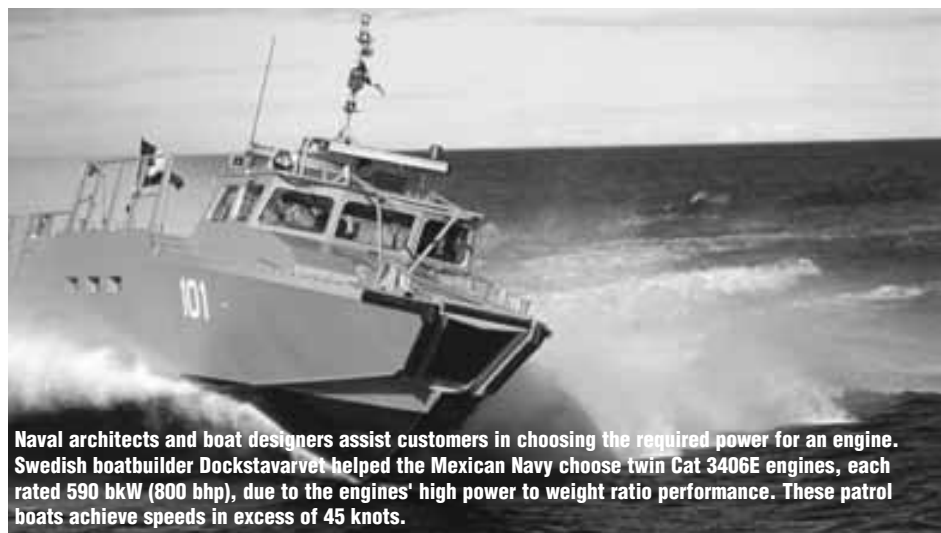
Another point of comparison is the engine's rating. Most manufacturers have engine ratings for "continuous operation" (full power for long duration), "high performance" (high speeds and high power for short periods of time), and "intermittent operation" (somewhere between the two extremes). There is a tradeoff to be made: One trades hours of operation for higher power output. The same engine by the same manufacturer can be rated differently, so while the rating may change, the benefits associated with that engine - e.g., reliability, durability and service - remain the same. It's critical that you match your projected schedule of operation with the duty cycle of the engine.

The difficulty comes in comparing ratings between one or more engines from different manufacturers. "Continuous operation" for one manufacturer may mean unrestricted operation at full power. For another, continuous operation may be something less than unrestricted operation. The only sure way of comparing ratings is to look at the numbers. Each engine is assigned a percentage of time that it may operate at full power.

Comparing Size and Weight

Other common points of comparison between engines are size and weight, but neither of these, in fact, is an especially good indicator of engine or vessel performance. Engine weight when evaluated in the context of the entire weight of the vessel is usually dwarfed when represented as a percentage of the total vessel weight.

In terms of size, bigger is not necessarily better. With today's engine technologies, the physical size (or displacement) of the engine is only one among many variables contributing to overall perfor-



Naval architects and boat designers assist customers in choosing the required power for an engine. Swedish boatbuilder Dockstavavet helped the Mexican Navy choose twin Cat 3406E engines, each rated 590 bkW (800 bhp), due to the engines' high power to weight ratio performance. These patrol boats achieve speeds in excess of 45 knots.

mance, durability or length of time until overhaul.

Comparing Service Options

Every engine will require service at some point. How often will it require service? How long until an overhaul becomes necessary? Will there be someone available to provide you with the services you need when you need them? There is no easy statistical means of comparing the track record of different engines, given their many uses and applications. Nevertheless, boat owners and operators are usually forthright in their qualitative evaluation. There is no reason not to ask other boat owners or operators, including your competitors, for their views.

One of the best ways to project relative service costs is to locate the manufacturer's service dealers and make a comparison:

Are the locations convenient, given the routes the boat will run?

How large are the service facilities? Will they be able to meet your service requirements in a timely fashion? To compare the size of service dealers, ask for the total dollar value of the parts in stock and the number of factory trained technicians on staff. Also, are there dedicated marine technicians on staff?

How do the prices compare? Ask for the list price of a set of bearings, set of pistons, a cylinder head and injectors, and compare.

How would you rate the level of experience among management? Is the management oriented toward maritime applications?

What is the dealer's overnight parts availability percentage? Parts may be less expensive at dealer A than at dealer B, but how long do you have to wait for the parts?

Conclusion. When selecting engines, boat owners must know what to compare and what not to compare. Engine weight and size should not be points of focus. Rather, look to quantitative comparisons concerning power output at various rpm's. Make sure that the output exceeds demand in a full range of operating scenarios. Engine power ensures that your vessel fulfills its transportation objectives, so it is closely linked to your bottom line. A second quantitative comparison is fuel consumption. Finally, look ahead to service. Make sure it will be available where and when you need it.

About the author

Vikas Gaur is Sr. Marketing A&I Engineer in charge of 3500 marine market support for Caterpillar Marine Power Systems.

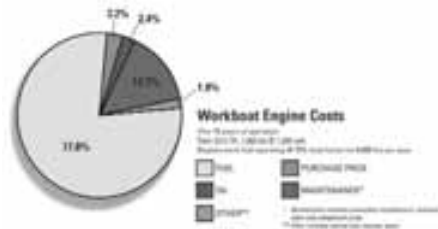


Figure 2: Workboat Engine Costs

ownership over the life of the engine. Figure 2 illustrates how such costs make up the larger share of the pie for a workboat (very high hours per year and high load factor type operations), in comparison to

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Mercury Propellers

Mercury Propellers unveiled the EnerTia propeller at IBEX. Using exclusive Mercury technology, the propeller improves the acceleration and top speed of many outboard- and sterndrive-powered boats. EnerTia is cast from Mercury's patent-pending X7 Alloy.

Circle 102



Smiths Detection

Smiths Detection introduced the new HI-SCAN 6040aTIX. It is a multi-view X-ray inspection system that automatically detects and pinpoints explosives in carry-on baggage in real-time. It actively assists security operatives with superior screening procedures without impairing proven inspection activities.

Circle 103



Cole Hersee

Cole Hersee Company announces its universal Reversing Polarity Toggle Switches. These new forward-reverse switches change the direction of permanent magnet motors, and, when used in conjunction with a relay, can also control up-down, in-out, and rotate-counterrotate motions on boats.

Circle 104



Kaeser

Kaeser's SM series rotary screw air compressor combines advanced design and solid construction to produce an energy-efficient unit. With its Sigma Profile air end and high efficiency motor, the SM series can deliver up to 20% more horsepower. The SM is available in 7.5 and 10 hp models with pressures up to 205 psig.

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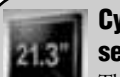
Circle 106



BW Tech

BW Technologies announces the GasAlert-Micro 5 PID, a rugged, water-resistant instrument capable of monitoring up to five gases including combustible and toxic gases, and Volatile Organic Compounds. Choose from optional data logging, motorized pump, multi-language support, and a variety of power options.

Circle 107



CyberResearch

The CyRAQ 21 monitor from CyberResearch lets you mount a 21.3 in TFT LCD monitor in a standard industrial 19 in. rack. Available in black and brushed steel, CyRAQ 21 monitors need only 9U of rack height.

Circle 108



Thermo Electron

Thermo Electron Corporation announced its new carbon dioxide, the AutoCO2. The AutoCO2 measures carbon dioxide concentrations in natural gas to maintain gas quality control at delivery points. It detects CO2 in natural gas using non-dispersive infrared technology (NDIR).

Circle 109



Herrin Design

In 1982 Herrin Design contracted with Hazen Tide Gauge, International to complete the design of Hazen's Model HTG5000 Tide Gauge, a telecommunications-linked tide monitoring system that became the industry standard for dredgers and ocean surveyors.

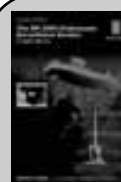
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Kongsberg

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Circle 112



Orbit

Orbit Instruments is a division of Orbit International Corp. From simple keyboards and trackballs, to integrated control trays, to communication control/data entry devices to flat panel displays to today's sophisticated control Display Units, ORBIT and its products have been supporting the military system developers and operators.

Circle 113



Markey

The Markey DESM-18 is a rugged single-drum electric mooring winch designed to handle soft-line or wire rope. It features power-in/power-out operation and the 20HP marine-duty electric motor generates line speeds of up to 30 ft. per minute, with maximum pull of 20,000 lbs.

Circle 114



Rail Safe

Rail Safe is a safety grip for hand rails to aid in reducing slips and falls associated with steps, stairways and ladders. Designed to add comfort, insulation, and a non-slip surface to any railing, Rail Safe is a dry installation and can be used immediately. There are no toxic chemicals used and no contaminant waste involved.

Circle 115



Railko

Railko offer complete bearing assemblies for both oil and water lubricated stern tube and bracket installations. These assemblies offer installation accuracy and are cost effective. Railko bearings are fitted to both merchant and naval vessels. Each bearing is designed to specific vessel requirement.

Circle 116



Hamilton Jet

The larger Hamilton Jet HM Series of waterjets are an extension of their range of smaller jets. As boat speeds rise above 25 knots, Hamilton Jet waterjets return higher propulsive coefficients. Hamilton Jet innovation is the result of research and development utilizing its on-site hydrodynamic test rig facility and test boat program.

Circle 117



KVH

The TracVision M3 is fully automatic, connecting boaters to DIRECTV programming when cruising along the coast and as far as 200 miles offshore. Its motors are quiet yet are responsive enough to keep the TracVision M3's antenna locked onto the DIRECTV satellite even aboard small vessels.

Circle 118



Western Fire & Safety

AMEREX Corp. has unveiled the new 2.5 gallon model 250CG AFFF Foam Fire Extinguisher, with the 810CG Bracket, that has been granted USCG approval as a Type A Size II and Type B Size II when installed using the 810CG Bracket. It carries a UL rating of 3A:20B.

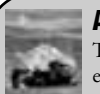
Circle 119



Whitney Blake

Whitney Blake Company announced its in-line, moisture sealed, Passive Latch interconnect system. Its designed moisture seal contacts protect against corrosion, rust and debris. The Passive Latch interconnect system is ideal for OEM manufacturing applications including boating, sonar equipment and electrical connections.

Circle 120



Atlantic Marine

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Circle 121



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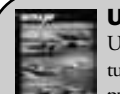
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Furuno

Furuno's dual-frequency searchlight sonar CH-300 is designed for a wide range of vessels. It incorporates both a low and a high frequency (60/153 or 85/215 kHz) transducer in one soundome. The high frequencies give a detailed search near and all around the vessel.

Circle 123



UltraJet

Ultra Dynamics manufactures single-stage axial flow pump waterjet propulsion system with a variety of control options, including Joystick controls. UltraJet waterjets excel when more thrust is required to accelerate the boat, to permit getting on plane with a full load, and to maintain planing performance at cruise throttle settings, even in tight turns.

Circle 124



Marine Sonic

Marine Sonic Technology's Centurion Sea Scan PC Spalsh Computer Systems is a small, compact and rugged portable low cost sonar system. It is designed with the search and recovery community in mind. The system can be operation within minutes and only needs a 12 VDC power source.

Circle 125

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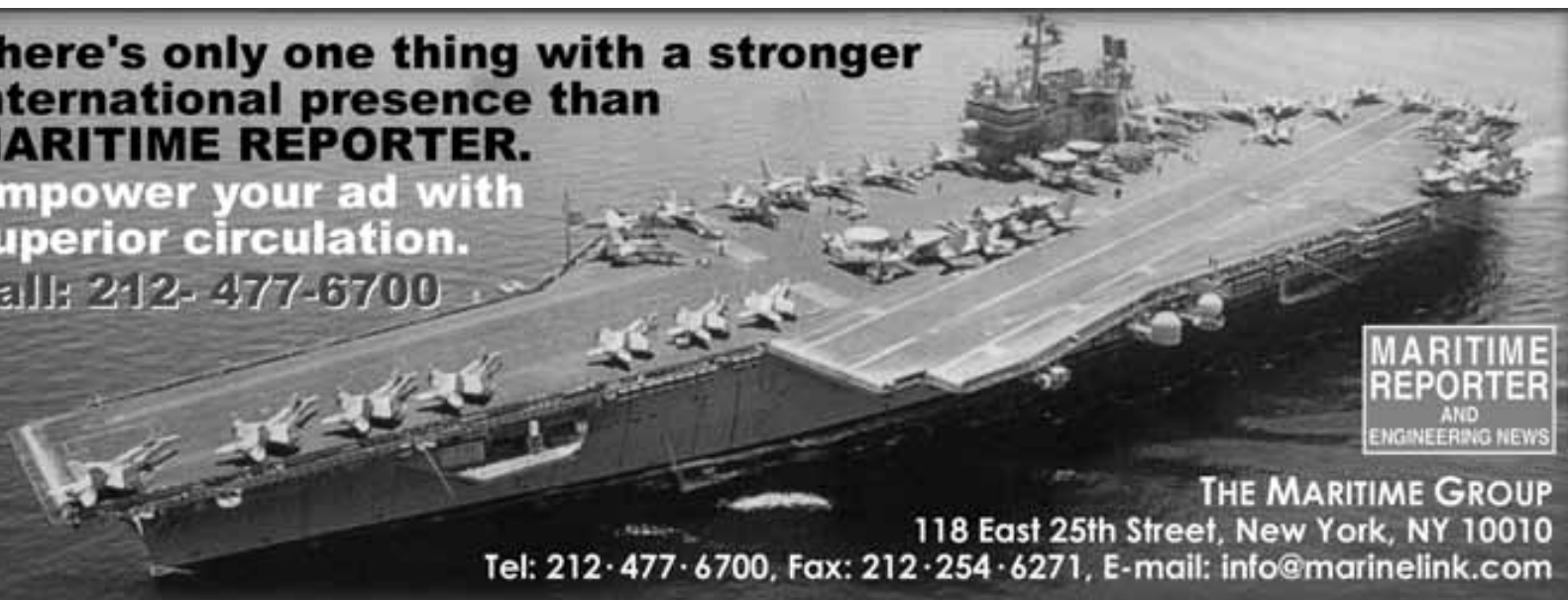
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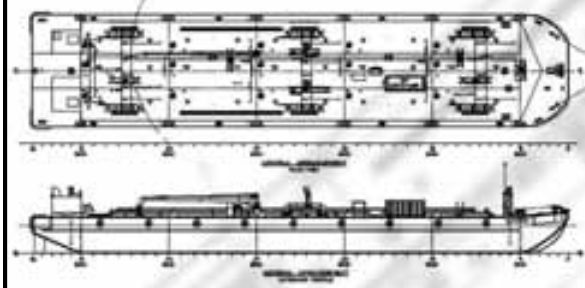
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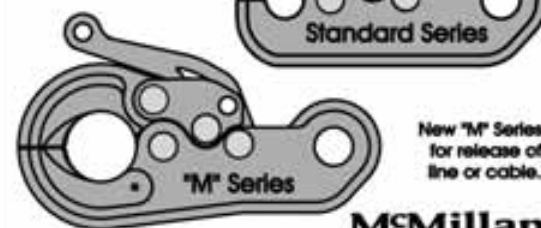
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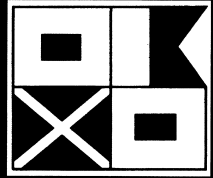


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