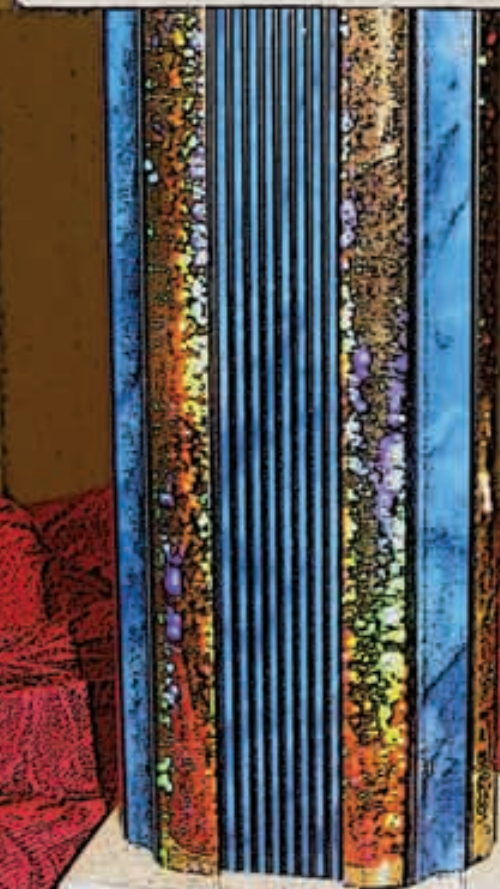
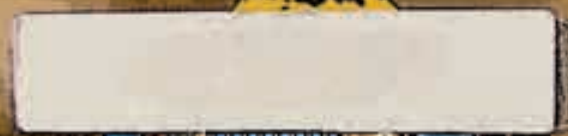


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28 Meet-n-Greet

Don Sutherland again captures the unique side of the workboat business, in pictures and words, as he travelled the Northeast during the autumn of 2005, visiting a number of friendly tug competitions. (See additional photos on the opposite page).



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A Picture's Worth ...

In the case of roving reporter and prolific maritime photographer Don Sutherland, much more than 1,000 words. Here are a few select shots from Don's travels to tug meets this autumn. For the full story, turn to page 28.

Photos: (Start right, going clockwise): Everyone mixes it up in the push contests following the race, and it can be anyone vs. anyone. Here it's the Janice Ann Reinauer against K-Sea's Falcon, Vivian L. Roehrig against Specialist, and the Urger appears to be stalking the pushboat Robert IV. The judges gave-up trying to score these freeforalls ages ago.

According to Bert Reinauer, Seth Bresnan, mate on the JoAnne Reinauer III, agreed to play the pipes during the Challenge in exchange for his father coming along for the ride. After the races, the JoAnne moved on to the World Trade Center site to play Amazing Grace, then over to the South Street Seaport piers to entertain the visitors with a set.

Jenz Petersen steps forward to receive the Best Looking Tug trophy from Capt. Roberts, while Chelsea Caruso and Steve Dooling settle the question of was there excitement aboard at the moment.

A triumphant moment at the portable island created in lieu of land-based support. Horns blaring, most of the day's participants gather round to say, "we did it." (Lincoln Sea had to leave early for a job).

Approaching Waterford from the Federal Lock, the last leg of a grand parade that originates in Albany, Canal Corp.'s splendid, 1927-built Govr. Cleveland catches the afternoon rays while the sturdy canaler Cheyenne demonstrates her monitors.



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Austal Opens New U.S. Shipbuilding Facility

On November 17, Mobile, Alabama-based Austal USA celebrated the grand opening of its new construction facility with a ribbon-cutting ceremony. This event took place just 11 months to the day after breaking ground on the project on January 17. Several notable VIPs participated in the ceremony, including: State of Alabama Director of Development Neal Wade, Mobile County Commission President Mike Dean, Mobile Mayor Sam Jones, John Rothwell (Austal Ltd. Executive Chairman), Greg Metcalf (CEO, Austal USA), Tom Bender (CEO, Bender Shipbuilding & Repair Co., Inc.) and Henry Seawell (CEO, Thompson Engineering, the company that was contracted for the design and construction of the expansion).

When added to the existing facility the new construction halls provides a combined total covered area of 16,500 sq. m. for ship production, roughly quadruple the existing facility. The expansion adds two large bays (each 41 m wide) under a common roof for module fabrication / erection and component storage, connected by two mezzanine levels in the center, and two mezzanines on the outboard sides for shop space, material storage, and small assembly fabrication; two additional launch aprons in front of each bay; a combined wharf (bulkhead) length of 238 m; and additional overhead cranes capable of lifting 80-ton modules in each bay.

The new facility will be used to construct the recently announced order of a 127 m Littoral Combat Ship (LCS) for the US Navy. Austal is the seaframe designer and builder as part of the General Dynamics Team. The official keel laying ceremony is expected to take place in early 2006. The LCS will



be the most advanced high-speed military craft in the world and is intended to operate in coastal areas globally. As a key part of the U.S. Navy fleet, they will be highly maneuverable and configurable to support mine detection / elimination, anti-submarine, and surface warfare. The trimaran hullform enables the highest payload per displacement ton of any previous U.S. Navy warship. It is envisioned that LCS class vessels will comprise a substantial portion of the future Navy fleet. In addition, on October 28, 2005, Austal announced that an unconditional contract was confirmed for the order of two Austal Auto Express, 107-m vehicle-passenger ferries for Hawaii Superferry (HSF). Construction of the first HSF ferry is underway in Austal USA's existing shipbuilding facility.

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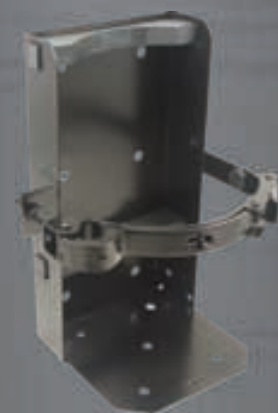
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Dominion E&P Provides Gulf Coast Perspective

As the financial impact of this year's hurricane season is revised upward, the nation is facing an uncertain future in energy markets, especially concerning supply, demand and distribution of natural gas. A few short weeks after the recent hurricanes, energy industry leaders gathered in South Carolina to address the volatile situation at an annual leadership conference sponsored by the Southern Gas Association (SGA).

Cost and demand rates for natural gas were accelerating in the United States even before the interruption of Gulf of Mexico production. As production from the hurricane-affected areas resumes, Gulf operators and regulatory bodies need an improved understanding of the natural gas supply outlook, said Tim Parker, senior vice president of Dominion Exploration and Production.

"Natural gas from the Gulf of Mexico is a vital part of the U.S. energy supply from a rate perspective. Future Gulf production is critical to the U.S. energy budget," he said. Although Dominion assets in the Gulf suffered minimal damage, the U.S. offshore industry as a whole sustained

extensive impact from Katrina and Rita. The two storms destroyed

Industry leaders predict growing need for gas infrastructure 117 platforms and rigs, and 70 more were significantly damaged, according to the Minerals Management Service (MMS). At the conclusion of the third quarter of 2005, the MMS reports that nearly 60% of natural gas production and nearly 50% of oil production from the Gulf had been restored, but damage to onshore pipelines, refineries and natural gas infrastructure is further delaying the processing and distribution of oil and natural gas.

Offshore, onshore and downstream repairs continue, but Parker predicts that return to full production is unlikely before the second quarter of 2006.

"The two unwelcome visitors have taught us much about which way the winds will blow in the future," said Parker. "The concentration of processing and pipeline infrastructure along the Texas-Louisiana coast makes us uniquely vulnerable to storm impacts. Importantly, the most significant risks are related more to onshore and downstream assets than to

offshore E&P assets."

While production may be declining on the Gulf of Mexico Shelf right now, deeper Shelf drilling and ultra-deepwater prospects on the Outer Continental Shelf are promising, Parker advised the SGA group.

"Overall, Gulf Coast operators are guardedly optimistic that gas supplies will grow over the intermediate term," he said. Parker's comments were part of a balanced "trifecta" panel of SGA speakers providing Gulf Coast, Rocky Mountain, and LNG perspectives on future gas supply and distribution needs.

Panelist Greg Schnacke, vice president of the Colorado Oil & Gas Association, reported that unconventional production methods in the Rocky Mountain are increasing, but that export capacity is insufficient.

"We have an urgent need for new take-away capacity in the Rockies. Without improved infrastructure, the expected production increases in the area will be constrained," he said. Schnacke also predicts that increasing LNG imports and deliveries will compete for markets.

Panelist Bill Cooper, executive director of the Center for LNG, asserts the need for supply diversity to meet the growing consumption markets in the north-central and eastern region of the country.

"Our natural gas supply challenges will not be solved solely by expanding production in the Rocky Mountains or the Outer Continental Shelf, or solely by importing more LNG.

In order to meet anticipated demand, we must pursue all of these options and more," he said.

To diversify supply streams, Dominion produces gas from about 10,600 wells in the eastern U.S., 4,700 wells in the western U.S. and 1,000 wells in Canada in addition to the company's offshore assets. Dominion also operates the nation's largest underground natural gas storage system and maintains 7,900 miles of transmission pipeline.

Among the panelists at the leadership conference, Dominion E&P was the only representative of an integrated energy company advising professionals from natural gas associations, regulatory bodies and governmental agencies.

Hercules Completes Fleet Acquisition of Liftboat

Hercules Offshore, Inc., a jack-up drilling and liftboat contractor, completed the acquisition of a fleet of eight liftboats from Danos & Curole Marine Contractors, LLC for \$44 million. Three of the acquired liftboats have leg lengths ranging from 130 to 230 ft. and are located in the U.S. Gulf of Mexico.

These liftboats are currently operating under short-term contracts. A fourth liftboat located in the Gulf of Mexico was damaged during Hurricane Katrina and its condition is being evaluated.

The remaining four liftboats, which have leg lengths ranging from 130 to 170 ft., are currently operating in Nigeria. Danos & Curole will continue to operate these four vessels under an operating agreement until Hercules has established its own operations in Nigeria. This operating agreement expires in September 2006, and can be terminated earlier by Hercules upon 30 days' notice to Danos & Curole.

If the vessel damaged in Hurricane Katrina is determined to be a constructive total loss, the purchase price will be reduced by the amount of insurance proceeds Danos & Curole recovers.

However, if the vessel can be repaired, Danos & Curole will conduct the repairs and Hercules will pay a portion of the salvage cost and reimburse any deductible amounts Danos & Curole is responsible for under its insurance policies covering the vessel. Danos & Curole would deliver the vessel to Hercules upon completion of repairs without payment of any additional consideration.

Bollinger Inks Contracts with Moran Towing

Bollinger Shipyards, Inc. of Lockport, La., and Moran Towing Corp., New Canaan, Ct., signed contracts for Bollinger to build one 14,500 short ton bulk barge and one 60,000 barrel Oil Pollution Act of 1990 (OPA'90) double-hull, ocean-going barge.

The large bulk barge will be similar to the three bulk barges currently in the Moran fleet, Bridgeport, Somerset and Portsmouth.

The barge will be able to carry a wide range of products, including petroleum coke, coal, fertilizers, grains, scrap metal, steel plates, steel coils, sugar, crushed glass and numerous other commodities, as well as finished goods for a variety of long-term and spot customers. The bulk barge will be classed unmanned ocean service with dimensions of 418.5-ft. x 75-ft. x 29-ft.

The 60,000 barrel OPA'90 oceangoing tank barge will complement Moran's fleet of 10 petroleum barges, seven of which are OPA'90 compliant.

The new barge measures 350-ft. x 70-ft. x 25-ft., and is being built as a U.S. flagged vessel, built in compliance with the American Bureau of Shipping, and United States Coast Guard regulations, manned service for the carriage of Grade A and lower petroleum products.

Both vessels are already in production and are being built at the Bollinger Marine Fabricators, L.L.C. facility in Amelia, La.

The dry bulk barge is scheduled for delivery in May of 2006 and the 60,000 barrel tank barge will follow with a delivery in September 2006.

Increased Security Funding Proposed

The American Association of Port Authorities (AAPA), the organization representing public ports throughout the Western Hemisphere, lauded Sens. Susan Collins (R-ME) and Patty Murray (D-WA) for introducing a bill in the U.S. Senate that includes revisions and clarifications to the Department of Homeland Security's Port Security Grant program.

"AAPA praises the senatorial leadership of Susan Collins, who chairs the Committee on Homeland Security and Government Affairs, and Washington State's Patty Murray, who today have introduced the 'GreenLane Maritime Cargo Security Act,'" said Kurt Nagle, AAPA's president and CEO. "Both senators have a long and distinguished history of leadership in protecting our seaports against terrorism and this bipartisan bill shows their continued commitment to this critical area of our national security."

Nagle added that while there are DHS programs that address cargo and port security, the "GreenLane Maritime Cargo Security Act" appears to clearly outline Congress' thoughts on these important programs and encourages them to go to the next level. He noted that AAPA is especially supportive of the portions of the bill that direct \$400 million a year in appropriations from Customs duties for the federal Port Security Grant program, clarify who can apply for funding, and provide allowances for at least limited multi-year funding for port security grants. "We've advocated for these changes ever since the Port Security Grant program was introduced after

**AAPA:
Corps Funding
Bill is 'Critical'**

The American Association of Port Authorities (AAPA)-the organization representing public ports throughout the Western Hemisphere-praised Congress for passing the \$5.383 billion Energy and Water Development appropriations bill for fiscal year 2006 and urged President Bush to sign the legislation, which provides funding for the U.S. Army Corps of Engineers' Civil Works program.

"This record Civil Works appropriations bill is critical to the U.S. economy, because it pays for the timely construction and maintenance of our nation's navigation system," said Kurt Nagle, AAPA president and CEO.

"The navigation system supports our ports and harbors, which accommodate more than \$2 trillion worth of waterborne commerce each year. The same system also helps ensure our national security, so we must not allow it to deteriorate or become obsolete."

After weeks of negotiations, House and Senate conferees this week agreed to a historic funding level for the Corps' Civil Works program, exceeding the Administration's recommendation by nearly \$1 billion.

The increased funding level was the result of an additional allocation from the House Budget Committee to cover some Hurricane Katrina-related funding relative to the bill. Congress sent the bill to the White House for the President's signature.

"We're obviously very pleased with the funding level and the positive effect this will have in future years," said the Corps' Director of Civil Works, Maj. Gen. Don Riley. Gen. Riley, appearing on a panel yesterday at the AAPA-Corps Project Managers Workshop, held in Charleston, S.C., thanked AAPA and its members for taking a lead role in successfully advocating for a more robust Civil Works budget.

Gen. Riley went on to say that while the conference report was not clear on the use of continuing (multi-year) contracts and re-programming of funds from project to project, he believed the Corps would be able to develop guidance for field offices that would be acceptable to the Congress.

9/11," said Mr. Nagle. "The program has always been woefully underfunded, paying less than one-fifth of what ports have requested for reimbursements of eligible facility security investments. Just look at what airports have received since 9/11 in federal security assistance, and seaports-

which handle 99 percent of our country's overseas freight volumes-appear to be a poor stepchild in comparison. Dedicating a small portion of the Customs revenues already being collected on maritime commerce is an appropriate funding source."

Like the existing Port Security Grant

program, the Collins/Murray bill would maintain a risk-based approach in determining the grants. Unlike the existing program, however, the Collins/Murray bill ensures that any entity subject to an area maritime transportation security plan could compete for funding. AAPA strong-

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ly endorses this approach since the DHS limited eligibility to only 66 seaports in the latest round of Port Security Grant program funding.

Manitowoc Wins Harley Marine Contract

The Manitowoc Company, Inc. won a new construction contract from Harley Marine Services, Inc. to build an ocean-class, double-hull, hot oil tank barge. The 80,000-barrel capacity barge, which is scheduled for delivery in the fourth quarter of 2006, will measure 369 ft. (112 m) in length, 78 ft. (24 m) in width, and 33 ft. (10 m) in molded depth. The contract includes an option for a second identical vessel.

The Harley barge is the tenth double-hull tank barge built by the Manitowoc Marine Group. The vessel features a flush deck design and is equipped with an onboard heating system to maintain consistent cargo temperatures of 160 degrees. It will also be ABS, U.S. Coast Guard, and OPA-90 compliant. Upon delivery, the barge will join a fleet of vessels to haul a variety of petroleum products, including #6 grade fuel oil, between Alaskan, Northwest, and West coast markets.

Bay Ferries to Pay \$75,000 in Fines

The company that operates the high-speed ferry the CAT has reportedly been fined \$75,000 for failing to pro-

tect the health and safety of passengers and workers by not ensuring its passenger gangway was inspected and maintained, according to a CBC News report. Bay Ferries pleaded guilty to the charges under the Canada Labor Code. They stem from an incident on June 25, 2002, when the passenger gangway collapsed at the terminal in Yarmouth just as the high-speed ferry from Maine was being unloaded. Three workers who were preparing to attach the gangway to the ferry were injured when they fell, crashing 30 ft. to the ground. Because of the injuries, the company must also pay more than \$11,000 in victim fine surcharges.

USACE Starts on Restoration Sites

The U.S. Army Corps of Engineers New York District will proceed with the restoration of two intertidal salt marsh sites, the Joseph Medwick Park in Carteret, N.J., and the Brooklyn Union Gas site in Staten Island, N.Y. Both sites were selected as restoration projects to compensate for unavoidable impacts resulting from the dredging and deepening of the Arthur Kill Channel in the New York and New Jersey Harbor. The Corps and the Port Authority of New York and New Jersey, along with state and local agencies, are deepening the channels in the Port as part of an overall harbor improvement program. In addition to ensuring a safe, efficient Port, the harbor improvement program is designed to maintain a healthy, diverse, and sustainable environment through

GlobalSantaFe Worldwide SCORE Stays on Track

Worldwide oil and gas drilling contractor GlobalSantaFe Corporation reported that the worldwide SCORE, or Summary of Current Offshore Rig Economics, for October 2005 was up 4.7 percent from the previous month's SCORE. GlobalSantaFe's SCORE compares the profitability of current mobile offshore drilling rig dayrates to the profitability of dayrates at the 1980-1981 peak of the offshore drilling cycle. In the 1980-1981 period, when SCORE averaged 100 percent, new contract dayrates equaled the sum of daily cash operating costs plus approximately \$700 per day per million dollars invested.

the creation, enhancement, and restoration of aquatic, wetland, and upland habitat. The program also includes the construction of artificial fishing reefs and the capping of existing brownfields and landfills in the region. As part of the harbor improvement program, the Corps is working in cooperation with the Hudson-Raritan Estuary project to evaluate measures that would address environmental degradation and other related water resource and sediment problems and needs, including environmental restoration and protection. The Corps is also identifying mitigation measures for sites that may be negatively impacted by the channel deepening. "The deepening of the harbor channels is a large scale project that may produce unavoidable environmental impacts," Polo said. "We work hard not only to minimize the impacts, but also to replace the habitat or ecosystem that is affected by the deepening project."

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N14 Dual-Ni	\$1,375
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855 Dual-Ni	\$845
VT378	\$659
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VT903	\$1,525
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KT/KTA38	\$5,220*
KT/KTA60	\$7,450*
VTA1710	\$3,975 TO \$4,975*

2-53	\$265
3-53	\$375
4-53	\$524
6V53	\$775*
6V53X	\$1,094**
8V53	\$1,040*
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2-71	\$310
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8V71	\$1,069*
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12V71X	\$1,875**
12V92N/T	\$2,365
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Admiral Kramek Named President-Elect of SNAME



orary Doctorate in Public Administration from the Massachusetts Maritime Academy.

Kramek is a naval architect and marine

engineer. He is a Fellow of the Society of Naval Architects and Marine Engineers (SNAME), a member of the American Society of Naval Engineers (ASNE), a

member of the U.S. Navy League, and a life member of the Reserve Officers Association. Along with these memberships he serves on the Board of Trustees of the

The Society of Naval Architects and Marine Engineers (SNAME) named Robert E. Kramek president elect of the organization at its recent Annual Maritime Technology Conference & Expo in Houston, Texas. Kramek, President and Chief Operating Officer of ABS will commence his term January 1, 2007, succeeding current SNAME President Dr. Roger H. Compton.

Admiral Kramek is a former Commandant of the United States Coast Guard (USCG) from which he retired as a Four Star Admiral.

Admiral Robert E. Kramek graduated with honors from the United States Coast Guard (USCG) Academy with a B.S. in engineering in 1961 and attended post-graduate schools at the University of Michigan, Johns Hopkins University and the University of Alaska. He has received Master of Science Degrees in Naval Architecture and Marine Engineering, Mechanical Engineering and Engineering Management. He is a Fellow of the Society of Naval Architects and Marine Engineers (SNAME), a member of the American Society of Naval Engineers (ASNE), a member of the U.S. Navy League, and a life member of the Reserve Officers Association. Along with these memberships he serves on the Board of Trustees of the Webb Institute and the Board of Advisors for the University of Michigan's School of Engineering among many other professional commitments.

Kramek also attended the U.S. Naval War College in Newport, Rhode Island, graduating with Highest Distinction. He completed the "Capstone" Program at the National Defense University's Institute of Higher Defense Studies. He has been honored as a Distinguished Alumnus at the U.S. Coast Guard Academy, the U. S. Naval War College, and the University of Michigan. Mr. Kramek is a recipient of the Reserve Officers Association Minute-man Hall of Fame award, the NAACP Meritorious Service Award, and an Hon-

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Webb Institute, the Board of Advisors for the University of Michigan's School of Engineering, the Board of Visitors of the Joint Military Intelligence College, the Houston Texas Council of the United Services Organization (USO), the Advisory Board of the Navy League, and is a director of the Coast Guard Foundation and is a companion of the Naval Order.

Kramek has received military awards, including Distinguished Service medals from the Department of Defense, Transportation and the United States Coast Guard. He is also a recipient of the American Pilots Association Navigation Safety Award, the Seamen's Church Institute Distinguished Service Award, the U.S. Navy League Distinguished Service Award, the Society of the Naval Order Sea Service Award and was recently inducted into the United Nations Maritime Hall of Fame.

Goltens Promotes Friedberg

Paul F. Friedberg has been named as the company's new president of Worldwide Service and has been chosen to serve as director of Goltens' Worldwide Board.

Friedberg, who previously served as Goltens' regional head in the Middle East & India, will be responsible for all Goltens' service and trading operations outside the United States including Europe, the Middle East, the Far East and China. In addition, he will be responsible for global business development activities (including activities in the United States),

and will continue to manage Goltens' day-to-day operations in the Middle East & India until a successor is identified.

According to Mark Rutkowski, Goltens' Managing Director & Chief Financial Officer, Friedberg brings to Goltens vast experience, knowledge and considerable managerial skills in the shipbuilding, ship repair, oil & gas and mechanical markets. "His experience, coupled with his hands-on, pragmatic and dynamic leadership style will enable him to further Goltens' transition from a company formerly known for its local market strength to a company now recognized for both its local and global market positions," says Rutkowski.

ASA Announces New Leaders

George Wittich, Senior Vice President of Weeks Marine, has been named President of the American Salvage Association (ASA). John Witte, Jr., Executive Vice President of Donjon Marine Co., Inc., has been named ASA's Vice President, and Paul Gallagher, Director of Sales - Marine Transportation, Foss Maritime, has been elected Secretary/Treasurer.

"We expect great things from ASA's incoming leadership," said George Wittich. "Among the areas the ASA will focus on throughout the year are the status of the still pending U.S. marine salvage regulations, responder immunity, and the salvors' role in environmental protection and maritime security. Our member's salvage response work in the hurricane dev-

astated Gulf Region continues to be a priority," he said.

"The association owes a great debt of thanks to Richard Fairbanks, President, Titan, A Crowley Company, who served as ASA's President over the last two years. Dick's hard work, diligence, and critical guidance served our association and our industry well," Wittich said.

ACL Appoints Mitchell

American Commercial Lines Inc. appointed Rich Mitchell as Senior Vice President Corporate Strategy. Mitchell brings many years of business leadership, acquisition and strategic planning skills to the Company. He worked for more than 20 years with United Parcel Service of America, Inc. in positions of increasing responsibility, most recently as the Vice President of Corporate Strategy. He has a Bachelor of Science degree from the University of Louisville and a Master in Business Administration degree from Embry Riddle Aeronautical University.

Foundation Elects New Trustees

The National Waterways Foundation has elected six new trustees at its recent meeting in October in Chicago, IL.

They are Rev. Dr. Jean Smith, Executive Director, Seamen's Church Institute (New York, NY); Ms. Teri Goodmann, Development Director, Mississippi River Museum and Aquarium (Dubuque, IA); Mr. Charles Jones, Chairman of the



Rev. Dr. Jean Smith, Teri Goodmann, and Joe Pyne meet to discuss the National Waterways Foundation.

Board, Amherst/Madison Coal & Supply Company (Charleston, WV); Mr. Terry Becker, President, Riverway Co. (Minneapolis, MN); Mr. Robert (Bobby) Guthans, (retired, formerly President and CEO, Midstream Fuel Service, Inc., Mobile, AL); and Mr. Robert Nichol, President, Moffatt & Nichol Engineers (Long Beach, CA).

The goal of the National Waterways Foundation is to serve and protect America's waterways system. Through research studies, education and training programs, grants, forms and similar activities, the Foundation helps people understand how to maintain our waterways system, enhance its capabilities, and promote its value in the years ahead.

Donjon Leads in Gulf Recovery

Donjon Marine is serving as the lead salvage contractor for the Katrina/Rita Response as a result of its U.S. Navy Sal-

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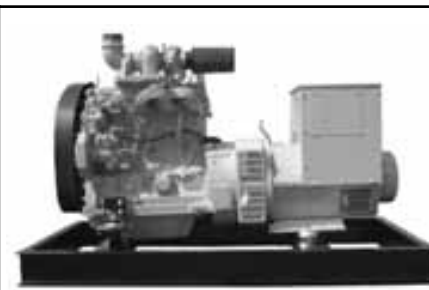
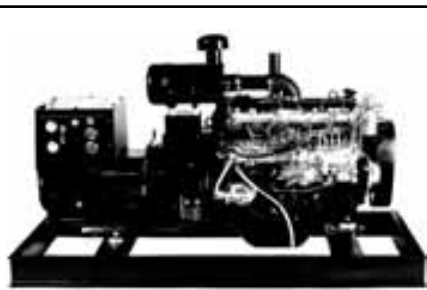
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vage and Related Services Contract with the U.S. Navy, Supervisor of Salvage and Diving. Donjon has held this contract, uninterrupted, since 1979, after a bidding process approximately every five years. As such, Donjon supplies equipment and personnel in support of the needs of the Federal Response Team (FEMA, U.S. Army Corps of Engineers, and U.S. Coast Guard who task and direct SUPSALV), and also has a 10-person management team in place in Alexandria, LA, to manage the salvage response effort.

Donjon arrived in the region on September 3 and remains there performing nearly round-the-clock salvage and land clearance work with the United States Navy and other subcontracted marine salvors to Donjon. The company is also employing pollution control and remediation contractors in support of the overall response. Donjon equipment being utilized for the New Orleans operations is the 1,000-ton-capacity derrick barge the Chesapeake, the largest floating crane on the East coast, as well as the 7,000 hp Attendant Tug Atlantic Salvor. The Chessy has a four-man operating crew and four- to six-person salvage crew. The Salvage Master for this effort is William Kratz, III.

Another Donjon Salvage Flotilla currently in-region is the 400-ton capacity D/B Columbia New York and its attendant tug, the 8,000-hp AHTS Powhatan and 1,200-hp push tug Herbert P. Brake. The Columbia New York has a six- to eight-man operating crew; the Salvage Master is Dale Springer.

Between these two salvage crews, Donjon also has a five-man dive crew, as well as approximately 10-12 local contractors assisting in the recovery effort.

Crowley Honored for Environmental Stewardship

Crowley and its Marine Transport Lines subsidiary were recently named recipients of the Chamber of Shipping of America's 2005 Environmental Achievement Awards. The companies collectively had 19 vessels that they manage and or operate that have achieved environmental excellence (zero incidents) for at least a three-year period.

Of those 19, two vessels, tankers Blue Ridge and Coast Range have been incident free for seven years, while nine of the vessels have been incident free for five years. In all, 264 vessels were recognized by the CSA during the ceremony, representing over 1100 years of environmental safety.

Jones Joins Crowley as VP

Gary Jones has joined Crowley as vice president of information technology (IT). In his new position, Jones is responsible for the strategic and tactical planning, production, deployment and maintenance of enterprise-wide technology solutions. Additionally, Jones directs the development of application and infrastructure strategies and standards, policies and procedures, quality, cost control and customer service standards. He manages a staff of approximately 100 technology professionals from his office in Jacksonville and reports to Susan Rodgers, senior vice president, administration. Jones brings over 20 years of accomplishments in the IT field to Crowley from the consumer and financial sectors. He has direct business experience in the U.S., Canada, Mexico, Puerto Rico, Argentina and Chile. Most recently Jones served as vice president, business solutions delivery for merchandising, manufacturing, SCM and corporate systems for Winn-Dixie Stores, Inc. Prior to that, he spent 13 years with Home Depot in Atlanta, Ga., in various directorial positions including merchandising process management, international business development, international systems and application development.

Jones holds a Bachelors degree in business administration, finance and accounting from Emory University in Atlanta, Ga., and earned Six Sigma Greenbelt Certification from Southern Polytechnic State University in Marietta, Ga.

OSI Acquires Tech Supplier

Offshore Systems International has entered into a formal agreement to acquire a United States-based defense contracting company. The purchase price will be \$9 million, of which approximately \$8.1 million will be paid in cash, with the balance to be paid by the issuance of 1,067,975 OSI common shares. OSI first announced a non-binding letter of intent to acquire the target company on July 11, 2005.

The target company reported revenues of approximately \$12 million (unaudited) in 2004 and has shown consistent growth and profitability throughout its history. The company has approximately 80 employees located at three offices in the United States.



The Struggle to Build the Jean Anne

In the boat building business, there is an old adage—the bigger they are, the more trouble they cause. In the case of the Jean Anne, that was certainly true. You would not have known that by the big smiles on the faces of the executives from Pasha Group, Strong Vessel Operators and VT Halter Marine that attended the Jean Anne Christening ceremony in San Diego on March 21, 2005.

But underneath those smiles was the realization that it was no small miracle that the vessel was completed at all. The time line goes something like this.

On June 7, 2000 the parties announce the signing of a \$70 million contract to build the world's first Jones Act Pure Car Truck Carrier. At the time, the shipyard was named Halter Marine, a division of Friede Goldman Halter.

MarAd had signed on to guarantee the loan through the Title XI program. That meant the federal government would guarantee 85% of the construction cost of the vessel.

On December 11, 2000 the same parties agreed to build a second car carrier for \$69 million and construction would depend on Marad's approval of a financing guarantee for this vessel as well.

When Friede Goldman Halter sought bankruptcy protection on April 20, 2001, it was first felt that this development would have minimal impact on the fall 2002 delivery of the first PCTC. The project had a finance guarantee by MarAd's Title XI program and performance and payment bonds were in place with Travelers Casualty and Surety Company of America for the full value of the shipbuilding contract.

Traveler's however, had different plans and things started to unravel fast. The Title XI contract required the bonds be in place but Traveler's discontinued interim financing in July 2001 and work stopped on the vessel.

By March 2002, MarAd joined the owner's suit to force Traveler's to honor their contract. Marad was also fighting for its life against a Bush Administration that was trying to gut the Title XI program. Marad had suffered the embarrassing collapse of American Classic Voyages attempt to build two cruise liners at Ingalls Shipyard and were on the hook for this \$200 million mistake and party to a losing battle to reopen the Fore River Shipyard in Quincy, Mass. They could not suffer another large loss on the PCTC contract. A Mississippi court ruled in June 2002 that Traveler's had indeed breached a performance bond by failing to pay to complete the vessel. By this time work had been suspended on the vessel for almost a year. It took several more months before work would begin on the Jean Anne. In December 2002, the owners (Pacific Hawaii Transport Lines (a joint venture between the Pasha Group and Van Ommeren Shipping (USA) LLC) reached an agreement with Traveler's on the financial terms that permitted PHTL to restart the project. By this time PHTL was dealing with the new owners of the Halter Marine Pascagoula yard, Vision Technologies, a Singapore company. It was February 2003 when work finally restarted with a delivery date of late 2004. Considering the complexity of the project VT Halter Marine did an outstanding job in completing the project in February 2005, about two years from signing the renegotiated contract. -- Larry Pearson

(Jean Anne is profiled as a "Great Boat of 2005 in this edition. See page 17)



This August 2003 photo shows the state of completion on the Jean Anne a few months after work restarted in February 2003. (Photo Credit VT Halter Marine)

Adesta Selected by Maryland Port

Adesta was awarded a \$5.5M contract with the Maryland Port Administration to design and install a sophisticated security system at the Port of Baltimore. The project will include the installation of a

remote video surveillance system as well as enhancements to terminal perimeter security. The expected completion date for the project is fall 2006. The system will provide the Port with total perimeter security and includes a scalable communications and electronic security network.

MEBA: Meeting the Challenges of Maritime Training

Nestled in the rural landscape of Maryland's Eastern Shore is one of the nation's premier maritime training facilities. Located on over 600 acres outside of Easton, Md. is the Calhoun Marine Engineers Beneficial Association Engineering School (MEBA,) a private educational facility for members of the MEBA union. MEBA members are members of the Merchant Marine and sail the world delivering their cargos.

The school provides MEBA engineers and deck officers with a state-of-the-art training experience to enhance the reliability and profitability of the vessels on which they serve while protecting the environment.

MEBA has the distinction of having the first national maritime training program designed by both the union and industry. MEBA is the oldest maritime union and the second oldest union in the country. The school is funded by labor and management and governed by a Board of Trustees composed of six union representatives and six shipping company executives.

Originally began in Baltimore in 1966, the school expanded their operation by adding the Easton Campus and in 1982, moved the entire school to the Eastern Shore of Maryland.

Today, more than 1,600 MEBA members receive training at the school and are enrolled in 42 different courses supplemented by additional off-site and evening classes.

Thirty-one courses are USCG approved; covering marine engineering, control and monitoring technologies from the 1940's to the present day. Nineteen courses have been approved by the American Council of Education for a total of 65 credit recommendations.

"I believe that 2005 has been one of the most exciting years in the school's thirty-nine year history," said Joyce H. Matthews, director of the school. We expanded the scope of our training to include four new deck courses; supported by the acquisition of the most sophisticated Ship's Bridge Training Suite in the world - gaining international attention at the 2005 TRANSAS User's Conference.

We broadened our traditional technical-engineering course offerings to include Marine Electric Propulsion and High-Voltage Safety topics. Our training in maritime security and incident command advanced even further; with the addition of "packaged courses" like Vessel Security Officer with Crisis and Crowd Management. The Tankship Liquefied Gases Course was also modernized to reflect

contemporary LNG handling and delivery systems.

Matthews believes that the school is a

leader in maritime education because of the dedicated and energetic faculty.

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Council on Education, ensuring our faculty and our students that high standards will be maintained," Matthews said.

The physical plant of the school is most impressive. Teaching of engineering courses on diesel engineering and gas turbine operations is enhanced by operating units or cut away models of the engines.

In the diesel engineering lab there is an EMD 645 diesel engine and a one cylinder Sulzer engine standing three decks tall. Students have hands on experience with these engines to supplement the textbook and classroom training.

The gas turbine laboratory also makes extensive use of actual gas turbine engines and cutaways of these engines for training.

Refrigerated containers are used extensively on many merchant ships. Maintaining these containers is a major challenge on vessels at sea. MEBA offers a course on refrigerated containers and uses seven operating units to give students actual experience on the operating characteristics of these modules.

A complete machine shop laboratory is setup with lathes and other tools to teach students basic metal working techniques. Courses covering the range of shipboard



Bridge simulator training is so realistic that students have gotten seasick in the simulator although it is stationary.

experiences from digital electronics to welding are also taught.

The MEBA School has a suite of two full-mission ship's bridge simulators and two part-task bridge simulators with visuals to replicate dozens of ports around the world. Together with the six desktop simulators, the system provides the ability for interaction between ten separate ship's

bridges simultaneously.

The newest addition to the Easton Campus is a Merchant Marine Memorial Park, a 10 acre area that is dedicated to these fallen seafarers, their friends and family. The U.S. Merchant Marine has always answered the call to deliver the goods during national emergencies and conflict.

The main feature of the park is an ele-

vated garden-like retreat that is formed in the shape of a 600-ft. merchant ship. The front of the memorial is formed into a bow of a ship with two 5-ton anchors. A ship's bell, loaned from MarAd off the merchant ship African Sun, is prominently displayed along with a 22-ft. propeller donated by Wartsila Lips located at the stern of the display. The school plans to use this park as a peaceful retreat that is enhanced by a freshwater pond and an illuminated water feature. Brick pavers engraved with the names of mariners who have been memorialized surround the area containing the ship's bell. The future of the school seems secure with union members striving to upgrade their licenses and increase their skills. The school also accepts a limited number of non-MEBA members for training who serve on certain government-owned vessels. MEBA members now crew on the country's newest cruise ships such as NCL's Pride of America. Other new tonnage on the horizon for MEBA members are the new OSG tankers, scheduled to be built in Philadelphia's AKER Shipyard. The Calhoun MEBA Engineering School stands well positioned to assist them with their training needs.

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ADDITIONAL QUALIFICATIONS: A United States Coast Guard Engineering license required with license as a Chief Engineer preferred. Operating knowledge of all engine room operation and maintenance practices of a large marine operation. Shipyard contract management experience with an emphasis on regulatory agency compliance. Strong background in a Safety Management System environment. Experience in labor relations, negotiations and grievance resolution.

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How to Minimize Litigation Risk by Planning for Corporate Divorce

By Alan M. Freeman

These days, there seems to be a "How To" book for "Dummies" covering just about every topic imaginable, including everything from playing the guitar to managing irritable bowel syndrome. Drafting contracts is no exception, and the temptation for small and large businesses alike to "do it yourself" is significant. While not always a bad idea, the tendency to be your own lawyer - particularly in the operation of a business - presents significant risk for the unwary. To be sure, consulting counsel is an excellent way to reduce your litigation risk and protect your business, but consulting an attorney will not always be cost effective in the context of a particular transaction. So, how do you protect yourself when you can't afford to consult an attorney?

Sources of Litigation Risk

Litigation risk presents itself to business owners everywhere from parking lots, where a failure to provide sufficient lighting could lead to visitor injuries, to human resources, where the failure to

abide increasingly complex state and federal regulatory regimes can have significant consequences. Books have been written about these subjects and, depending on your circumstances, there may be no prudent alternative to consulting your attorney.

But another source of litigation risk is the network of relationships - often personal relationships - that you rely upon every day. These include relationships with your business partners, subcontractors, employees and customers. In the case of a small business, these relationships can be decades old and premised on nothing more than a handshake.

Business relationships increase your litigation risk in several ways, but the focus of this article is the fact that operation of your business probably requires you to share trade secrets - everything from customer lists and business plans to proprietary formulations and methodologies - with your employees, your subcontractors and your business partners. In most cases, disclosure of this information to the wrong people could be devastating for your business. Unfortunately, however,

employees have been known to leave their employers, subcontractors have been known to change their alliances and joint venture partners have been known to go out on their own. And all of them have the ability to compete against you in the marketplace given the proper economic incentives. For example, I once represented a government contractor whose employees suspiciously left virtually en masse for a competitor in the middle of a very important competition. It turned out they were being drawn to our client's competitor by a formerly loyal employee. The fact of the matter is that business and employment relationships are a lot like marriage - nobody expects to get a divorce, but divorce happens among even the nicest people with the best of intentions.

Contracts, Not Handshakes

How does a business owner protect his or her trade secrets in a world marred by corporate divorce? The first step is to reduce your business and key employment relationships to writing - written contracts, not handshakes. Written con-

tracts are important because they can resolve your and your counterpart's expectations in advance, and they can provide mutually agreeable exit strategies when disputes arise. There's no surprise in that. But written contracts also have the ability to protect your confidential information and trade secrets by setting up disincentives for your counterparts to steal from you, and by establishing efficient and effective dispute resolution processes.

Simply having a written contract is not enough. Your contracts must be comprehensive and tailored to anticipate the worst case scenario. They should anticipate unintentional acts - such as hurricanes and labor strife - as well as intentional acts - such as a competitor seeking to lure your top employees away to compete against you. While there is no way that this article could contemplate all the circumstances that might present themselves, there are several contract provisions that you should be aware of because, when properly drafted, they can provide powerful protection for your confidential information:

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1. Restrictive Covenants

There are a variety of restrictive covenants available to business owners that, generally speaking, prevent your employees and business partners from misappropriating your confidential information, from stealing your customers and from unfairly competing against you. The permissible scope of these clauses varies from state to state, but they should be a critical component of your litigation risk reduction strategy.

2. Intellectual Property

Your contracts should clearly define who owns intellectual property that is created in the course of your day-to-day operations. In this sense, intellectual property includes not just patent rights, but also such things as research, business plans and ideas. After all, even good people might inadvertently use your intellectual property for the next quantum leap in innovation. Resolving expectations up front is essential to risk reduction.

3. Injunctive Relief

Injunctive relief is a court order that can prevent your former employee or business partner from unfairly competing against you while a lawsuit against them is still pending. Injunctive relief is critical because once an employee leaves with your confidential information, it is very difficult to put the toothpaste back in the tube. To protect against the misuse of your confidential information during the course of a lawsuit, your contracts should stipulate that any breach would result in

irreparable harm to your business (i.e. harm that could not be remedied by money alone), and that you are entitled to preliminary and permanent injunctive relief to prevent misuse. Often times, the mere existence of an injunctive relief clause in a written contract will discourage unfair competition, and thereby reduce your litigation risk.

4. Liquidated Damages

If the worst case scenario were to occur, and an employee were to steal your confidential information and use it to compete against you, determining the amount of damages you're due could be very difficult. A liquidated damages clause attempts to quantify that harm, and it can be substantial (e.g. \$500/day to \$10,000/day). While this is merely an attempt to estimate damage that cannot be fully remedied by money alone, it also can provide a powerful economic disincentive to somebody who might otherwise think about doing the wrong thing.

5. Forum and Law

You may want to include a clause that specifies the state law that will govern the contract, or the state in which any dispute would be litigated. While such clauses can provide powerful protection for your business, you should be wary of including them without the advice of an attorney. The law applicable to trade secret protection and restrictive covenants, for example, can vary substantially from state-to-state.

Square Pegs and Round Holes

You may be tempted to rely upon off-the-shelf guides (such as *How to Draft Contracts for Dummies*), or form agreements that you find in the library or on the internet. You also may be tempted to cannibalize a contract that your attorney prepared for you in connection with a prior transaction. You should be wary of form agreements, no matter their origin - as already discussed, applicable laws can vary from state-to-state and also may be modified year-to-year. What made good legal sense five years ago in a similar transaction may not make good sense today. And, if you do rely on form agreements, you should be equally cautious about modifying them without the advice of an attorney. The clauses in form agreements - ship construction is an excellent example - can have specialized legal meaning, and adding or dropping seemingly innocuous language can have significant legal consequences.

How do you know which transactions require legal advice? There is no simple answer to that question, but there are a few guidelines you should consider. First, how much is the contract worth? Is it a "bet the farm" transaction? If your company's future viability depends on the project's success, that's probably a good indication that your lawyers should be involved. Similarly, if the contract will involve sharing information that could be used to obtain a competitive advantage against you if it were to fall into the wrong hands, that also is a situation in which you probably should consult your attorney.

Finally, if your prospective contract partner has an attorney, you definitely should involve your own counsel. And, if a dispute seems to be brewing after the contract already is in place, you're probably better off getting your lawyers involved sooner, rather than later. It is, frankly, more expensive to get your lawyers involved after the dispute already has gotten out of hand.

Corporate divorce is an unfortunate and occasional cost of doing business. But properly drafted contracts can minimize the collateral damage, and leave you well-positioned for future success.

Alan M. Freeman is a partner in the Washington, D.C. office of Blank Rome LLP, where he concentrates his practice on civil and commercial litigation in both federal and state courts. His background includes representation of individuals and companies in connection with contract disputes, business tort litigation, employment and discrimination cases, and civil environmental claims. He has particular experience representing companies engaged in the marine transportation industry with respect to general commercial disputes, admiralty claims and federal agency litigation.

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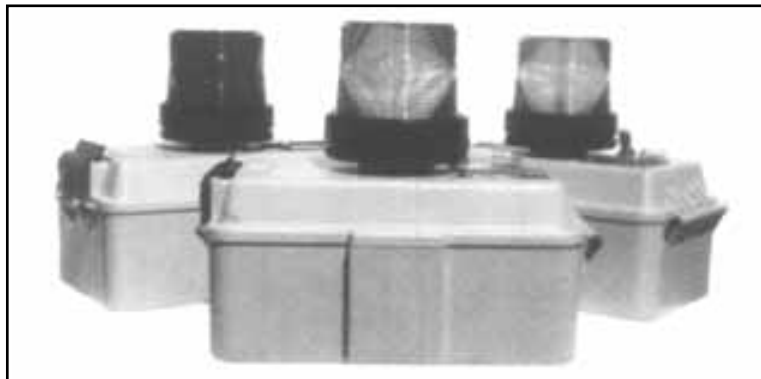
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Jean Anne: Pure Car Truck Carrier



The 100-ton capacity of the aft ramp of the Jean Anne is used to load Over High and Wide vehicles such as buses, trucks and military vessels

The first vessel featured in *Marine-News'* annual round-up of outstanding vessels during the year takes great liberty with the definition of "boat."

That said, it was impossible to exclude Jean Anne, the nation's first American Flagged, Jones Act compliant Pure Car Truck Carrier (PCTC). At 579 ft. long and a beam of 102 ft., the vessel is one-half as long as a nuclear aircraft carrier and almost as wide.

The vessel can carry up to 4,000 cars on her 10 car decks and has three hoistable decks to carry Over High and Wide (OHW) vehicles such as busses, 18-wheelers and even military vehicles such as M-1 tanks.

The OHW vehicles enter the ship on a 100-ton ramp on the aft end of the ship while autos enter from lighter ramps on the sides of the Jean Anne.

VT Halter Marine, Pascagoula, Miss built the \$60 million vessel. The building of the ship is a milestone for the company, not only because of the Jean Anne's size and complexity, but problems encountered along the way including a bankruptcy. The vessel is owned by The Pasha Group, Corte Madera, Calif. and will be

operated by Pasha and Strong Vessel Operators, Stamford, Conn.

Jean Anne will be on a route between San Diego, Calif. and three ports in the Hawaiian Islands.

With a top speed of 20 knots, the vessel can make a round trip in two weeks including loading in San Diego, unloading and loading in three Hawaiian Island ports and return.

The vessel has a huge amount of space as her 13,000 deadweight tons testify. Inside the vessel is a lot like being in a 10-story parking garage only this garage travels at 20 knots.

Propulsion power for the vessel comes from a MAN B&W 7S50MC-C slow speed diesel supplying 14,825 hp at 127 rpm. A 72-ft. shaft connects the engine to a Lips 226-ft. diameter propeller. The main engine occupies part of the aft end of the second, third and fourth decks.

Three MAN B & W 6L23/30H engines power 920 kW generators and there is a fourth emergency generator rated at 170 kW located on the 11th deck.

Both Lips bow and stern thrusters are a part of the propulsion package to aid in.

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OHW vehicles requires every square in. of the garage, even the ramps that connect the decks have parked cars when the vessel is full.

All but the top or 11th deck is reserved for auto transport.

The top deck has a large enclosed space near the bow for such varied purposes as crew staterooms, lounge, refrigerated and dry space for food, galley, mess and a hospital.

Another enclosed space at the aft end of the 11th deck is for trash storage and incineration, CO2 system, elevator, paint locker and the area where the ship's stack emerges.

The bridge is above the forward structure on the 11th deck and includes the Sperry Marine Systems Vision 2100 integrated bridge system.

With the Jean Anne now on her twice-monthly voyages between the West Coast of the U.S. and Hawaii, there is some talk about a second vessel, but nothing has been announced from either Pasha or VT Halter.

— Larry Pearson



The huge Pure Car Truck Carrier Jean Anne on sea trials early in 2005. The 579-ft. by 102-ft. vessel can carry 4,300 automobiles and will run a round trip route between San Diego and three islands in the Hawaiian chain every two weeks.

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Christian Chouest: 280-ft. Supply Vessel

The two shipyards of Edison Chouest Offshore (ECO), have been very busy for the last three years building a series of 280-ft. supply vessels, the largest in the industry.

The vessels have a beam of 60-ft. and a hull depth of 24 ft., enabling them to carry large amounts of liquid mud, fuel oil, methanol in hull tanks and cargo on the rear deck. "At 4,811 deadweight tons capacity this is an outstanding vessel," said Roger White, senior vice president of the company. "We purpose-built these vessels for our customers who are supplying tension leg platforms and other structures deep in the Gulf of Mexico," White added.

Flexibility is a key design element in these vessels. "Often these 280-ft. vessels

can supply multiple platforms, where it may take two or three separate smaller vessels to do the same job. The customer saves significant cost using one vessel rather than two or three," White believes.

The latest vessel to be delivered to the Chouest fleet of 280-ft. supply vessels is the Christian Chouest that went on charter to Shell in November 2005. Earlier in the year the Dionne Chouest joined the Chouest fleet and went on charter in July 2005. Both of the 2005 deliveries are different from the vessels delivered before them in that they have considerable advanced pilothouse electronics. In fact the entire look of the pilothouse is different. Instead of a confusing array of dials, switches and knobs mounted on a four ft. high console, the look is more streamlined



Launch day for the 280-ft. Christian Chouest. Within weeks, the vessel will be sea trialed and ready to join Chouest's Gulf of Mexico fleet.



The newer 280-ft. vessels have a completely redesigned pilothouse with monitors replacing the various switches, dials and levers that populate most wheelhouses.

with an array of seven monitors stretched out across the front of the pilothouse with other electronics on stations at a right angle to the monitors with two pilothouse chairs on moveable tracks.

All controls are at the right or left hands of the pilots. Marine Technologies LLC, Mandeville, La., a division of ECO is responsible for the advance electronics and the layout of the pilothouse.

At the rear station, visibility is even better with the windows extending from the ceiling to the floor and all electronics and other controls mounted along side of the pilot chairs again on moveable tracks.

The power for this series of supply

boats is from a pair of Caterpillar 3608 engines, each developing 3,600 hp. The engines also turn 1.2 MW shaft generators working off the Schottel gears. Two Caterpillar 3508 engines rated drive 910 kW generators for ship's power and a third Caterpillar 3508 powers the 1,200 HP drop-down bow thruster. The capacities of the Christian Chouest and all the vessels in this series is outstanding and include 303,000 gallons of fuel oil, 297,000 gallons of ballast water and over 15,000 barrels of liquid mud. Other capacities include 87,000 gallons of methanol and 11,000 cu. ft. of dry bulk in five tanks. All the vessels in this series are DP-2 rated.

Lady Dakota: Crew/Supply Vessel



The latest 162-ft. crew/supply boat for Crewboats, Inc. The Lady Dakota was delivered in September 05 and there are two additional vessels for this customer due from Breaux's Bay Craft in 2006.

Almost without fanfare, one offshore vessel company has been dominating the building of crew/supply vessels and that company has not been Seacor Marine. The company is Crewboats, Inc., a small Chalmette, La. company that has built more than a half dozen 160-162-ft. vessels since 2003. Crewboats, Inc., sold all of its 135 ft. and up vessels plus a contract to build four more to Tidewater, Inc. in 2001.

When the non-complete clause that was a part of the sales contract expired in 2003, Crewboats began building with a vengeance and needed two shipyards that specialize in these vessels to meet delivery schedules.

The lead shipyard in repopulating the company's crew/supply boat fleet has been Breaux's Bay Craft, Loreauville. In

2005, Breaux's Bay Craft delivered the Captain Preston P and the Lady Dakota, both 162-ft. by 30-ft. vessels.

"Next year looks like a repeat of 2005 for us and Crewboats, Inc., with the Horizon Runner due out in January 2006 followed in April by a yet unnamed vessel," said Roy Breaux, Jr., president of the yard.

The 162-ft. hull has become a standard for Breaux's Bay Craft, not just for Crewboats, Inc. but for several other repeat customers as well.

"The 162-ft. hull combines speed, maneuverability, load hauling capacity and economy of operation," Breaux added.

The Lady Dakota is best described as a fast, heavy hauler. Propelled by a quartet of Caterpillar 3512 engines each rated at

1,440 hp, the vessel can reach a lightship speed of 29 knots with only a two-knot speed drop with a load of 130 tons.

Two Caterpillar 3306s drive Lima 208 volt 3-phase generators providing 75 kW of electrical power each and there is a Thrustmaster 30-in. tunnel thruster driven off the rear end of another Cat 3306 and a fire pump powered off the front end of that same engine.

Hull tanks can hold 16,500 gallons of fuel and 40,000 gallons of rig water. The rear deck is 100 ft. by 26 ft. and can hold 270 tons of cargo.

The main deck cabin forward of the

cargo deck has seating for 72 passengers. Below deck are accommodations for a crew of six.

Breaux's Bay Craft delivered the Lady Dakota in September 2005. After two

more deliveries for Crewboats Inc., in the first four months of 2006, two other customers are in line for vessels, a 145-foot-er for Offshore Oil Services of Texas and Gulf Offshore Logistics, a Lockport, La.

company will take delivery of a 170-ft. crew/supply vessel. Next will come a 162-ft. vessel for Tobias, Inc., Erath, La. and then back for more vessels for Crewboats, Inc.

M/V Capt. Rudy



Bollinger Shipyards presents Seahorse Marine's 163 ft. mega mini supply boat, M/V CAPT. RUDY during seatrials in the US Gulf of Mexico.

Bollinger Shipyards, Inc. delivered the M/V Capt. Rudy to Seahorse Marine Inc. of Lockport, La. The M/V Capt. Rudy is the first of a new vessel concept that was modeled from the success of the original Bollinger 145 ft. mini supply vessel design, which will provide greater capacity, better sea-keeping and has several design improvements. The M/V Capt. Rudy is a 163 ft. mega mini supply boat named in honor of the captain of one of the first Bollinger 145 ft. mini supply boats, Seahorse I, Capt. Rudy "Uncle Rudy" Lefort. The concept design is a collaboration of Phillip Plaisance, president of Seahorse Marine, and Bollinger's design and production team. "I've had a lot of success with vessels from Bollinger, and I have influenced the various designs by working with Bollinger to get exactly the vessel I need to take care of my customer's needs," said Phillip Plaisance. "The Capt. Rudy is another example of Bollinger's dedication to working with the customer, insuring that the operator gets the quality vessel that they spec'ed out, at the agreed price, and delivered on time." said Plaisance.



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Brandywine: Pilot boat

Gladding-Hearn Shipbuilding delivered a new Chesapeake class pilot boat to the Delaware pilots.

The shipyard's new class of pilot boats has also been built for the Virginia, Maryland, New Orleans, Tampa Bay, and Portland, Maine pilots. According to Winn Willard at C. Raymond Hunt Associates, the designer, the increasing popularity of the Chesapeake class results from some subtle changes to the firm's typical pilot boat design.

For example, the boat is six inches longer and wider on deck. There is also an additional six inches of freeboard. The new class is also suitable for a variety of engine options.

Dubbed Brandywine, the all-aluminum vessel is named after the first pilot boat built for the Delaware pilots by Gladding-Hearn in 1957, measures 52.5 ft. overall, with a 17-ft. beam and 4.8 ft. draft, and has a top speed of 26 knots.

The new launch is powered by twin Daewoo V180TIM, 10-cylinder, diesel engines, each delivering 640 bhp at 2,100 rpm, with ZF 350A gears. The engines turn five-blade Hall & Stavert bronze propellers.

The Delaware pilots chose an unpainted launch to reduce maintenance. The boat is equipped with heated glass in the windows, as well as heated handrails and decks to prevent ice build-up in the win-



The increasing popularity of the Chesapeake class results from some subtle changes to the firm's typical pilot boat design.

ter. It has wide side-decks, and side and rear doors. At the transom are throttle and steering controls, and a winch-operated U-frame over a recessed platform for pilot

rescue operations. The heated wheelhouse and forecabin is outfitted with Stidd reclining seats, and bunks. Interior sound levels are 78 dba.

Brandywine Main Particulars

Vessel Name	.....Brandywine	Output	.....640 bhp at 2,100 rpm
Hull Type	.....Deep-V	Engine supplier	.....Carey's Diesel
Owner	.....Pilots of the Bay and River Delaware,	Gears	.....ZF 350A
Builder	.....Gladding-Hearn Shipbuilding,	Propellers	Hall and Stavert - 5 blade, NiBrAl, 30" Dia.
Architect	.....C. Raymond Hunt Associates	Engine controls	.....ZF/Mathers Micro Commander
Vessel length	.....53 ft. (16.2 m)	Radar	.....Furuno 7062
Vessel beam	.....17 ft. (5.2 m)	VHF	.....2x Standard Quantum GX2360S
Vessel depth	.....8.5 ft. (2.6 m)	GPS	.....Northstar GP952
Vessel draft4.5 ft. (1.4 m)	Depth sounderFuruno FVC600L
Main engines2 x Daewoo	CompassRitchie 4-in.
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GS 238 Barge

Ever since the Oil Pollution Act of 1990 was passed mandating phase out of single hull barges there has been a rush to build new barges to meet the double hull standard and to double hull existing single skin barges. Bollinger Shipyards, Lockport, La. has been in the forefront of building such barges.

The shipyard recently delivered a 300-ft. by 64-ft. by 21-ft. barge to Gellatly & Criscione Services of Mount Pleasant, N.J. featuring equipment for bunkering services and is designed to carry Grade A oil and lower petroleum products in 10 tanks.

The petroleum is offloaded using a pair of Byron Jackson cargo pumps driven by two John Deere 6125A engines. The barge features 20 tank-cleaning hatches and a pedestal crane is included for hose handling operations.

Each of the cargo tanks has steam heating along with a tank gauging and overflow system. The barge is ABS classed +A1Oil Tank Barge, ABS Loadline certificate-unmanned ocean service and manned special services plus being U.S. Coast Guard Chapter D approved.

M/V Chenega: High Speed Catamaran

Alaska's second fast ferry built at the Derecktor Shipyard in Bridgeport, Conn., is named M/V Chenega, and began service in Alaska's Prince William Sound in late spring. Designed by Nigel Gee and built by Derecktor Shipyard, the vessel is the second aluminum passenger and vehicle carrying catamaran built for the state. Once it is put into service, it will provide daily service between its homeport of Cordova and the surface highway accessible communities of Valdez and Whittier -- at travel times of almost half those of most Alaska Marine Highway vessels. Captain John Falvey, General Manager, noted the system began using fast ferries last year with the introduction of the M/V Fairweather, and that the learning curve is steep. "We've gotten to the point where the crew is comfortable navigating the Fairweather and traveling at more than 30 knots - a major accomplishment, especially during the winter," he said. "While we now have crew trained for the Inside Passage, we are

going to have to adapt that knowledge to Prince William Sound." Gavin Higgins, COO of Derecktor Shipyard, noted the importance of the vessel's construction to the shipyard, as well. "The Chenega, like its sister ship, the Fairweather, utilizes the latest technology in building techniques and equipment. We've learned a great deal from the Fairweather's performance and have applied that to the Chenega. It's a great vessel, a true prototype for 21st century ferry travel, and one that will provide Alaska with another great, "state of the art" ship."

M/V Chenega Main Particulars

Dimensions235 x 60 x 8 ft.
 Passengers250 persons
 Crew10 persons
 Vehicle Capacity 35 large cars, more than 700 feet of 10 foot wide lanes
 Vehicle Size Limit14 ft. high./8.5 ft. wide./40 ft. long
 Vehicle Weight Limit ...21,000 pound axle and total 70,000 pound limit
 Service Speed32 knots (36 mph) full load at 78% power
 Maximum speed42 knots (48 mph), light load at 100% power
 RangeApproximately 500 nm at 32 knots



Power(4) MTU 16V595TE70 diesels, 19,200 installed horsepower
 Propulsion(4) Kamewa 90S11 series waterjets
 Electric Power(4) Northern Lights, 185 kW each
 SwitchboardsThompson Technologies
 ElectronicsPMC, Raytheon, Ansul, Current Corp.,
Matrix, Hose McCann, Weir Jones
 Displacement ...Approximately 750 long tons, 800 long tons maximum
 Registered TonnageInternational 3424, Domestic 1280
 Fuel Capacity ...13,400 gallons (31,000 gallons for delivery voyage only)
 ConstructionAluminum structure, USCG/IMO/HSCC/DNV rules
 CostApprox. \$34M

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Mary Grace: Crewboat

In her first weeks of operation, the most recent addition to Diamond Services black-hulled fleet of crew boats, was working out of Port Fourchon, La. Diamond's senior Capt. Tracy Frederick was in command of the DP-1 boat. Asking a visitor to remove his shoes before walking on the immaculate non-skid maroon-red wheelhouse floor, he said, "This is a lot of boat to handle. When I have to put a man up on production platform and I have to set the stern right alongside, but that is where these jets are so good. The maneuverability is so fast and accurate, there is no delay because the gear is always turning and I just use the bucket and throttle. On the wheel there is only about a quarter turn and you have full thrust to port or starboard. You can drive it like a car."

Tracy makes it sound easy but when you look out from his rear controls over more than 130-ft. of boat between there and the stern you realize that he is maybe not taking enough credit for his own skills. The jets, that Tracy is referring to are four Hamilton HM-721 waterjets powered by four Cummins KTA38-SQM. mains producing 1,350 hp each at 1,900 rpm and turning through ZF 2550 marine gears. It is a much proven engine package about which Tracy is equally enthusiastic having worked with the same engines on Diamond Services' six-year old Mr. Steven.

Design credits on the boat go to A.K. Suda of New Orleans with construction at the new Conrad Aluminum, LLC yard in Amelia near Morgan City, La.. In fact the boat carries the yard's 001 builder's plate. The 180 x 32 x 14.6-ft. boat also carries 39,000 gallons of fuel, 68,000 gallons of



Capt. Tracy Frederick maneuvers from the aft controls.

water and up to 300 tons of freight on her 112 x 26-ft. cargo deck. Seating is provided for 70 passengers in the main deck cabin and accommodation for up to nine crew members is in the hull.

In addition to its dynamic positioning system and full suite of electronics, Tracy is pleased with the Fanbeam Laser Radar 4.1 station keeping system that takes reflected signals from a rig and interfaces with the DP system to maintain real space positioning, "Last night I was using the Fanbeam in a 13 knot wind under the rig. It takes bearings off the rig and keeps us within one foot on our position. It's all kind of new to me," He smiles, "So I'm not sure how it works, but it works, great."

Located in the vessel's hull, the galley and mess area continue the maroon and white color scheme from the wheelhouse. Aft of this crew staterooms line the companionway. At the end a watertight door opens on a laundry/utility room. Aft of that the boat's Twin Cummins 6CTA8.3-DM gensets producing 125 kw of electricity each provide ship's service power, some of which will power an electric, 100-hp bowthruster from Thrustmaster.



The crewboat Mary Grace, ready to leave Port Fourchon for the off shore rigs.

The boat has two 1,000-gpm fire monitors supplied by a pump driven off an independent Cummins 6CTA8.3 engine. The vessel is classed ABS Loadline and USCG certified Subchapter T.

The engine room is well laid out with good access to all four main engines. Chief Engineer Jerry Reynolds has been six years with Diamond Services and is happy with the company and Port Captain Kenny Guidry for their support while he worked up from deck hand. He is also happy with his engine room, "I've worked all the engine makes and you don't have the mechanics coming out to the boat as often with these," he maintains.

Jerry works a regular four weeks on and two weeks off. Tracy often puts in more

time than that, saying, "When I'm on a beautiful boat like this it is my second home."

That may explain the reason that a new deck-hand being shown around the vessel is told, "This boat is named the Mary Grace but really it could be the Tracy Grace."

Mary Grace Main Particulars

Classification	ABS
Length	180 ft.
Breadth	32 ft.
Depth	14.6 ft.
Main engines	4 x Cummins KTA38-SQ. M.
Power	5,400 hp
Waterjets	Hamilton HM-721
Gears	ZF 2550
Gensets	Cummins
Bowthruster	Thrustmaster

International: Adsteam Ferriby: Tugboat

Adsteam Marine Limited has named the first of three new tugs that are an integral part of a phased capital program to upgrade the company's fleet in its U.K. ports.

The state-of-the-art Adsteam Ferriby - a 24/11 class tug that takes its name from two towns that straddle its new workplace, the River Humber on the UK's east coast - underwent rigorous checking and sea trials in the Netherlands before delivery.

Built by Dutch shipbuilding specialist, Damen, in its shipyards on the Shanghai River in China, Adsteam Ferriby is identical to Barunga, which was delivered to Adsteam Marine's Newcastle operation in Australia in January 2004.

It is only the second tug of its type in the world and, at 24 m with a bollard pull of 70 tons, is specifically

designed for the handling of larger, heavier vessels.

Adsteam Ferriby offers maneuverability and handling, with a potential speed of 13 knots, a stopping time of 6 seconds (from full speed) and the ability to turn through 360 degrees in just 12 seconds.

Adsteam Chief Executive Europe, Stephen Eastwood said: "We are delighted to officially launch this new addition to our Humber operation and anticipate that this vessel will set the standard for the future.

"We have also decided that future tugs will bear the name Adsteam, followed by a name of local significance or historic relevance to reinforce our corporate brand across the UK fleet. The villages of North and South Ferriby straddle the Humber, so we chose this name to represent the comprehensive service we offer to customers right across the river."

"Business on the Humber is buoyant, representing 10% of the UK's total imports and exports," Mr Eastwood said.



Spirit of America: Ferry



Marinette Marine Corporation, a subsidiary of The Manitowoc Company, Inc. launched the ferry Spirit of America for New York City's Department of Transportation (NYC DOT) on December 18. This 310-ft. ferry is the third of three Staten Island Ferries to be built as part of a \$120-million contract that was awarded to Manitowoc in 2001. The ships are the largest ever launched at the Marinette Marine facility. The launch featured Margaret Gordon, Executive Director of Safety and Security for the Staten Island Ferries, performing the traditional christening ceremony. "The Spirit of America will be the 27th ferry to serve the Staten Island to New York route since municipal service began in 1905. We are proud to be part of this 100-year tradition, and we're proud of the work our Marinette shipyard did on these three cutting-edge ships," said Dennis McCloskey, president of Manitowoc's Marine Group.

The ferry was named Spirit of America in remembrance of how America pulled together following the 9-11 tragedy. It was delivered to NYC DOT in New York in June 2005.

The first of the three Staten Island ferries built by Marinette Marine, the Guy V. Molinari entered service earlier this year. The second ferry, the John J. Marchi, sailed from the Marinette Marine shipyard earlier in December 2004.





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Jenny McCall: Crewboat

Seacor Marine's crew boat, the 180 x 32-ft. Jenny McCall, was built by Gulf Craft. In keeping with this reputation the Jenny, powered by four 1,800 hp Cummins KTA50 M2 main engines, will be equipped with the latest version of CSP Electronics controllable speed propulsion. The system allows the operator or the dynamic positioning system to achieve very precise shaft RPM against a constant engine rpm. The engines on the Jenny turn into Twin Disc 6848 gears with a 2.93:1 reduction. With the engines idling at 750 rpm, this equates to the 52x53-in. props turning at about 250 rpm. If all four engines are locked in at that rpm the boat will be traveling at seven knots. Even with just two engines and the idle set at 650 rpm, the DP system is working extremely hard with constant shifting forward and reverse to hold the vessel in position under a rig when handling cargo.

With the slipping gear, the shaft rpm can be reduced on a continuous scale from 240 to 50 rpm. This allows for quiet steady handling with a smooth transition to lock up and then, at just over the 750 rpm idle, the turbo will kick in for maximum power. "While operation is sometimes compared to that achieved with a trolling gear there are major differences in accuracy, speed of response, gear



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protection, and heat rejection," maintains CSP Inc. engineer Ray Hatton, "Normally when a fisherman uses a trolling gear the vessel is moving through the water, when a boat is using our system in a dynamic positioning mode they are relatively still in the water so it is more like a bollard pull situation."

Such conditions make additional cooling demands on the system, but Hatton explains they have allowed for this. He also maintains that the computer controlled system is so precise that it can control within plus or minus two rpm on the shaft. "In 2-4-ft. seas shafts may hold the vessel without going over the 240 rpm lock-up point, so the engines are sitting there idling at only 750 rpm. Some captains on the four other Seacor boats that have this system, report that in calm weather the system allows them to hold position with only two engines."

Fitting one of the boat's 53 x 53-in. props.



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Joe McCall explains that on the boats with this system, "Due to the constant speed of the engines while maneuvering, we have seen a reduction in the engine repairs. Constant acceleration / deceleration of the engines while maneuvering increases the thermal cycling of the engine as the vessel maneuvers. CSP has allowed us to run the engines at constant speed so we have reduced the wear on the

engines. We have also seen a significant reduction in fuel consumption as CSP allows us to maintain position using less horsepower than conventional propulsion systems. This saves our customers money."

The system is tied in with the vessel's CSP Inc. integrated electronic controls. These provide a full vessel monitoring system that allows all alarms and indicators to be integrated into a single display. The system will alert the captain with

either a visual indication, voice announced audible alarm or both. It also has an e-mail capability that can be utilized to notify a shore base of the alarm, and can take immediate control to alleviate the problem if conditions warrant.

Morgan Foss: Harbor Tug



Foss Maritime's new harbor tug Morgan Foss is the second in the new series of designated Dolphin Class tugs for Foss, designed by Robert Allan Ltd. in collaboration with Foss' in-house engineering staff, and built in their own shipyard in Rainier, Oregon. It will be used for service in Pacific Coast ports. This high-powered compact tug was the result of a collaboration between owner, designer, and builder alike. The tug is essentially identical to her cousin Mikioi, delivered in 2004. The tug is configured as a high-performance day-boat, with a compact wheelhouse atop a similarly compact deckhouse which contains only the engine exhaust casings, vent intakes, and a small day-room and lavatory for the crew. The only deck machinery on the tug is an all-electric hawser winch, designed and built by Markey Machinery of Seattle. Designated as a Model DEPCF-48, the winch carries 600' of 8" circumference Spectra/Plasma line, with a breaking strain of 500,000 lbs. The towline leads forward through a U-shaped heavy duty towing staple with a polished inside face. Fendering comprises a heavy cylindrical bow fender, located above a belt of Schuyler "Soft-Loop" style fender that extends around the full perimeter of the tug at the main sheer line.

The main engines are a pair of CAT 3512D diesels, each rated 2,365 bhp at 1,800 rpm. These each drive a Rolls-Royce Model US 205 Z-drive unit, with 2,300 mm diameter four-bladed propellers. The drive-line comprises a hollow carbon-fibre shaft, enabling the complete elimination of any intermediate shaft bearings. The main engines are resiliently mounted on flexible mounts.

Electrical power is provided by a pair of Mitsubishi 6D16-T diesel gensets, each rated 125 kW at 1,800 rpm. Power output is 460 volt/3 phase/60 Hz.

Morgan Foss Main particulars

Length overall	78 ft.
Beam, molded	34 ft.
Depth, molded	12.5 ft.
Hull draft, amidships	8 ft.
Maximum draft	15 ft.
Engine	CAT 3512D
Propulsion	Rolls-Royce Model US 205 Z-drive
Electrical	Mitsubishi 6D16-T
Fuel oil	10,000 gallons
Potable water	500 gallons

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The Year in (Tug) Sports

By Don Sutherland

Well, sports fans, it's been a topsy-turvy year in the Northeastern Tugboat Leagues, with new arenas opening (Kingston, New York) and older ones still shut (Boston). The Big Apple was a whole new ball game in terms of management and venue, and in Waterford New York, the annual Tugboat Roundup more than ever lived-up to the "water" in its name. And then there was the weather. Katrina and Rita pre-empted our coverage of the New York Games, though the Big Apple event did raise twenty-five grand for the relief effort. Now for a recap of the events themselves.

A Tale of Tugs of Three Cities, I: Kingston, the Event that Wasn't

We received no formal announcement of a Tugboat gathering in Kingston, but somehow by midsummer it was mixed well into the buzz. An assumption started going around, that tugs of all types, all sizes, and all vintages would convene on August 19th and 20th, or was it the 20th and 21st? In the absence of engraved invitations and RSVP cards, there was the Blue Links cruise of the fireboat Harvey, an annual sojourn up the Hudson on the heroic vessel for the wonderment of all aboard and ashore. There'd be an overnigher at Kingston—actually, a couple, making the dates of the event arguably the 19th through the 21st—and certainly lending credence to the possibility of a tugboat festival then and there.

Further reinforcing the premise were the events taking place in Kingston, in the months following our report on the plight of the North River Tugboat Museum, which left the Museum in a vise between the DEC on one side, the Army Corps of Engineers on the other. The situation as we then described it was untenable, an impasse. The Museum couldn't proceed on its mission without permits, and permits wouldn't be granted without correction of violations. The Museum couldn't liquidate itself, because some of its exhibits are on the National Register. The authorities couldn't throw the Museum out, because that would leave them with a dozen hulks to dispose of—the person best equipped for scrapping the vessels being the Museum's proprietor himself, Capt. Trueman. It was clearly a situation that called for a miracle.

It got the next best thing, an angel. It seems that a gentleman from Brooklyn, a real-estate developer, went for a fan ride one day on the Harvey. Prior to real estate, the developer had made a name for him-

self on motorcycle circles. The Harvey's chief engineer is a biker. A conversation ensued, one thing led to another, and Capt. Trueman's situation came up.

If anything has been ripe for development, it's the Kingston waterfront. Much along the shores of Rondout Creek is woodland, as well as marina piers. The developer bought a little of both. He also bought an ex-scrappyard on the Rondout waterfront, with the thought that it would make a good site for a museum. He also bought an old building of the former Cornell Towing Company, at one time the largest such operation on the Hudson. The developer, working in league with the Harvey people, developed a framework for the future of the Tugboat Museum. Capt. Trueman began drawing a stipend, in the form of loans against his boats.

With all that going on, it was easy to believe there'd be a tugboat gathering in Kingston in August.

For if a developer has the eye to see the connections between virgin land, a marina, an historic tugboat building, and a tugboat museum, he also probably notices the Hudson River Maritime Museum, a terrific institution in financial trouble. Between it and North River Tugboat is a transit museum, most of whose rolling stock is in the same condition as the tugboats. Capt. Trueman always spoke of a "Mystic Seaport of Iron" for the area, and the dots are there to connect in Kingston.

"He picked-up the phone," said Capt. Trueman of the developer a year ago, "and called the Army Corps. I didn't hear what he said. He spoke a couple of minutes, hung up, and said, 'okay, that's taken care of.'"

Maybe it wasn't just an angel. Maybe it was a miracle.

So yes, there was every good reason to expect a tugboat rally at Kingston. And indeed, the tug Urger, the 1901 wonder that represents Canal Corp. (from whose office, now that we think about it, some of the early Kingston rumors emerged) was definitely there. No other tugs were. The Harvey showed-up on schedule, adventuring off to nearby towns to the delight and amazement of the citizens that greeted it. A pantheon of tug engineers did convene in Kingston, but without tugboats, had no choice but to seek-out refreshments in such local establishments as were serving.

One of the issues to emerge as a cliffhanger is the fate of the 1897 coastal steam tug Catawissa. "Charlie DeRoko did a survey for us," said Huntley Gill, who along with the fireboat Harvey is active in the creation of the new museum



Inside the old Cornell Building on Rondout Creek, a visitor might momentarily think he's strayed into a cathedral. One of the first tenants under the new regime is a small-boat building business. (Photo: Don Sutherland.)

at Kingston, "and concluded that stabilizing her would cost about a million, while a full restoration would cost about five million. That's a lot of money. Would it be best spent on this one boat, or spread around a number of boats? We wondered about scrapping the Catawissa, but she's too important. So we've decided to keep her in the water for the winter, and haul her out next spring. We're hoping a dedicated group will form to come and work on the boat, because that's what she needs—it's the only thing that will save her

Indeed things are happening in Kingston. It wouldn't surprise us at all if there were a tug get-together there in 2006.

A Tale of Tugs of Three Cities II: New York, the Event that Almost Wasn't

The New York Tug Races for 2005 were unusual for a number of reasons, starting with the fact that they'd been cancelled. The Intrepid Sea-Air-Space Museum that had hosted the event the past 13 years had new directions in mind, without much bearing on contemporary commercial tugboats. The idea that the museum would drop the event came-up early in the year, but final pronouncements were withheld until a few weeks before the scheduled Labor Day meet. In any population besides a tugboat population, that would have been cutting things close enough for panic.

Cancelling the Races would have been a shame, for a number of reasons. We here

at the magazine are PR-conscious, of course, and the Tug Races show-off some impressive assets in a rapidly changing harbor. Probably more important, they're great parties. Plenty of people say it's a first opportunity, sometimes, to meet people they knew heretofore only by reputation, for better or worse. There's business to talk and flesh to press, and gossip and rumors to catch-up on ("so, who showed-up at Kingston?"). Your significant others can come out for the day, to be wowed by the sight of what you do. It's a bash and a bacchanal and an industry convention, and discontinuing it would be just criminal.

Besides, at last year's races, the two big winners were out-of-towners, heaven help us, so how would it look if New York just folded-up now?

One-Man Show?

No single person organizes and stages an event of the scope of the Tug Races, of course, but there can be a mastermind. In this case it appears to be Capt. Jerry Roberts, who at the Intrepid Museum, at least, was regarded as "owning" the event. "In 1992," Capt. Roberts recalls of his early days at the Intrepid Museum, "I was looking at an old National Geographic, from 1954. It had a spread on the New York Tugboat Races, and I wondered why we didn't do something like that any more?"

It's a neighborly thing to do, for a floating museum to host a harbor party, but it's

an odd fit if you think about it. Tugs are commercial, after all, and the Intrepid's orientation has been more military. The museum had a tug, the Hackensack, but sold it. There's an emphasis on aviation—a new star in the Intrepid collection is an actual Concorde, the European SST which, bottom line, failed at its mission. The old aircraft carrier faces inland, straight into the plutocracy whose graces it maintains. It might require bunkering or maintenance or chandlery services from the harbor at its stern, but those it could pay for. Holding a picnic for the local suppliers was an extraordinary thing 13 years in a row, for a museum of this scope to support. A ringleader was required, and a ringleader it had—until last January, when Capt. Roberts left the Intrepid.

By a stroke of good luck, Capt. Roberts' new post was Executive Director of the National Lighthouse Museum. It exists substantially on paper, with a long-standing plan to open shop at the ex-Coast Guard base alongside the ferry docks at St. George, Staten Island. The site includes a recently-rehabbed, thousand-foot-long, recreational pier.

Different sources might give different accounts of what happened next, such as whether Capt. Roberts was drafted, whether he volunteered, or whether his direction of the 2005 Tug Races came from a meeting of the minds. Regardless, approximately six weeks before L-Day, the word came from the museum that despite wishes by some staffers to keep the event at the Intrepid, the final management decision was otherwise. Capt. Roberts said that's what he needed to formally stake his claim.

Then came the exciting part: getting things organized, permits and all, for a large event involving a couple dozen vessels on a holiday weekend in New York Harbor, careening at top speed through one of the main anchorages.

"Jerry did most of the negotiating," said Chris Roehrig of Roehrig Maritime, among the first to track-down Capt. Roberts to discuss a reprisal of his earlier role. "Myself and Bert [Reinauer] said we'd assist in any way we could, and Bob Hughes stepped up to the plate with that big deck barge we wound-up using."

Casual conversations over the next week disclosed that McAllister and K-Sea were also providing support, of the "we'll sponsor the barbecue" variety. There may have been other pledges too, from elsewhere around the harbor—but before there was time to find out, the day itself would be upon us.

About those tugboats rampaging through the anchorage, the Coast Guard expressed some concern.

The Races' New Look

With the Lighthouse Museum physically the first stop east of the ferry at Staten Island, it makes sense that a race course would run easterly from there. About one mile in that direction is the Navy pier, jutting into the Narrows from the Stapleton shore, a conspicuous object easy to align to. It would seem a no-brainer for a race course design. Except that the jutting is done into the part of the Narrows called the Stapleton Anchorage, where tankers are known to convene.

Capt. Roberts describes a visit to Coast Guard command where issues were laid-out and dissected, with a promise, as he departed, that he would receive word soon. It was close to immediate, he told us, and the word was that the race course would be fine, as long as there



We're pretty close to the finish line, with the Lincoln Sea's lead still increasing. Red, white and blue tug, ex-Gotham of the early 1950s, is making her Tug Races debut as the Dorothy Elizabeth.
(Photo: Don Sutherland)

was nobody anchored in the anchorage.

So how many tankers would be cooling their heels offshore Stapleton on September 3rd, the Sunday before Labor Day? In the event someone showed-up with nowhere else to go, the races would simply be transposed to the opposite side of the Narrows, over by Brooklyn, a

mile or so away.

It would mean that the spectators back at St. George on Pier 1 would be looking at dots. But the spectators' cause was taking a hit, anyway, as the city's Economic Development Corporation, Pier 1's owner (and the Lighthouse Museum's landlord) was asking for reinforced insurance.

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Without benefit of same, permit to assemble would be denied.

The EDC also wanted amendments in each vessel's insurance for liability. Out of the question, said the owners, leaving just one course of action—proceed without the assistance of the city.

The Sixth Borough

As a day on the water, in the open, for a party, for the races, for strutting and playing, no day could have been more perfect on the Narrows than Sunday, September 3. As tugboats of all sizes, types, and vintages convened off the coast of St. George, a pushboat, the Kristy Ann Reinaur, came down from Erie Basin with Hughes' spacious barge on the bow. Brought to a halt on the water, it could almost pass for a new island in the Upper Bay. The spires of Manhattan, dollhouse-size across five miles of harbor, made a picturesque background. As mighty as the North River might be, the onetime course past the Intrepid at midtown was positively claustrophobic compared to the airy sprawl of the Narrows.

The portable island of the Kristy Ann Reinaur positioned itself in a way that could provide a spectacle from Pier 1, as well as from passing ferries. No special permit had been given for assembly, but the pier was still meant for public access. Meanwhile, the two-boat schedule of the Staten Island Ferry meant tourists could get an eyeful every fifteen minutes.

And what an eyeful it was, of tugboat flash and dazzle. There were big new ones like K-Sea's Lincoln Sea, there were small old ones like Canal Corporation's Urger. The ex-Gotham, thought till last January to be doomed, arrived all red, white, and blue as the Dorothy Elizabeth. The Vivian

Roehrig, the Liberty Service, the Specialist, all came out to strut and dash and throw their weight around. McAllister sent two tugboats, K-Sea sent three, Reinaur sent three.

Honoring the event's first play on Staten Island waters, the majestic, classic fireboat Fire Fighter led the parade to the starting line. Stationed with Marine 9 at the Navy pier, the 1938-built, million-dollar fireboat added much to the drama of the procession (and the dramatics, as a few tugs seemed determined to play tag with the fireboat's streams).

It turned-out that there was a tanker in the anchorage after all. "The Coast Guard was enormously cooperative," said Capt. Roberts. "We said, 'what if we shorten the race course to keep away from the tanker?' and they said that was fine."

With the Coast Guard's tug Wire shadowing the race, the course looked even bigger and frothier than the official list of entries suggested. While there's an official record of who finished first (K-Sea's Lincoln Sea, by quite a few lengths), there seems to be confusion over what followed. "We were swamped by a big wave," said Capt. Roberts, "so had to rely on the scorekeeping of others." They placed K-Sea's Viking ninth, and we know it ain't so. That was the official Marine-News camera boat, from which we saw at least nine boats behind as we crossed the line. No one seems upset about lapses in scorekeeping. The main thing is that the show went on. The Staten Island borough government and the city's EDC may have been hamstrung by their own regulations and bureaucratic roadblocks, but that's okay. The tug industry gets things done for work and for play, in no time at all, it seems. Why not? Isn't that what the indus-

try does for a living? Perhaps with another year to work on it, city agencies will be able to organize what it took the industry six weeks to design, plan, and accomplish—and, when it was all over, to send its support to the recovering Gulf.

A Tale of Tugs of Three Cities, III: The Water in Waterford Falls Mainly on ...

Florida Joe, otherwise known as Joe Russello in his role with New York State Marine Highway Transportation Co. which runs the canaler Margot out of Troy, made a mistake at the Waterford Tugboat Roundup for 2005. During the head-to-head pushing matches among the tugs, on the third day of the three-day event, Florida Joe decided to have some fun. It's not a mistake to have fun at the Waterford Tugboat Roundup -- fun is practically its middle name -- and squirting other tugboats with a hose is certainly fun. The mistake was squirting the Gowanus Bay, an ex-Army tug making its debut at Waterford. The Gowanus Bay is owned by the developer who bought the Cornell building in Kingston, but not even squirting a developer would be a mistake at Waterford.

The mistake was squirting a tugboat that had aboard a) a fire monitor, and b) the owner of a fireboat. And Huntley Gill, one of the owners of the Harvey, was manning the monitor that day. Florida Joe put up a good fight, and as far as we know never conceded defeat. But he never stood a chance. The water battle in Waterford was the climax of three days of tugboat enthusiasm on the weekend following the Labor Day weekend. No government agencies required special insurance -- indeed, the Waterford government is one

of the organizers of the festivities -- with the result that an estimated 25,000 people showed-up to wander and browse along the first several hundred feet of the Erie Canal, snooping in the vendors' stalls, and crawling up one side of various tugboats and down the other.

There were sixteen tugboats in all, including the Coast Guard's Wire which had kept watch at the New York Tug Races, and the Urger, the only boat to attend all three of this season's tugboat games. Along with the Margot, three more classic canalers with retracting houses were on exhibit— Capt. Trueman's Frances Turecamo, the Chancellor (now under restoration at Waterford), and the Cheyenne. The latter had been acquired by Donjon Marine, along with the assets of Empire Harbor Marine, following the death of Bart Brake at the beginning of the year. In memory of Capt. Brake, much admired both upstate and downstate, his home-made pushboat, the Herbert Brake, was named Tug of the Year by the Waterford judges.

A larger-than-usual number of private boats attended, forming an event so large that it extended, for the first time, past the first lock of the Waterford Flight. Just as commercial activity appears to be increasing on the Canal, so does recreation. The Erie-Champlain Canal Boating Company was a new one to us, renting European-style passenger boats to small groups, to cruise around as they will. We wonder what would have happened if 25,000 people showed-up for the New York Tugboat Races? Perhaps Big Apple officials would fall over themselves officiating and posing, as they do for "ethnic" street festivals and the like. Perhaps there'll be a different score in 2006 — stay tuned, sports fans.

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M/V Sun Cruz II

This Vessel is 100.6' x 30' 1995 Marine Builders Inc. It is 476 Gross Ton and approximately 5,823 square feet. The vessel has 2,400 gallon fuel capacity and is capable of 12 knots cruising speed. The M/V II propulsion is serviced by two turbo charged Cummins Model 6CTA8.3 marine diesel engines. It also has reverse/reduction gear with a ratio of 2.901:1. The ship is serviced by two generator sets, being Cummins model 6CTA8.3 diesel engines to Onan 95KW generators. The vessel also has full service galley with a 52 gallon hot water heater. The COI for this vessel is 450 based on operational casino, passenger number could be increased for dinner cruiser.



M/V Sun Cruz IV

The M/V SunCruz IV is 87' x 30' yacht with a gross tonnage of 94, was manufactured by Darling Yachts in 1994. It has a 1,200 gallon diesel fuel capacity and travels at an approximate speed of 10 knots. It is approximately 4,515 square feet and has a COI of 182 with passenger and crew of 32 based on operational casino, passenger count maybe be increased if used for dinner cruiser. It has a full navigation station and is powered by 2 turbo charged Cummins Model 6CT8.3 marine diesel engines. The electrical service is provided by two generator sets being Cummins Model 6BT5.9-G2 marine diesel engines to Onan 95 KW, 60Hz generating units. This vessel has two full service beverage stations and a full service galley.



M/V Sun Cruz XI

160' x 36' 1986 Chesapeake Hull. 787 Gross Tons ITC, 76 - USCG. M/V SunCruz XI now in Jacksonville, FL, has Twin oil screw 980 Total Horsepower traveling approximately 12 knots with a 3,000 gallon fuel capacity. The vessel has an approximate full potential of 7,330 square feet. The COI is 450 passenger and crew based on operation casino vessel, passenger count could be increased for dinner cruiser. The SunCruz XI has full navigation system with a fully equipped galley, walk in cooler, and ice maker.



M/V Sun Cruz X

The M/V SunCruz X is 128.8' x 35' yacht built by Marine Builders Inc. in 1990. It has 3,000 gallon fuel capacity and can travel at an approximate speed of 10 knots. The SC X has a twin oil screw with a 700 total horsepower. The propulsion is by two turbo charged Cummins Model NTA855-M marine diesel engines through Tonanco model TM828S reverse/reduction gears with a ratio of 3.5:1. The electrical service is provided by 3 generator sets two being Cummins model 6CTA8.3 diesel engines to Marathon 135 KW, generator. A newer third generator being a Cummins 855 which drives a Marathon 280 KW generator. The SC X also has full navigation service and equipment. This ship has a full galley with walk in freezer and walk in cooler. It also has two full service beverage areas. The COI for this vessel was 528 passengers including the crew of 38 based casino operation, count maybe be increased if used for dinner cruiser.

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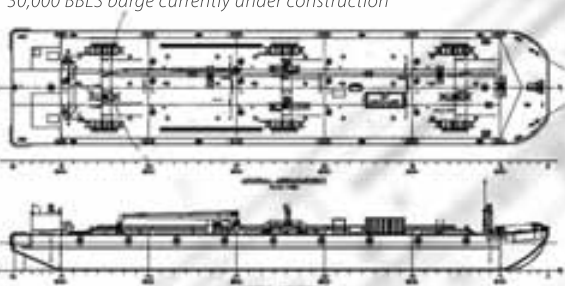
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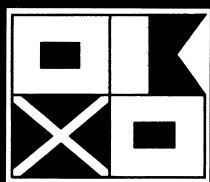
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