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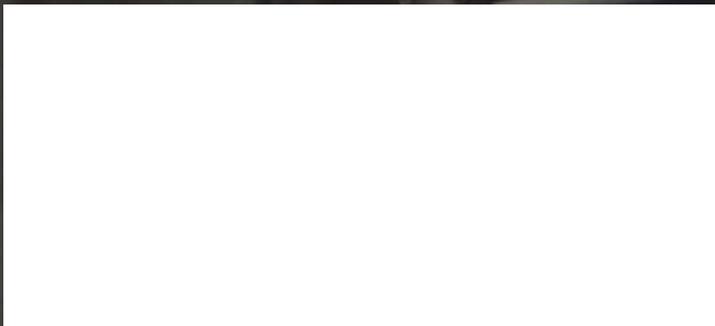
News

MAY 2011

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Combat Craft

Getting the Best Performance
in the Worst Conditions



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SCANIA USA**
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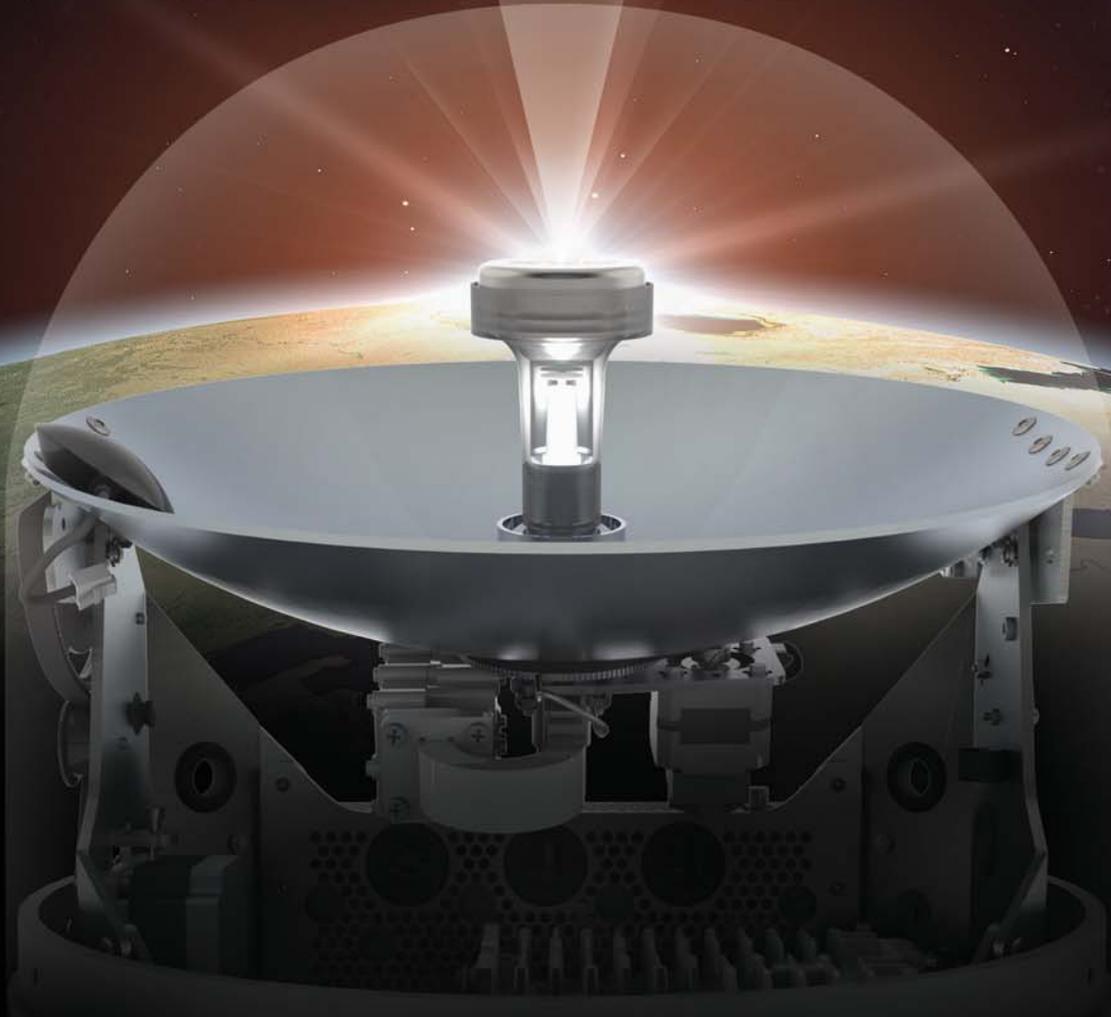


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David Smith, President of Professional Components, Expedition Pilot.



Photo courtesy Sealtek

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POSTMASTER Time Value Expedite



On the Cover Record (Arctic) Run in a RIB

A Zodiac RIB and a determined team made a world record 8,000 mile run through the Northwest Passage. See full story starting on page 24.



Photo courtesy Zodiac

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Although the market for combat craft has slowed, there is a good deal of activity to report, especially in regard to the U.S. Coast Guard. The service is busy with its Response Boat-Medium (RB-M) and Response Boat-Small (RB-S) projects, pitting Metal Shark Aluminum Boats of Louisiana against SAFE Boats International of Washington State, in what it calls a “boat off.” In this scheme, one of these builders will be awarded a contract, or contracts, to build up to 500 RB-S boats, while the other is only paid for their pilot craft. In June both builders will deliver their test boats to the Coast Guard where the agency will evaluate them and make its decision. Almost sounds like a scheme for a new reality TV series.



The Coast Guard is also looking around for a possible “off-the-shelf” craft for a series of small boats for boarding teams and rescue missions launched from its new National Security Cutters and other large platforms. If no combat crafts out there fit the bill, the Coast Guard will eventually release a Request for Proposal for a purpose-built series.

Switching perspectives to that of commercial boat builders, our feature this month offers insights from three different companies specializing in combat crafts. Leaders from these commercial yards talk about their particular niches, how the market for military and paramilitary craft has changed and how the federal procurement process has become more complicated than it once was.

And finally, adding some adventure on the high seas, I also spoke with David Smith of Professional Components who completed a record breaking run in a Zodiac RIB from the Atlantic to the Pacific through the Northwest Passage last fall. For most of the two month trip, he piloted the boat, which was equipped with his own shock mitigating console. He undertook his voyage, along with a real reality TV program star, Bear Grylls, in part to prove the value of his Integrated Control Environment (ICE) console. Whether the trip had anything to do with it or not, his shock mitigation system is now being evaluated in a pilot program for Coast Guard boarding teams.

Raina Clark, Managing Editor, rainaclark@marinelink.com

Want to hear more from behind the editor's desk? Visit the [MarineNews Notes blog at www.MaritimeProfessional.com](http://www.MaritimeProfessional.com).

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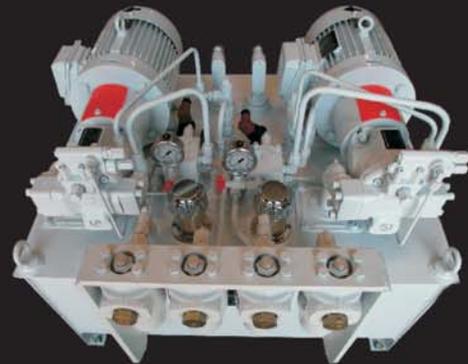
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Per Backteman

MarineNews recently had the opportunity to chat with Per Backteman, president of Scania USA, a marine diesel engine company that has made big waves in a relatively short time in the U.S. market.

Please tell us about your background.

I have been working with the marine market since 2002, when I started with Scania as Sales Director. As Sales Director, I had the responsibility for the industrial and marine engine sales and service globally, except for the Latin American Markets. In 2007, I joined Scania USA Inc. as President and with responsibility for the North American markets. Scania USA Inc. will begin to market industrial all speed engines for off road applications in January this year.

Scania has made tremendous strides in the U.S. Can you tell us what you see as the strength of your engines and organization?

We have an excellent product with many advantages, including weight to power ratio, fuel consumption, a modular system that saves costs for parts and training, and a one-man service concept that makes it easy to service or even rebuild our engines in an engine room. Our engines are made with a very high quality and are well known for excellent uptime. The service intervals for a Scania are normally longer than others. Organizationally, Scania has increased within North America by more than 50% during 2010. This is due to a successful sales development and market response, and will enable us to introduce the industrial all speed off road engines in the market as of 2011. During this past year, we have built up an extensive service network for the industrial platform. Scania USA has a very flexible organization and that is something we know our customers appreciate.

Since you have entered the U.S. market in 2007, what have you found to be the most pleasant surprise in doing business here?

I am pleasantly surprised by how well the customers over here have responded to the possibility of working with Scania. Today, we have client references in all type of applications such as passenger vessels, pilot boats, crew



boats, supply boats, fishing boats and even the U.S. Navy and a number of other commercial applications.

What are the challenges in doing business here?

Of course it is a challenge to sell a foreign brand in a market with very strong domestic manufacturing and well-known engine manufacturers. This was something I worried about in 2007, but today we know we can compete with the best.

You seem to have ridden out the economic storm well.

Yes, we absolutely did. On the marine side we did an all

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time high in 2008. 2009 was a year when everybody suffered. Again in 2010, we did a new all time high which, of course, makes me very proud of our product, organization, and market strategy. I have high expectation for this year.

What do you count as the biggest challenge(s) to building, maintaining and growing a sales and service network in the U.S.?

We have been very successful with our professional network. Scania will always strive to improve the development including marketing, sales, our service and products. We have worked extensively with this during the last three years, and it is very important not to get comfortable. On the contrary, we will continue to grow and I expect us to achieve several all times highs in the coming years.

Please put in perspective for our readers the scope of Scania's U.S. operations, in terms of: Offices, service facilities, installations (engine numbers or HP).

Today, our marine network is covered by four major distributors. Each distributor has a number of dealers to cover the majority of the cost line for North America. We have our main office in San Antonio, TX and our central warehouse in Indiana to be able to support the whole network. It is hard to know how many people are involved in the whole network, as our office mainly has direct contact with our main distributors and major OEM's. In

addition to this, we have the strength of the 34,000 employees at Scania and about 2,000 engineers at our R & D center in Sweden. When it comes to our new industrial network, we work with 13 major distributors and have a total of over 120 service points in North America. Our marine engines cover from 300 up to 850 Hp with the 2 engine versions, 12 liter inline 6 and the 16 liter V8.

Specifically, what types of vessels/installations are you targeting in the U.S.?

During the years 2007 and 2008, we realized that local references are a necessity in this market. Therefore our main focus was to get as many different applications as possible. We have been very successful with this goal and that has helped us to gain a well earned reputation as a reliable supplier to the marine market. Today, we are in the position to be able to sell to almost any marine application in this market, and that is also why we market our product in several different nautical publications to reach different user categories.

How has the current economic situation affected your maritime business push in the U.S.?

We continued working with sales and marketing throughout the financially hard times during 2009 as if nothing had happened. Even in an unstable market, we managed to reach a new all time high in 2010, and that is confirmation that this decision was the best we could make. We



Photo: Scania

M/V Trisha Kay operating in the Gulf of Mexico is a crew boat with a quadruple installation. The boat is 130 x 35 feet, and is re-powered with four Scania DI 16 engines rated at 650 hp each.

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INSIGHTS

didn't panic but kept working as planned. This has helped us to gain the market back.

Can you point to a recent case that best indicates Scania USA's capabilities?

Just as an example, I would like to mention the M/V Trisha Kay operating in the Gulf of Mexico. This is a crew boat with a quadruple installation. The boat is 130 x 35 feet, and is repowered with four Scania DI 16 engines rated at 650 hp each. This has increased the total power by 600 hp, and has, also, increased the boat speed by over 20 % with only a nominal increase in fuel consumption. We got many new customers and applications during 2010. Some of these engines have been recently installed, or are on their way to installation. I would not want to mention any in particular at this stage. When the engines are installed and have some hours in operation, I would be very glad to come back and talk more about them.

Globally, how is Scania investing in its marine engine line-up today to secure its success tomorrow?

Scania is now in the process of launching a new engine platform for industrial engines for the new EPA industrial emission legislation. This means that we will be well prepared for the coming marine EPA Tier 3 legislation that comes into effect in 2014, as the new platform also by then will be used for the marine segment.

What do you count as the biggest challenges to your profitable marine operations?

All engine manufacturers needs to meet the legislation, follow the regulations and be compliant to be existent on the market. We see no problem for Scania with any of these challenges. When it comes to competition, our products have already proven themselves in this market, and the successor product will be enhanced as to performance and fuel consumption.



Photo: Scania



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Marad: A Glimmer of Hope

by Joseph Keefe

It wasn't too long ago that – for seemingly the umpteenth time – I lambasted the U.S. Maritime Administration (Marad) and its DOT parent for its continued, abject neglect of the domestic maritime industry. I won't apologize for any of it and I stand behind every word of every article. To be fair (I'm always fair, right?), the April 22 Marad announcement that a \$241 million loan guarantee would allow the Eastern Shipbuilding Group of Panama City, Fla., to build five platform supply vessels (PSVs) for export to Brazil was good news, indeed. The loan guarantees make sense on many levels and come at a time when the U.S. shipbuilding industry sorely needs a boost. This is exactly what Marad should be doing. Bravo.

Most recently, though, I brought light to the DOT's April 5 press note extolling the vast support (not) being extended to the domestic waterfront. Unspoken in my April 6 online column that followed the Marad announcement was the irony of DOT Secretary LaHood's schedule, after giving his talk to about 100 maritime industry executives in the Baltimore area. From there, he practically hopped on the Beltway and arrived at another industry meeting and trumpeted the \$50+ billion initiative intended to prop up a high speed rail program that nobody seems to want. In the meantime, U.S. port authorities from-sea-to-shining-sea are holding bake sales in order to fund dredging to allow for the new generation of deep draft container ships that will perhaps bring some economy of scale to American consumers and just maybe, light the proverbial fire under a nascent shortsea shipping program.

More experienced DC political analysts will gently chide me that Marad has little or nothing to do with dredging funds. I really don't care. What I do know is that where DOT and Marad continually say that "they get it" and that they are supporting waterfront initiatives, this is rarely the case. And, anyone who knows anything about America's Marine Highways and shortsea shipping also knows that these concepts have everything to do with infrastructure improvements. That means dredging and it means lock repairs. You can't be involved in one side of the equation and not the other. Hey – maybe I'm onto something here. That said, I'll admit that I was cheering when the loan guarantee announcement hit the wires.

Of the loan guarantees, U.S. Maritime Administrator David Matsuda said in a prepared statement, "Today's

signing demonstrates that America's shipbuilders can be competitive in international markets. We will support these export opportunities for U.S. businesses and American shipyard workers wherever possible." U.S. Transportation Secretary Ray LaHood echoed those sentiments, adding, "This project means good jobs for Panama City today and a stronger economic future for our country." Amen.

Eastern Shipbuilding Group has built eight PSVs since 2003, with three more under construction. The vessels, being built for Boldini S.A. of Rio de Janeiro, are estimated to result in 300 new local jobs over the next three-and-a-half years. It would also be fair to say that Eastern Shipbuilding Group has received its share of Marad help in the recent past. According to Marad, Eastern was awarded a \$581,000 federal grant for shipyard software and equipment from the agency's Small Shipyard Grants Program in 2008. In 1999, the Marad provided a federal guarantee on a \$6 million loan to finance facility upgrades.

Also according to the DOT's maritime modal branch, there are currently guarantees totaling approximately \$2.2 billion in U.S. shipyard projects, including construction of tugs, barges, dive support vessels, drill rigs, ferries, tankers, offshore supply vessels, and container vessels. While I'll admit to be not much of a fan of government subsidies and this sort of assistance for any private sector industry, if we're going to lay down hundreds of billions of dollars in asphalt and rail projects, we might as well level the playing field a bit and drop some crumbs in the water while we're at it. And, in the big picture, that's exactly what this amounts to – bread crumbs.

As for the shipyard project(s) themselves, there are many layers to this onion. First and foremost, from my seat, it means export manufacturing at a time when we desperately need to close the trade gap. Secondly, it provides economy of scale and the experience necessary to jumpstart a domestic "series-build" program here on the U.S. Gulf Coast. And, it keeps a healthy chunk of skilled workers busy and in the shipyard, where we will hopefully need them when and if the shortsea shipping "boom" ever comes to fruition. Finally, could it be that U.S. shipyards can do something cheaper and better than an overseas location? That certainly seems to be the message here. Eastern is a quality yard, already building for quality operators. It's all good; or so we hope.



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Avoiding Propeller Damage

Due to Inappropriate Handling & Heating

By Leonardo Montoya



There are several terms used to classify propeller damage and we will cover two of them here: incorrect handling and extreme heating of the hub or blades.

Propeller blade tips or edges can be damaged during transport and this should be prevented by using wood, rubber, or any other soft protection to avoid direct contact with hard surfaces. When handling the propeller out of its package, leaning on the blades should be avoided as much as possible, as any deformation can move the pitch or even unbalance the wheel resulting in extra cost to the owner when the propeller is re-checked.

When heat is applied in an uncontrolled manner to the propeller hub or blades, it can create and concentrate stresses in the material. This occurs when a specific area is heated and tries to expand while the metal around it does not. These stresses can be relieved when plasticity starts at a red hot point where all stresses vanish. When it starts to cool-down the heated area contracts and any remaining stresses are relieved by the plastic flow which stops at

around 480°F, allowing a tensile stress field to be built up in the metal. The typical manner local heating abuse comes about is the incorrect heating of the hub when installing or removing it from the shaft, and during blade repair by inappropriate methods. Stress corrosion cracks are usually caused by concentrated heat, like oxy-acetylene or oxy-propane used to heat the propeller hub, thus producing high tensile residual stresses that will surely lead to cracking after several weeks or months of operation.

Alternative methods to heat the boss with great care include moving multi-soft flame evenly to avoid hot spots, steam, or electric blankets, and avoiding exceeding the metal's limits by using temperature sticks or pyrometers. These processes will take longer to reach the desired expansion, but will definitely be safer and assure a longer life for your propeller.

Leonardo Montoya is a mechanical engineer with Rice Propulsion. He has 14 years experience in marine propulsion, propeller and nozzle design, production, repairs and sales. Contact him at leonardom@ricepropulsion.com or 877-239-6304.



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Marine Insurance

By Leonardo Montoya



Historically, and even into the present day, marine insurance underwriters rarely have the opportunity to themselves inspect, or even see a written marine survey report on a vessel they are asked to consider insuring. Commercial vessels, in particular, are,

if they are working, constantly on the move, at sea, in transit on the rivers, or in distant ports. They are rarely tied-up for weeks or months and available for an underwriter or surveyor to inspect them.

This is why the general maritime law and the law of many U.S. states has developed the doctrine of *uberrimae fidei*, translatable to “the duty of utmost good faith.” It means the vessel owner, the potential insured, has a legal duty to not only truthfully answer the insurer’s questions about their vessel, but also a duty to come forward and

voluntarily disclose other material features of their vessel or its operation which may impact the risk the insurer is being asked to assume.

The doctrine of *uberrimae fidei* is grounded in the concept that as between insurer and insured, the insured is in a better position to know the risks associated with insuring the vessel. The idea is the marine insurer should be entitled to rely on the vessel owner to tell the truth about their vessel, including features such as its key equipment, its maximum speed or the horsepower of its engines, its purchase price, in which waters it will be operated, or who will man or captain it, to enable the marine insurer to decide if it wishes to take on the risk of insuring the vessel, and if so, what dollar limits it will offer and agree to pay in the event of a loss, and in exchange for what amount of premium dollar.

The failure of the insured to be candid with the marine



insurer can have grave consequences. If the marine insurer takes on the risk of insuring the vessel based on the information the insured provided, a loss incurs, and the marine insurer's investigation reveals the insured has concealed or misrepresented material facts (facts which were material to the insurer's decision whether, and for what amount of premium dollar, to underwrite the risk), then under the wording of most marine insurance policies and the law of most states, the insurer is entitled to void the policy "ab initio," or from its inception, as though the policy never existed.

The public policy rationale is obvious: in the marine insurance marketplace, where candor and full disclosure of risk is essential for the marketplace to function efficiently, where an insured conceals or misrepresents the risk to the insurer, it should have to pay a high price — voiding of the policy and thus forfeiture of insurance coverage — if the insured has breached its duty of candor to the insurer.

Here are some excerpts from court decisions on this issue to give you a feel for the law in this realm:

- "Generally, insurance policies may be voided ab initio when an insurer issued a policy in reliance on a material misrepresentation in the application ...Materiality is determined by considering whether, given the circumstances of the case, the information omitted could reasonably have affected the determination of the acceptability of the risk ...The misrepresentation must actually have been relied on in issuing the policy or setting the premium in order for it to be material."

- "Insurance policies are traditionally contracts uberrimae fidei and a failure by the insured to disclose conditions affecting the risk, of which he is aware, makes the contract voidable at the

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insurer's option; an insured, making application for insurance, is bound by all the representations and warranties contained in the application even though he does not answer them specifically; having signed the application, he adopts and ratifies all statements appearing above his signature."

- "there exists a special relationship between an insured and an insurer requiring the parties to act with the utmost good faith. In the making of a contract for insurance, the parties are held to the utmost of good faith; the assured is presumed to know the condition of the property, and the dangers attending it; and is not at liberty to withhold information on an important and material matter known to increase the risk."

- "A party's intent to conceal, or lack thereof, is irrelevant to the uberrimae fidei analysis ...a material misrepresentation, even if it is a result of mistake, accident, or forgetfulness, is attended with the rigorous consequences that the policy never attaches and is void ...The only thing that matters is the existence of a material misrepresentation."

Here are examples of misrepresentations insureds have made which courts have found sufficiently material to allow the marine insurer to void the policy from inception:

- Misrepresenting the purchase price of a yacht as \$600,000 when it was only \$400,000.
- Failure to disclose on insurance application details of a prior loss that the vessel had previously sank in ten feet of water.

- Insured's agent checked "no" on application question about whether boat was to be used for racing and the boat was later damaged while insured was attempting to qualify for a race.

- Failure of insured to disclose true age of vessel.

- Representing on insurance application that cruising limits would be "Inland Lakes and Rivers" as opposed to the more expensive "Coastal Waters" coverage, then operating vessel in coastal waters.

If you are applying for marine insurance, even on a pleasure boat, tell the insurer, directly or through your insurance agent or broker, the whole truth. Answer all questions on the insurance application fully and accurately. If you believe there are features of your vessel or its operation which are unusual or which may increase the risk to the insurer of insuring your vessel, come forward and in writing disclose these to the insurer. If you fail to follow these directives, the consequences may be severe: your policy may be voided from inception and there will be no coverage for a loss, be it a personal injury, a death, a collision, a fire, or a sinking.

Fred Goldsmith, formerly general counsel of one of the country's largest tug operators, is licensed in PA, WV, OH, and TX, and practices admiralty & maritime, railroad, oilfield, personal injury, motorcycle, and insurance coverage litigation with Pittsburgh-based Goldsmith & Ogradowski, LLC (www.golawllc.com). You can reach him at fbg@golawllc.com or (877) 404-6529.



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Can Your Crew Recognize a Confined Space?

By Capt. Katharine Sweeney



Confined space entry is a fancy name for a hazard that exists on all vessels afloat. Are your crews trained to recognize such a space?

Boats can be hazardous, much like jail, only with the added risk of drowning, as the saying goes. Entering a space that has not been ventilated, or is not designed to be continuously occupied, poses the added risk of suffocation. Special care needs to be taken to address the risk. Even if the company's management system says "we don't go into confined spaces," you still need to train your crews to recognize what a confined space is and the dangers involved.

I found that the U.S. Coast Guard does not have a clear definition of confined space. On the other hand, enclosed space is defined, although it is more related to the measurement of tonnage of the vessel. OSHA does have clear guidelines, aimed at the shipyard industry, and adds the word "permitted" when an additional hazard exists. This can include obstructions or a situation in which a tank previously contained petroleum or some other noxious substance. OSHA considers you a competent person if you have had the training on confined space entry, but it's always good for a laugh during an audit to see if someone is competent or not.

Crews need to be trained to recognize what a confined (or enclosed) space is and to understand that the atmosphere in such areas can be com-

promised. Additionally, an area might fall out of the typical description, as the space really doesn't have to be confined, or enclosed. In one

instance, toxic gases were emitted from a small tank access and they displaced the oxygen on the main deck of a tanker vessel due to adjacent

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U.S. Coast Guard photo by Petty Officer 3rd Class Robert Brazzell

U.S. Coast Guard and Anne Arundel County Hazmat & Special Ops Station Fire Fighters conduct a confined space rescue drill aboard the USS Oak Ridge, a 536-ft floating dry dock in Baltimore.

bulkheads which restricted airflow. This caused the incapacitation of a crew member working in the area, as well as the incapacitation of the Chief Mate who tried to rescue the crew member. Adding confined space to your list of emergency preparedness drills or safety meeting topics is one way that all members of the crew can become aware. Repetition of the topic can make it become part of their safety consciousness. Year after year there are fatalities which are preventable and crews need to be made aware of these sea stories including what happened and why. The story of one crew member trying to rescue another crew member with the end result of multiple dead bodies down in the hold isn't just an urban legend, it happens.

Lazarettes and forepeaks are areas that can be considered confined or enclosed spaces, depending on the configuration of the vessel. I once had a crew member complain to me about everything he had to do just to go into the laz to check the steering gear. The management system requires he test the space with the atmospheric sensor prior to entry (and, prior to that, check the meter against the standard gas to make sure the meter is reading correctly) and notify the Captain and fill out a form indicating the procedures he followed prior to entering the space. Despite the complaining, by completing all of the steps he was ensuring his meter was getting checked on a regular basis, he was becoming more familiar with the equipment on board and he was making it a habit to fill out the permit to work. By actually using the meter, he was actively preventing a confined space entry rescue. Given the risk of what

could go wrong, the added steps are definitely a requirement and they increase the individual's safety consciousness in dealing with these types of spaces.

If your company has chosen to put atmospheric sensors (often called gas meters) on its vessels, realize that just like fixed CO2 systems, these meters require maintenance, testing and calibration. Without these in place, just like the fixed CO2 system, it could do more harm than good. Meters require (shore side) calibration, and some meters require that the filters be changed at designated intervals. Monthly testing of the unit should be done to ensure it is working correctly if it is not being used at routine intervals. Checking the unit prior to use is essential as well. Both of these tests require a span gas that tests the unit to ensure it is reading correctly.

Some of these test gases degrade over time and expire. The date of expiration needs to be tracked and the gas replaced as appropriate. Being a piece of safety equipment, this meter should be calibrated by shore side technicians as specified by the manufacturer of the meter. All of these measures need to be incorporated into the management system on board to effectively manage the risk these spaces incur.

Captain Katharine Sweeney is CEO of Compliance Maritime, provider of independent internal auditing of security, safety, quality and environmental management systems for vessel operators. Captain Sweeney is an experienced Master Mariner, safety expert and federally licensed pilot with over 25 years experience. Contact her at CaptSweeney@compliancemaritime.com or (206) 414-4661.

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A Northwest Passage Record Run

In the fall of 2010 a group of boat builders and a Discovery Channel star made an 8,000 mile record run in a Zodiac RIB from the North Atlantic, through the Northwest Passage, to the Pacific Northwest.

It started with David Smith, President of Professional Components Ltd., parent company of Shockwave Suspension Seating Solutions, who developed the ICE (Integrated Control Environment) console, a cockpit for a small craft that encapsulates the helmsmen, crew and all the instruments.

This three-axis shock mitigation system caught the attention of Bear Grylls, star of the Discovery Channel's "Man vs. Wild," as he was planning a trip through the Northwest Passage.

"Bear Grylls called me from England," David Smith said, "and he had taken delivery of an RIB and he said if they took it through the Northwest Passage it was just going to pound them to death. They needed an RIB and suspension system that would permit them to do the average speeds they required for this mission." Grylls wanted to know if Smith could help build him a boat for his journey. Smith said, "This trip was actually him and his buddies getting together and going on a holiday. Although we did shoot video throughout the whole trip, that was not really the intention. He and some of his buddies decided it would be a real adventure to do the Northwest Passage and that's how the whole thing came about."

Smith already had a Zodiac H1100 with 3,300 hp Mercury engines that was being used to test Shockwave marine suspension seats. He stripped the boat down and rebuilt it adding extra fuel tanks to extend the range to 1,000 miles. Then a group of men, including Grylls, support crew, and Smith (who piloted the boat for most of the trip), set out on a voyage that took 300 hours of running time over two months.

"We went and looked in the Guinness Book of World Records. No one had done it. It's the first vessel through the Northwest Passage on outboard engines. It's the first RIB through the Northwest Passage. We definitely set many speed records along the way." The crew traveled from Barrow, Alaska to the Aleutian Islands in 48 hours. The trip's legs consisted of St. Johns, Canada to Pond Inlet; Pond Inlet to Polotuck; Polotuck to Kodiak, Alaska; and finally Kodiak to Victoria, Canada.

"Because of the sea conditions and the lengths of the different legs, in one instance, we didn't sleep for two and a half days. We went from Barrow to Nome, fueled up in Nome, and went from Nome through the Bering Sea to the Aleutian Islands," Smith said. "We were in some horrendous

seas."

"We pushed this boat much harder than any RIB has ever been pushed before in terms of speed and endurance and rough weather conditions. We came out of it with full marks." To make the trip successful, Smith said, "we need-



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ed the durability of the hull, which Zodiac provided. We needed the durability of the engines, which Mercury provided. And we needed a system to protect the crew and that's what Shockwave provided." The trip was sponsored by Mercury Marine, Musto (survival gear), Simrad (navigation instruments) and Zodiac Hurricane (boat rigging and preparation).



RIGHT
 Left to right: Dave Pearce, Safety Man; Bear Grylls, Expedition Leader - Middle Leg; Tim Levy, Expedition Sponsor - Future Capital Partners; Dave Segel, Navigator.

BELOW
 The Shockwave ICE console



Vessel specifications:

Make	Zodiac H-1100 Mach 2
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Width9.8 ft
Hull design	Stepped hull
Deadrise23 degrees
Hull construction	Welded aluminum
Collar system	Air with foam front section
Console and seats	Shockwave ICE 3 Axis Suspension
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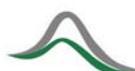


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Capitalizing On Canal Improvements

By Susan Buchanan

Southeast Louisiana hopes to attract big container ships, stimulate supply-chain activities and create jobs when the Panama Canal's widening and deepening is complete in four years or so. The Louisiana International Gulf Transfer Terminal Authority or LIGTT is interviewing candidates now to run a planned, public-private port east of the Southwest Pass in the Gulf at the entrance to the Mississippi River.

Captain Mike Lorino, president of the Associated Branch Pilots in New Orleans, said "the terminal would be for offshore unloading of containers because once the Panama Canal work is complete, ships coming through it from Asia will be too big to get into most U.S. ports."

Under the plan, "ships would discharge south of the river at a terminal in the Gulf, and would head back with another load or empty containers, or the containers could be distributed in other Gulf ports or up the Mississippi River."

Lorino noted that southeast Louisiana is already a major hub. "We ship 72% of the nation's grain from the lower Mississippi River, mostly to the Far East," he said.

Louisiana State Senator A.G. Crowe and Plaquemines Parish businessman Lloyd Balliviero led an advisory committee in 2008 to consider the feasibility of a transfer terminal. "We consulted and vetted ideas with local shipping industry members and other experts, like top port-con-



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sultant John Vickerman,” Crowe said. “Vickerman and others said 'build it and they will come.’” Crowe represents Orleans, Plaquemines, St. Bernard and St. Tammany Parishes.

In late 2008, “the Louisiana Legislature — with a unanimous vote and the backing of Governor Bobby Jindal — passed Act 699, establishing the LIGTT,” Crowe said. LIGTT would set the stage for a cost-effective, supply chain connecting South America to Canada through the interior of the United States, he said. He is chairman of the terminal authority’s twelve-member board, drawn from state government and business.

Container usage is expected to continue its strong growth of the past decade. “Once the Canal is expanded, capacity will increase from 4,000 containers per ship to 12,000 containers per ship from China, other Asian nations and South



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America,” Crowe said. Work on the canal should be completed by late 2014 or, more likely, early 2015, he said.

Under the plan, “the port will be built on an artificial island from aggregate materials readily available near the site,” Crowe said. “It will be solidified by wall-pilings that will protect it from wave action and potential storm surges.” One idea under consideration is to use river sediment currently dredged by the U.S. Army Corps of Engineers and deposited on the west side of Southwest Pass. To build the terminal, the Corps would have to make arrangements to dump sediment on the east side of the pass. The terminal could start with a 50- or 100-acre tract on a site of 256 acres, owned by the state of Louisiana, Crowe said. Adjoining land could be added to expand the port as needed at little cost per acre, he said.

“Most of the construction costs will be for containment walls, expected to be nearly 40 feet above the sea level,” Crowe said. The terminal’s initial construction costs are

projected at between \$500,000 and \$1.5 billion. “The port board will be the licensor, and potential licensees are Maersk, Hutchison, Costco, Walmart, Home Depot, Target or other big retailers,” Crowe said. Maersk is the world’s largest container shipping company, and Hutchison is an international port investor, developer and operator. Crowe said the proposed terminal site is in permanently deep water of 70 to 80 feet, able to accommodate future, ocean-going vessels — even the newest ships recently ordered by Maersk, carrying 18,000 containers.

Crowe said “we’ve already assigned a committee to begin seeking all the permits required at the local, state and federal levels. We’ve had two meetings with Maersk about the terminal and have met with top logistics executives at Walmart headquarters. Chinese companies, along with port authorities in Shanghai and Yangtze, are interested and have called to set up meetings.” Crowe said tenants can have their sites custom designed and built.

An artist’s renderings of a containerized cargo transit terminal.



Image courtesy LGTT

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The terminal authority is in the process of selecting a licensee, who will be awarded a contract to take the port from the design to operational stage or an in-between stage, Crowe said. Candidates for the port's development are being interviewed now.

Crowe said "the LIGTT authority has everything in place so that as soon as a licensee is selected, construction can begin, with completion expected by 2015 or about the time the Panama Canal widening is completed."

Lorino, a member of the LIGTT authority's board, sees a similar timeline, but said interested companies, who want to be licensed to use the facility, have to do due diligence. "The terminal could take up to five years to build once a lease is signed," he said. Louisiana is at the head of 14,500 miles of waterways, touching 33 states and three Canadian

provinces, Crowe noted. South Louisiana is an entry way to the U.S. through the Mississippi River and its tributaries.

"The terminal would provide added value, making southeast Louisiana the third major point of entry for the interior U.S. after the East and West Coast ports," Crowe said. "We have six rail heads in New Orleans and multiple interstate highways in close proximity." Crowe said economists predict that distribution and assembly centers will be built along the river in Southeast Louisiana and near major highways and railroad crossings, for a huge economic-multiplier effect. Crowe expects federal regulators to approve the project. "There have been unofficial inquiries by U.S. Customs and the Coast Guard, wanting to know about their possible use of the LIGTT," he said. Federal agencies have shown an interest in using

the site for security purposes, like checking ships for smart bombs, he said. He said the facility, had it existed a year ago, would have been another resource to help the Unified Command for the Deepwater Horizon combat the Gulf oil spill.

As for any impact on the shrinking shoreline, "the LIGTT site will be constructed in a way that will help preserve our coastline, providing coastal protection," Crowe said.

Lorino said the proposed offshore project should have minimal environmental impact on Louisiana. "The terminal would be built in 70 feet of ocean water that is not affected by mud flowing out of the Mississippi River," he said. Crowe explained how the public-private LIGTT differs from the Sea Point project, which is also planned for his district. "Sea Point is a private venture near Venice, La. on the Mississippi River about 30 miles north of the mouth of the Southwest Pass that will provide container services," he said. "We do not see it as a competitive project since LIGTT is positioned to serve large ships that cannot get into the river."

Crowe said that the Sea Point project will be needed to handle an increase in container traffic from the LIGTT and that the Port of New Orleans, the Port of South Louisiana and the Port of St. Bernard will all benefit from more container traffic after the LIGTT opens. Interest in LIGTT has grown and "we're getting inquiries from investors and potential licensees," Crowe said. He believes that building LIGTT would give southeast Louisiana a central role in Gulf container business for years to come. Anyone interested in participating in the project can email Senator Crowe at: ag@agcrowe.com.

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RIBS & Combat Craft

By Raina Clark

For the 2011 Combat Craft Annual, MarineNews solicited insights from boatbuilding executives as to how the market for small vessels in military and paramilitary applications is changing, with insights on how the procurement process and how vessel specifications is changing.

SEAARK MARINE: LIGHTER BOATS FOR HEAVIER MISSIONS

For the past few years, military craft has been required to be as light as possible, said Ken McFalls, Vice President of Sales for SeaArk Marine, Inc. A lighter boat is transportable by air, capable of taking on armament for the hull and pilothouse and has greater cargo capacity. “In the past you would make the boat heavier than it needed to be because you knew it was going into government service,” with the view that an all-around heavier boat would be more durable, McFalls said. But now, he said, “we can’t get any bigger or heavier, so we have to get lighter.” McFalls said SeaArk makes their boats lighter by utilizing different materials and lightening the hull plate where a half-inch thickness is not needed.

The government’s mission requirements for the boats have changed over the years as well. “Boats have to be much more multi-purpose than they used to be,” McFalls said. They have to be able to transition from one application to another. Being multi-missioned makes it easier to respond to any event, and in order to do that, McFalls said, you “outfit one boat to handle five jobs,” which can make staying light a challenge.

SeaArk meets that challenge by “taking away the fluff and leaving what’s required for the job,” McFalls said. That may mean eliminating insulation and aesthetic lines in some place. “They don’t want it to be pretty, they want it to be functional.”

But speaking about the combat craft market, McFalls said, “business is extremely slow. Three years ago we were

The Navy’s 34-ft RAM built by SeaArk



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RIBS & Combat Craft



SeaArk

Ken McFalls

“Boats have to be much more multi-purpose than they used to be ... outfit one boat to handle five jobs”

at a record high in government orders and now we're struggling along at record lows. All this has happened in the past two years.” McFalls said SeaArk watched competition for U.S. government contracts go from six bidders on a project to 26 bidders. “Over the past 10 years, 70 to 75% of our business has been combat craft related for the U.S. federal government. Nowadays we'd be fortunate for that to be 30%.” However, McFalls said, “the international market has been one of our strongholds. We've been able to maintain our international contracts.” And, he said, “we're hopeful that things are going to turn around. Now that we have a budget passed we're hoping money

will be distributed to agencies for boat purchases.”

Beyond budget restraints, McFalls said he has seen a lot of changes in the federal government's acquisitions process over the years. “At one time the focus was on best value and now it's about the cheapest price.” Other changes have made it difficult to even respond to federal procurement announcements, he said. Being on GSA contract is the “lifeblood of the industry” and he believes SeaArk has been a GSA approved vendor since the GSA contract process began. “We've always been able to submit a bid with an ‘open market’ item [a comparable item to what was specified].” But those times are gone, McFalls said, no

Moose Boats' 35-ft diesel, waterjet M2 patrol boats built for the U.S. Navy





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Moose Boats

Roger Fleck

“The market we’re probably penetrating a little bit more now is the fire and rescue market with the M2 and M1 platform. Small coastal communities are showing interest in these. Mostly for the rescue or EMS aspect of these boats.”

non-GSA items are permitted. “If you don’t have it on your contract you have to rush out and get it. Unless you can bid that project 100% GSA you can’t bid that contract.”

MOOSE BOATS: LAUNCHING INTO MILITARY MARKETS

Moose Boats, Inc. officially opened its doors in 2000 with a concept for a consumer vessel, but the impact of government buying after the attacks of Sept. 11, 2001 turned Moose Boats into a combat craft production yard. Since that time, the company’s president, Roger Fleck, said, “the Navy has been purchasing our boats

on an annual basis.”

Fleck’s background is in industrial design and he considers himself “a designer with a love for boats. I’ve been involved in boats since I was a kid.” His first concept boat was “motivated by my personal aesthetic for the consumer market, but it ended up being picked up by the Navy.” That concept was for a boat that looked and acted like the Hummer, to be sold to consumers with a taste for size and horsepower. “I had an image that boats could look a lot more aggressive. There were too many plastics boats out there that were all white and looked like bath-

tubs,” he said. “I was also intrigued with the cat hull as being a good platform to start with.” Fleck’s concept hull was called the M2, like the Hummer’s call sign, the H2.

“We took that boat to the WorkBoat show in New Orleans after 9-11.” Fleck said the Navy was at the show looking for a craft with the same type of visual design. “The Navy showed us considerable interest and told us that we had to get onto GSA and were very helpful in that process.”

At that time, Fleck said, “we didn’t even know what GSA was. From that point on we started developing a boat that met the requirements the Navy had.” That included upgrading electrical components and armaments. “The most significant adjustments were electrical specifications, circuit breakers, wiring, developing gun foundations for weaponry and a boarding collar.” However, Fleck said, “our production Navy boat was not radically different than our pilot.”

“Within a year or so after that encounter in 2001 we had a contract

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Photo By Dan Margolis

RIBS & Combat Craft

with the Navy for about a dozen boats — 37-ft twin diesel catamarans with waterjets.” That contract launched Moose Boats into other law enforcement agencies. In Moose Boats’ 11 years, Fleck said the government “procurement process has become more segmented or categorized. It’s a little more process oriented and formal.” This makes it a longer and more rigorous process he said. In addition to changes in the procurement process, increasing requirements for certification and testing documentation has added complexity to the building process. However, he said, “we haven’t had any trouble meeting those certifications.”

“The Navy has required a little more verification and certification of different components, things that have to do with safety.” This includes third party documentation of towing capabilities, tests on critical welds and lifting points and so forth for each boat manufactured.

Meanwhile, Fleck confirmed that the combat craft market has weakened. “The need has dropped and my perception is that the funding has diminished,” he said. “The Navy has probably saturated the market place already. After 9-11 they ramped up a lot of small boat purchases and now there is probably only the need for replacements.”

Luckily, Fleck said, “we’re a relatively small company. Only about 20 of us, all told. We do about six to 12 boats at a time with the capability for a dozen to 15 boats a year. It doesn’t take a lot to feed us quite comfortably.”

Moose Boats is also looking at different markets and larger hulls beyond its original 35 to 37-ft diesel,

waterjet driven catamaran, the M2. The yard introduced the 44 and 48-ft M1 as well as Moose Boats’ newest vessel, the 34-ft monohull M3.

“The market we’re probably penetrating a little bit more now is the fire

and rescue market with the M2 and M1 platform. Small coastal communities are showing interest in these. Mostly for the rescue or EMS aspect of these boats.”

Overall, Fleck said, “we’re pretty

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Hann Powerboats

Kevin McLaughlin

“There seems to be a growing interest in aluminum patrol boats. We now offer a 40-ft aluminum patrol boat that also has a 50 knot cruising speed,” he said, “with wide open throttle it will probably do 55 to 57 knots.”

happy with the industry we’re in.

“It is up and down, but we seem to have a reasonable amount of things in front of us that are in contract or almost in contract. its’ a pretty exciting business and it filters on down to the guys working on the boats. Everybody likes what they’re doing. You wouldn’t be in this unless you liked the end product.”

HANN POWERBOATS:

THE STRATEGIC ADVANTAGE OF SPEED

Kevin J. McLaughlin, vice president of Hann Powerboats, Inc., said the company is 10 years old and evolved from president and founder Russ Hann’s interest in building a very fast fishing boat for himself. Hann, an engineer and graduate of Carnegie Mellon University,

Hann 40 and 50 Peacemaker patrol craft





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ended up buying the boat building company he was working with to construct his vessel.

McLaughlin said that later “the Navy came to Russ and asked if he could build a boat for them,” meeting a specific set of criteria. The series was called Fast Attack Craft Target (FACT) vessels. These first boats were delivered to the Navy in 2007 and are stationed on the West Coast, out of Point Mugu, north of Los Angeles and south of St. Luis Obispo. “We are all about building boats that are very fast and very fuel efficient,” McLaughlin said. Today, he said, “the Navy has tens of thousands of hours on our boats.”

The Hann 50 is a composite hull and can function as a civilian or government vessel with outboard or inboard engines. “It’s still the same hull shape, same hull bottom as the FACT sold to the Navy.”

To expand into new markets, McLaughlin said they are looking at a few different models now. “There seems to be a growing interest in aluminum patrol boats. We now

offer a 40-ft aluminum patrol boat that also has a 50 knot cruising speed,” he said, “with wide open throttle it will probably do 55 to 57 knots.” McLaughlin said Hann Powerboats will be delivering the first of these aluminum boats in May.

Hann Powerboats is also offering the Peacemaker series with extended cabins. “The Navy wanted this feature and we’re finding that other people are interested in the cabins as well. There are three different variations we can apply to the Hann 50 or 40: covered console, enclosed cabin and enclosed extended cabin. We also have a small 18-ft boat as well — an excellent police, fire, rescue, harbor patrol boat.” McLaughlin emphasized the military advantage of the Hann craft which he said can reach 53 knots and greater. “That’s an incredible closing speed. If you’re at a sea state three or four, you’re going to still be able to run at those speeds. That element of surprise is a big advantage in that situation. It’s the same thing we discovered in Vietnam in the river boats, fast insertion or extrac-

BCGP 750 Impact



Photo courtesy BCGP

Specifications:

Length, o.a.24.6 ft
 Beam10.1 ft
 Draft1.3 ft
 Weight2,734 lbs
 Fuel capacity157 gal
 Max hp300
 Outboard1x Mercury 250 Verado
 Max speed, light load47.9 mph

Brunswick Commercial and Government Products recently delivered its series 750 Impact RIBs to the Mexican Navy. The 12 boats delivered are intended for rescue during natural disasters. Custom features requested by the Mexican Navy are

double jockey seats at the bow and lifting eyes allowing the boats to be transported by aircraft to hard-to-reach locations.

Metalcraft Towboat with UltraJets for U.S. Navy

Metalcraft Marine was recently awarded a contract by the U.S. Navy for the construction of eight 26-ft tow boats. The tow boats will support the Navy’s spill recovery, support and salvage operations worldwide. UltraJet waterjets were chosen for their high bollard pull for vessel recovery. During sea trials bollard pull tests achieved 3,800 lbs. Thrust vec-



Photo courtesy Metalcraft

Specification:

Length, o.a.30 ft
 Beam8.5 ft
 Displacement light11,000 lbs
 Displacement laden13,000 lbs
 EngineSingle 6.7 litre Iveco 420 hp
 Waterjet ...Single Ultra Dynamics 305HT
 Speed34 knots
 GearboxZF280
 Crew and passengers4
 Fuel175 gal
 Range240 nm

toring is with Ultra’s Hydromechanical control system with a single helm lever and the hydraulic power-assist steering provides light and responsive directional control. The hull structure is built to ABS and IACS standards. The stern of the vessel is equipped with Norman pins to help guide tow lines. When the vessel is in storage the Norman pins double as kickstands, allowing the vessel to rest on its bottom plate with no additional support for stability. The helm station is out-

tion can be a real advantage. Our 50 will run at 50 knots in a foot of water. That's a very big tactical advantage."

"We continue to have an open contract from the Navy," McLaughlin said, but the budget has slowed down the Navy's purchase of boats. In addition to funding woes, McLaughlin said military agencies are still struggling to accept composite-hulled boats. Also, "the Coast Guard is looking for new vessels, but specifications are still for 30 knots as top speed; now a days boats go faster."

"People have to be willing to take risks in applying new technology to our problems," McLaughlin said, but he conceded that "large organizations have to make those changes at their own pace."

fitted with Furuno Navnet electronics package with a pair of Bostrom helm seats for the two crew. The cabin is equipped with Hammond Arctic Wolf heating and air conditioning.

Metal Shark FPB-L Training Boats for Navy

Metal Shark Boats has completed delivery of two 38 Defiant training craft to the U.S. Navy as a Force Protection Boat – Large (FPB-L) training platform. Designed for global deployment as a force/asset protection vessel, the 38 Defiant fleet will be based out of Little



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Specifications:

Length, o. a.38.2 ft
 Beam11.4 ft (with collar)
 Draft2.5 ft
 Engines ...2x 5.9-liter Cummins diesels
 PropulsionHamilton 292 Waterjets
 Max speed40 knots
 Fuel capacity300 gal
 Dry weight12,000 lbs
 Max hp1,200

Creek Training Center in Virginia. Metal Shark's removable urethane-sheathed solid foam collar combines the utility of a full foam collar with the deck space and simplicity of a hard sided craft. The FPB-L features two helm seats with dual controls, three weapon foundation mounts and a gunner's tub, an extended cabin with SHOX-brand shock mitigating seats, engine-driven heat and air conditioning and a private head.

Coast Guard RB-Ms



Photo courtesy Metalcraft

Marinette Marine Corporation announced that, as prime contractor and program manager, it has been awarded an additional 10 Response Boat – Mediums (RB-Ms) and other program management work by the U.S. Coast Guard. With an approximate value of \$21,850,000, the new boats are part of a multi-year Coast Guard contract requiring the construction and delivery of up to 250 RB-Ms at a total contract value of up to \$600m. Delivery of the 10 boats is

scheduled to begin in the fourth quarter of 2012. This brings the total number of boats under contract to 115 at the present time. Marinette Marine will build 50% of the boats at its ACE facility in Green Bay, Wis. Marinette Marine's teaming partner, Kvichak Marine Industries of Seattle, will build the other 50% of the boats at its Kent, Wash. facility.

USMI Mark V Fast Patrol/Interceptor Craft

United States Marine, Inc. (USMI) has successfully completed acceptance trials of the first of 10 Mark V Fast Patrol & Intercept Craft (MKV-PB) constructed under a NAVSEA FMS contract for the Kuwait Naval Force (KNF). The all aluminum craft is based on USMI's XFPB and MKV class designs configured to meet KNF requirements for a fast patrol/pursuit craft. The craft is powered by twin MTU 12V4000 M90 diesel engines each producing 2,735 bhp driving Rolls-Royce 63 SII waterjets through ZF reduction gears. The craft exceeded the 45 knot maximum speed

Specifications:

Length, o.a.90 ft
 Beam, max.20 ft
 Depth10.5 ft
 Displacement, approx.74 LT
 Propulsion diesel ..2x MTU 12V4000 M90
 Power2,735 bhp @2,100 rpm
 Propulsion ..2x Rolls-Royce 63SII Waterjets
 Speed, max45+ knots @full load



Photo courtesy USMI

requirement at full load displacement and met or exceeded all other performance requirements in sea state three encountered during trials.

Ribcraft Builds N.J. Fish & Wildlife Fleet



Photo courtesy Ribcraft

Specifications:

Length, o.a.22.4 ft
 Beam8.8 ft
 Weight (w/o engine)2,275 lbs
 Internal length on deck16.9 ft
 Internal beam on deck5.9 ft
 Draft (w/o engine)1.5 ft
 Max people12
 Max hp225

Ribcraft was recently awarded a contract by the New Jersey Department of Environmental Protection for a fleet of patrol and enforcement craft. The boats will feature a center console, t-top, tow posts, complete navigation and electronics package and single 200 hp Honda four stroke engines. The 22-ft Ribcraft 6.8s will be utilized to fulfill the law enforcement operation of New Jersey Fish and Wildlife.

25-ft Protector

The new Protector Center Console 25-ft allows operators to take advantage of lightweight powerful engine options, reducing fuel consumption and operating cost. Equipped with a multi-purpose, high-performance design, the center console's solid lam-



Specifications:

Length, o.a.	26.5 ft
Length, w.l.22 ft
Length on hull25 ft
Beam inflated9.5 ft
Beam deflated8.3 ft
Draft with motors up1.3 ft
Draft with motors down2.1 ft
Avg. weight with motors	4,100 lbs
Avg. weight, motors & fuel ...	4,625 lbs
Fuel capacity84 gal
Dead rise23 aft/60 forward

inate fiberglass hull and chambered hyperon tubes offer shock absorption, stability and additional flotation. The boat features a shallow draft, 30-knot cruise speed and 48-knot top speed.

Lee Shore Boats RIB

Lee Shore boats of Port Angeles, Wash. was awarded a contract to design and build an RIB patrol boat for their local Clallam County Sheriff's Dept. This vessel, designed by Antonio Salguero of Coastwise Marine Design, will be 26-ft by 10.7 ft overall, including a CPI Products 16-inch by eight-inch Air D inflatable collar. It will utilize twin 175 hp four stroke Suzuki outboards, a six-ft by eight-ft walk-around cabin with two sliding side doors and hinged rear door, fore and aft tow bollards and a law enforcement electronics and lighting package. The



Image courtesy Lee Shore Boats

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vessel will be used for Sheriff patrols and to aid the Coast Guard in Homeland security missions in the Puget Sound. Delivery is slated for July 29.

Lee Shore Patrol Boat

Lee Shore Boats recently delivered a 30-ft by 10-ft aluminum patrol boat to the Bonner County Sheriff's Dept. in Sandpoint, Idaho. Lee shore start-

Specification:

BuilderLee Shore Boats
 OwnerBonner Country Sherriff Dept.
 Length30 ft
 Breadth10 ft
 MaterialAluminum
 Engines2 x Honda OB
 Power2 x 225 hp
 SeatingBentley
 Search lightJabsco



Image courtesy Lee Shore Boats

ed with the 30-ft version of their Swiftsure 17 degree deadrise mono-hull, then designed the six-ft by nine-ft walk-around cabin, drop down dive door, storage compartments, removable fore and aft tow bollards, motor guard and other accessories to meet the customer's exact specs. The vessel features twin 225 hp four stroke Honda outboards, Bentley suspension seating, Jabsco remote search light, AJR windows and door and customer installed law enforcement electronics and lighting package.

Naiad Inflatables: 10 Patrol Vessels for DOJ

As part of its International Criminal Investigative Training Assistance Program, The Department of Justice signed a contract with Naiad Inflatables of Newport Inc. to build a fleet of 10 32.8-ft aluminum stepped-hull patrol vessels. Operated by local law enforcement trained by ICITAP, their mission includes local anti-terrorism and anti-smuggling operations along the coasts of Indonesia and the



Photo courtesy Naiad Inflatables of Newport

Specification:

BuilderNaiad Inflatables of Newport
 TypePatrol Craft
 OwnerDepartment of Justice
 Length32.8 ft
 MaterialAluminum
 Engines2 x Mercury Verado OB
 Power2 x 250 hp
 Fuel280 gal
 Range350 nm

Philippines. The vessels have anti-ballistic foam fenders and are powered by two 250 hp Mercury Verado outboards. Each vessel's crew cabin is equipped with state-of-the-art radar and communications systems; four shock-mitigating seats; v-berth; and storage for hand-held weapons, spares and outfit items. Fuel capacity is 280 gallons, giving a range in excess of 350 nautical miles at cruise.

Juliet Marine's Anti-Piracy System: GHOST

GHOST, the new anti-piracy system from Juliet Marine Systems, Inc., can't be unveiled to the public yet. According to Gregory Sancioff, founder and owner of Juliet Marine Systems, his company has developed and built a full scale, 60-ft, 60,000-lb prototype vessel which he describes as an "attack helicopter on the water." Because the concept is under review by the U.S. Navy, according to Sancioff, he is not yet at liberty to disclose details of his unique hull and propulsion system. Sancioff, who built a career spanning two decades as an inventor and business owner in the medical device field, envisioned the GHOST platform in the wake of the bombing of the USS Cole in the autumn of 2000. "My entire career has been dedicated to inventing technology to solve problems," said Sancioff, who claims to have 45 patents under his belt so far. While details are purposefully secretive at the moment, the GHOST marine platform was specifically designed to deal with international problems of piracy; a new class of vessel designed with the ability to conduct long range security patrols at very high speeds and to loiter for several days, using non-lethal or lethal weapons depending on situational requirements. GHOST is specifically designed to be sea-based in squadrons from a larger ship that would act as home base for the security patrols and could be placed offshore close to the area of operations.

PEOPLE & COMPANY NEWS



Vorst



Bowen



Cargol



Jorgensen



Polk



Michel

Tidewater Promotions

Tidewater Inc. promoted Nelson Greer, Mark Handin and Darren Vorst to Vice Presidents of Tidewater companies. Greer joined Tidewater in 1982, after completing 13 years in the British Merchant Marine. He is also a graduate of Harvard Business School General Management Program. Handin joined Tidewater in 1996, after having earned a Master's of Business Administration from the University of Texas at Austin. Vorst earned his Bachelor's of Business Administration from Texas A&M University and worked for six years at Price Waterhouse in Houston.

Bowen to Lead Bollinger Program

Bollinger Shipyards appointed Charles "Skip" Bowen as Program Manager for the FRC Sentinel Class Patrol Boat building program at Bollinger's Lockport facility.

Cargol Joins Global

Global Diving and Salvage, Inc. hired Mike Cargol as general manager for its Gulf of Mexico region, based in Houston, Texas. Cargol will be responsible for the day-to-day operations as well as the development of business opportunities. Cargol was previously employed by Houston based Wild Well Control, Inc.

Kvichak Welcomes Jorgensen

Kvichak Marine Industries in Seattle, Wash. appointed Travis Jorgensen as Project Manager. Jorgensen has been a project manager at Kvichak's Response Boat-Medium division in Kent, Wash. for the past two years. Prior to joining Kvichak, Travis was the project manager on several production boat building lines.

Polk Named Director SCI Center

Taking over the reins from Eric K. Larsson, Captain Stephen Polk now commands SCI's advanced training program for mariners.



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PEOPLE & COMPANY NEWS

Bollinger Receives SCA Safety Award



Left to right: Matthew Paxton, SCA President; Chris Bollinger, Bollinger Shipyards Exec. VP; Ian Bennitt, SCA Manager Gov't Affairs.

Bollinger Shipyards, Inc. was awarded the 2010 Award for Excellence in Safety by the Shipbuilders Council of America (SCA). The Award for Excellence in Safety is given to member companies who have an end-of-year Total Recordable Incident Rate (TRIR) that is below the average SCA rate.

Michel Promoted at Crowley

Crowley Maritime promoted Suz Michel to VP of People Development and Learning. Michel previously served as director of People Development and Learning.

Hooper VP Sales, Marketing, Austal USA

Dr. Craig Hooper joined Austal USA as VP of Sales, Marketing and External Affairs. Dr. Hooper has a PhD from Harvard University and is the co-founder of New Pacific Institute, a national security think-tank.

L-3 GAI Appoints Schwiering

L-3 G.A International (L-3 GAI) has appointed John Schwiering as the sales manager of its Seattle, Wash. office. Schwiering was formerly a regional sales manager for Japan Radio Company and has over 20 years of experience in the maritime industry.

O'Connell Joins Edoc

Edoc Systems Group Ltd. announced Ged O'Connell is joining the company as its new Regional Sales Manager. O'Connell, formerly the North American Sales Manager with Jeppesen, will manage sales operations for Edoc in the Eastern U.S.

Toyota Recognizes Crowley for Quality

Toyota Logistics Services recently presented Crowley Maritime Corporation's liner services group with its Excellence in Quality Award for 2010 in recognition of Crowley's performance transporting thousands of Toyotas from the U.S. to Puerto Rico during the year.

Bollinger Presents Model of New Tug to Crowley

In a ceremony held at Crowley's Jacksonville, Fla. office, Bollinger executive VP, new construction, Chris Bollinger, presented a model of the new Ocean class tug to Crowley's president, chairman and CEO, Tom Crowley.

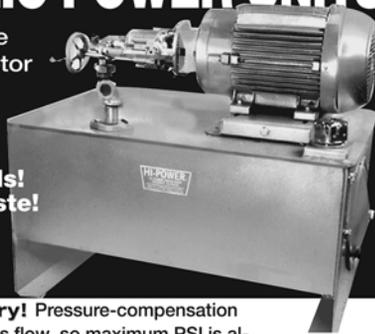


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PEOPLE & COMPANY NEWS

Markey's New A&R Winches

Markey Machinery introduced its new line of Abandonment and Recovery (A&R) winches suited for oil field services such as maintenance, repair and decommissioning. Markey's type DEPS-76AR is a single drum, direct-pull type winch with level wind designed to work 3,300 meters of 4-3/4 inch diameter wire rope. Redundant vector-motors developing 1,750 hp turn the drum through an induction hardened helical transmission. AC-variable frequency drives produce retrieval speeds of 32 m/minute.

VertaJet for Surface Prep

The VertaJet SRT-6LT from NLB provides faster surface preparation and is more ergonomic than previous models. The new unit needs no air connection to rotate the 40,000 psi water jets and weighs 20 lbs.

Ultra Anchor Certification

Quickline announced that its Ultra Anchor meets the highest level of holding power as defined by the American Bureau of Shipping and has been awarded the certification of design assessment for Stainless Steel Superior Holding Power (SHP) for restricted service to a maximum anchor weight of 3,306 lbs.

New Laborde Dealer

Laborde Products has appointed Performance Power Systems as a new dealer. Based in Savannah, Ga., the company is a full-service marine diesel engine facility specializing in powertrain and generator systems.

DSC Dredge Orders Rise

DSC Dredge reports an increase in sales. Several months ago, DSC delivered a 24-inch cutter suction dredge to the Port of New Orleans. The new dredge, with its modern GE engine,

www.marinelink.com

uses one-third of fuel the port was previously consuming, while producing at a higher level. The dredge's rake feature, located on the stern of the dredge, makes pushing the dredge upriver much simpler and the addition of an elevated walkway makes

boarding the dredge much easier as well. The addition of DSC's maximizer suction relief system allows the port to avoid downtime. It incorporates a pneumatically controlled butterfly valve plumbed into the suction of the dredge.

“...testing equipment such as a large marine diesel engine takes a lot of planning, cooperation...but most of all flexibility and efficiency... (ComRent) should be commended for their dedication, hard work, and unwavering attention...”

Simon Zielonka M.I.E.T.
Marine Electrical Superintendent
Royal Caribbean Cruise Lines



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PIPES, PUMPS & VALVES

W&O's FuelProof System with iShip

"With fuel and other costs continually rising, vessel owners and operators are increasingly conscious of the amount of resources needed to maintain current operations. We developed the FuelProof system with modules that provide better accuracy and more precisely monitor vessel bunker custody transfer, fuel consumption and efficiency and emissions," said Jack Guidry, President and CEO of W&O. "Using the W&O iShip data management infrastructure, FuelProof also takes operational efficiency a step further by integrating all existing engine management, automation and DCS systems using a



single, easy-to-use interface that provides accurate measurement, recording and reporting of valuable fluid flows on vessels."

FuelProof's direct mass method of measurement delivers a 0.5% margin of error during the bunkering process, drastically reducing discrepancies and costs. "Accurately gauging fuel intake during the bunkering process can drastically reduce costs while providing a more precise level of overall fuel consumption, which has a huge impact on the bottom lines of large vessel and fleet owners. The FuelProof system can provide a payback in months based on accurate bunker fuel transfer and consumption," said Guidry. "Furthermore, the ability to monitor all fluid levels on a vessel in one interface increases efficiency on a much larger scale for vessel and fleet owners."

www.wosupply.com

Wilden Advanced Series Metal AODD Pumps

Wilden's Advanced Series Metal AODD pumps are designed to handle several fluid transfer applications found in the commercial marine industry. Advanced pumps feature high flow rates, a high level of product containment, bolted liquid paths, self-priming and dry-run capabilities, anti-freezing technology, variable flow and pressure rates, lube-free operation and ease of operation and maintenance. Users of Advanced pumps also benefit from Wilden's patented Pro-Flo XO air distribution system (ADS), which offers operational flexibility. This flexibility is accomplished by the Efficiency Management System (EMSO), which optimizes the Pro-Flo XO ADS for the actual operation parameters regardless of the application demands or pump size. The EMSO allows the operator to use an integrated control dial to select the efficiency point and flow rate that best suits the application. The results, in addition to lower energy costs, are higher performance, lower operational costs and performance flexibility.

www.wildenpump.com



Blackmer HXL Sliding Vane Pumps

Blackmer's HXL series sliding vane pumps handle large volumes of non-corrosive liquids, from thin solvents to heavy oils and molasses. Strong suction lift capability efficiently transfers these products from commercial vessels into storage tanks while efficiently stripping both suction and discharge lines to minimize product loss. Self-adjusting vanes



eliminate slippage caused by normal wear, thus maintaining flow rates. HXL pumps are also self-priming so they are always ready to operate without time-wasting priming routines, while an internal relief valve protects against excess line pressure. A major benefit of Blackmer HXL pumps is significantly reduced maintenance. Replacing sliding vanes can be accomplished in a matter of minutes. Replaceable casing liners and end discs make rebuilding the pumping chamber easier and faster, without the need to disconnect the pump drive or system piping. HXL models are available in six, eight and 10-inch ANSI flanged port sizes with operating speeds up to 350 rpm and maximum rated capacities of 755, 1,228 and 2,300 gpm.

www.blackmer.com

Flexi-Drive Remote Valve Operator



Smith Flow Control (SFC) offers the Flexi-Drive valve actuator, allowing remote operation of valves located in hard-to-reach or dangerous areas.

Smith Flow Control (SFC) offers the Flexi-Drive valve actuator, allowing remote operation of valves located in hard-to-reach or dangerous areas. Flexi-Drive attaches to the host valve with no modifications required. A patented flexible linear drive cable connects the valve to a hand wheel up to 200 ft away, accommodating 540 degrees of bends in the cable run. The system can be passed around and through walls, bulkheads and floors, and is completely sealed and permanently lubricated for maintenance-free operation. Flexi-Drive is completely submersible, operating in water up to 50 ft. It is constructed from corrosion-resistant 316 stainless steel, and designed to withstand temperatures from -65 to +400 degrees Fahrenheit. The Flexi-Drive clutching system replaces the use of sheer pins, ensuring reliable operation throughout its 20,000 valve cycle service life.

www.smithflowcontrol.com

Varna's Extreme Duty Transfer Pump XD4

Varna Products, a division of Transportation Research Corp., introduced their new extreme duty Whisper Vane Transfer Pump Model XD4. Made of type III hard anodized aluminum, carburized carbon steel, the XD4 has a wide variety of transfer applications where both extreme high and low temperatures exist. The XD4 pump delivers up to four gpm of oil

flow, is self-priming, quiet running, utilizes Varna's Whisper-Vane technology and is for use with non-corrosive fluids such as oils and coolants. It can produce up to 60 psi at nominal voltages of 12 to 24 vdc. The XD4 has a permanent magnet motor capable of doing a high amount of work for its size and can be used in certain continuous-duty applications.

www.VarnaProducts.com

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PRODUCTS

Waterjet Propulsion Systems from Ultra Dynamics

Ultra Dynamics UltraJet waterjet propulsion systems have been designed to minimize the amount of design and construction work for the boat builder by incorporating onto the jet many of the features that were previously mounted separately. Easy and quick installation lowers boat builders' costs and optimizes their build schedules. UltraJet waterjets are based on a high efficiency single stage axial flow pump unit with a variety of installation and control system options. A range of impeller options are available.



Image courtesy Ultra Dynamics

www.ultradynamics.com

HamiltonJets for Offshore Wind Farm Catamarans

HamiltonJet was selected as the propulsion partner in three recent catamarans working in the offshore industry. The vessels include the 59-ft Windcat 21 with twin HamiltonJet HM571 waterjets, for UK/Netherlands-based Windcat Workboats; the 75.5-ft CarboCat 23 catamaran with twin HamiltonJet HM571 waterjets, the first offshore wind farm support vessel to utilize carbon fiber construction; the 91.8-ft catamaran with twin HamiltonJet HM651 waterjets, currently in build in the UAE at Topaz Shipbuilding.



Photo courtesy HamiltonJet

www.hamiltonjet.com

Honda Marine's BF250

The concept BF250 engine is based upon a 3.6 liter engine platform and features Boosted Low Speed Torque (BLAST) to improve acceleration at low speeds. The outboard also features 4-stroke design, a large displacement V6, VTEC, Lean Burn Control, dual stage induction, oxygen and knock sensors, balanced engine, tuned dual exhaust, multi-port programmed fuel injection (PGM-FI), non-linear mounting system and counter rotation.



Image courtesy Honda Marine

www.honda.com

Seven Marine's 557 HP Outboard

Seven Marine unveiled their 557 hp outboard. The all aluminium 6.2 liter supercharged V8 engine was sourced from GM where it is normally found under the hood of the Cadillac CTS-V sports sedan. Additions to the Cadillac V8 auto engine have been kept to a minimum, with the exception of a corrosion-proof stainless steel exhaust system. In association with ZF Marine the 557 offers a CAN-bus enabled disc-clutch mechanism that enables smooth, computer-controlled shifting together with a joystick controller.



Image courtesy Seven Marine

www.seven-marine.com

Torqueedo New Electric Outboard

Torqueedo's new 2011 electric outboard models have maintenance-free brushless DC motors with rare earth magnets (six times the field strength and torque of ordinary magnets) giving increased efficiency and load/speed management. The batteries are lithium-based. Operational performance of the 9.9 hp model, meant for vessels up to four tons, is three knots with eight hours run time and six to 11 knots with an hour and 10 minute run time. A throttle display gives constant readout of battery charge status with (GPS enabled) speed over the ground and remaining range.



Photo courtesy Torqueedo

www.torqueedo.com

OmniThruster HT Series

OmniThruster's HT Series (200-600 hp) thrust directors were developed to provide small vessels maneuvering and auxiliary propulsion capabilities. The thrust directors add forward and aft auxiliary propulsion to the standard port/starboard system by deflecting the waterjet to the fore or aft which produces an equal and opposite reaction. When the thrust directors are coupled with an upgraded control system, a fully proportional 360 degree maneuvering system results.



Image courtesy OmniThruster

www.omnithruster.com

TUTOR-SALIBA CORPORATION

Contact: James Foster

818-362-8391

EM1068 Official # 534891 - 1021 net/Gross Tons - Built 1928 in Oakland CA. LOA 258.5' - Beam 38' - Depth 12'. Flat Deck Barge, riveted steel construction, raked bow and stern. 6" asphalt wear deck with 3' steel fenced sides running port and starboard. Barge is also outfitted with 2 Clyde two drum waterfall winches. **\$300,000.00.**

EM1163 - 125' x 34' x 9' Flat Deck Barge s/n 1065170 c/w 12 hatches, 4 bits, 6 kevels, 25 degree raked bow/stern, stern w/skaggs. **\$125,000.00.**

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PRODUCTS

PropExpert 2011 Propeller Sizing Tool

HydroComp PropExpert is a software tool for the sizing and analysis of propellers for work boats and pleasure craft. It provides the tools needed for the proper selection of propulsion system components: engine, gear and propeller. Initial development in 2011 has introduced new features for proper sizing of folding propellers, with specific consideration of powering efficiency and cavitation limits.



Image courtesy HydroComp

Notable recent purchasers of PropExpert include HS Marine Propulsion (USA), Inland Boat Works (USA), M & J Engineering (Australia), and ZF Marine (USA).

www.hydrocompinc.com

Army Vessels Use BriarTek Life-Saving Technology

The U.S. Army has chosen BriarTek to provide the ORCA Man Overboard Indicator system for sailors aboard its Large Tug MG Winfield Scott and Logistics Support Vessel MG Robert Smalls. In the event of a man overboard situation, ORCA transmitters self-activate within three to five seconds of submersion in either fresh or saltwater and immediately transmit the user's location and relative bearing to all ORCA systems within range. The ORCA system also provides the name of the individual who has fallen.



www.briartek.com

New Metallic LED Vaporproof Fixture

Phoenix Products Company, Inc. released the Metallic LED VP Series of vaporproof fixtures. Aiming to keep the design of traditional "jelly-jar" fixtures, the Metallic LED VP uses a patent pending module to house a Bridgelux LED light source rated for 50,000 hours of illumination. These fixtures are UL 1598A listed for marine, outdoor and saltwater environments; UL 844 listed for hazardous locations; ABS listed; IP66 and LM79 tested and certified. The fixture employs thermal paste in mounting the array.



Image courtesy Phoenix Products

www.phoenixproducts.com

Environment Marine's MSD Type II

The MSD Type II Marine Sanitation Device is a biological aerobic (bacteria and air) sewage treatment system. Liquid and solid wastes are removed from the water by the bacteria naturally contained in sewage. The unit is simple to install, light weight, constructed of high density polyethylene, corrosion resistant, meets IMO standards and is U.S. Coast Guard Certified.

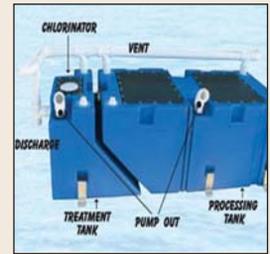


Image Environmental Marine

www.envmar.com

ZF Marine Transmissions

ZF Marine has partnered with Ilmor Marine as the exclusive supplier of transmissions for recently announced Ilmor powered MasterCraft products. ZF Marine will supply its 45 and 63 series transmissions, produced in Padova, Italy to Ilmor Marine for packaging and line side shipment of the powertrain to MasterCraft's production facility.



Image courtesy ZF Marine

www.zf-marine.com

MTU 4000 Engines Power New LNG Terminal Tugs

Boston Harbor has been a center for unloading the liquefied natural gas (LNG) tankers that supply natural gas to much of the Northeast. Getting those tankers safely to their terminals is the job of ship-assist tugboats such as those operated by Boston Towing and Transportation (BT&T). Suez Energy North America contracted with BT&T to handle LNG ships for the next 20 years. Based on that contract, Boston Towing was able to finance two new tugs, the 128-ft Independence and the 98.5-ft Justice. BT&T specified twin MTU 16V Series 4000 marine diesel engines for both boats, which were designed by Robert Allan Ltd. The Justice was built by Martinac Shipyards in Seattle, Wash.; the Independence was built by Derecktor Shipyards in Bridgeport, Conn. Boston-area MTU distributor, New England Detroit Diesel-Allison in Wakefield, Mass., supplied the engines.

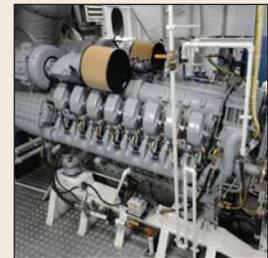


Photo courtesy MTU

www.mtu-online.com

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The best entries from each category will be published in the June 2011 edition of Maritime Reporter and Engineering News. All photos must be entered by May 10 to be counted.

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email: marketing@hamiltonjet.com
Descr: Hamilton Waterjet range includes models for power inputs from 150 kW to 3,000 kW, for vessels typically up to 197 ft long; All models include integral intake and transition duct for easy installation, steering and reverse functions; All but the smallest units include fully integrated hydraulic reverse systems with jet driven hydraulic pump, control valves & oil-cooler cast into the jet intake

Honda Marine Group

4900 Marconi Dr.
Alpharetta, GA 30005-2519
http://marine.honda.com
tel: 770-497-6400
fax: 678-339-2519
Descr: Honda has sold 4-stroke outboard motors in the U.S. for forty years. Honda outboards are available in 2.0 to 105 hp models

IntelliJet Marine, Inc.

4805 158th Court NE
Redmond, WA 98052-5261
www.ijet.com
tel: 425-869-2723
email: info@IntelliJetMarine.com
Descr: IntelliJet is an energy efficient and high performance marine jet that revolutionizes marine propulsion through the use of computer-controlled components, following the trend in modern cars and airplanes

Konrad Marine

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Hudson, WI 54016
www.konradmarine.com
Tonya VanDamme
tel: 715-386-4203
fax: 715-386-4219
email: tonyav@konradmarine.com
Descr: Designer and manufacturer of stern drive propulsion systems
Products: Stern drives, PRS, Ace Propulsion System

Maritime's Marine Centers

2412 NW Market St.
Seattle, WA 98107
www.msco.com
Jack Groseclose
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Fax: 206-402-4874
email: jack@msco.com
Descr: Maritimes Marine Centers are full-service dealerships with certified Honda outboard technicians

Mercury Marine

W6250 W. Pioneer Rd.
P.O.Box 1939
Fond du Lac, WI 54936-1939
www.mercurymarine.com
tel: 920-929-5040
fax: 920-929-5893
Descr: Mercury provides engines, boats, services and parts for recreational, commercial and government marine applications; Mercury's portfolio includes Mercury and Mariner outboard engines; Mercury MerCruiser sterndrive and inboard packages; Mercury propellers; Mercury inflatable boats; Mercury SmartCraft electronics; and Mercury and Quicksilver parts and oils

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63 Route 130 North
Bordentown, NJ 08505
www.nandbmarine.com
Matthew Kocsak
tel: 609-298-3658
fax: 609-298-4569
email: nbmarine@verizon.net
Descr: Outboard motor and boat sales and service
Products: Mercury outboards and SeaArk boats

North American Marine Jet, Inc.

216 Sevier St.
Benton, AR 7201
www.marinejet.com
tel: 501-778-4151
fax: 501-778-6381
email: jason@marinejet.com
Products: Traktor Jet HT series, Traktor Jet HH series, 360-Degree Thruster series
Descr: North American Marine Jet works with customers to tailor complete jet propulsion systems to meet their individual needs

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Twinsburg, OH 44087
www.omnithruster.com
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email: info@omnithruster.com
Descr: Marine maneuvering and propulsion systems
Products: Waterjet bow/stern thrusters, 75-2200 hp

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Descr: Engine manufacturer
Products: Diesel engines for marine applications

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2005 Valley View Ln., Suite 200
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www.tohatsu.com
tel: 214-420-6440
fax: 214-420-6464
Descr: Manufacturer of outboard engines of 2.5 to 115 hp

Transmission Engineering Company

1851 North Penn Rd.
Hatfield, PA 19440
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Descr: TECO is a primary distributor of Doen water jets, controls and steering systems for U.S. marine propulsion applications

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1110A Claycraft Rd.
Columbus, OH 43230
www.ultradynamics.com
Jim Campbell
tel: 614-759-9000
fax: 614-759-9046
email: sales@ultradynamics.com
Descr: Design and manufacturer of UltraJet range of waterjet propulsion systems and marine control systems
Products: Ultrajets waterjet propulsion systems, jet drives, marine controls, joystick controls, marine hydraulics

Yamaha Motor Corporation, USA

1270 Chastain Rd.
Kennesaw, GA 30144
www.yamaha-motor.com
tel: 866-894-1626
Descr: Yamaha offers the 5.3L V8 with a configuration designed to easily produce prop shaft hp with less stress and strain on internal engine components than small displacement, high-output outboards. Four oversized valves per cylinder increase breathing efficiency and contribute significantly to this engine's power and torque

ZF Marine LLC

3131 SW 42nd St.
Fort Lauderdale, FL 33312
www.zf-marine.com
tel: 954-581-4040
fax: 954-581-4078
Descr: ZF Marine is a world leader in propulsion system technology
Products: Transmissions, controls, propellers, surface drives, shafting

BY THE NUMBERS

Offshore Rig Fleet by Region

Region	%	No.
Africa – West	78.9%	(45/57)
Asia – SouthEast	69.9%	(65/93)
Europe - North Sea	84.2%	(64/76)
Mediterranean	71.4%	(15/21)
MidEast - Persian Gulf	76.6%	(72/94)
N. America – Mexico	65.5%	(19/29)
N. America - US GOM	73.8%	(59/80)
S. America – Brazil	86.4%	(57/66)

Source: Rigzone

Offshore Rig Utilization by Type

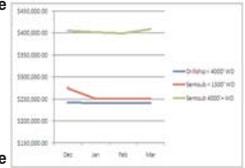
Type	%	No.
Drill Barge	80.0%	(8/10)
Drillship	70.0%	(42/60)
Jackup	75.4%	(273/362)
Semisub	82.7%	(143/173)
Tender	66.7%	(20/30)

Source: Rigzone

Offshore Rig Day Rates

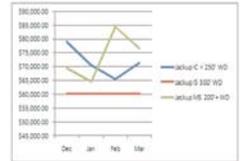
Floating Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Drillship < 4000' WD	6 rigs	8 rigs	\$241,200.00
Drillship 4000'+ WD	39 rigs	54 rigs	\$450,731.85
Semisub < 1500' WD	9 rigs	18 rigs	\$250,992.86
Semisub 1500'+ WD	66 rigs	86 rigs	\$293,511.73
Semisub 4000'+ WD	78 rigs	98 rigs	\$409,410.26



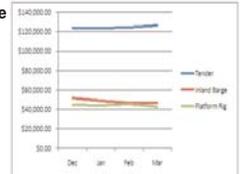
Jackup Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Jackup IC < 250' WD	30 rigs	53 rigs	\$71,333.33
Jackup IC 250' WD	39 rigs	64 rigs	\$90,661.76
Jackup IC 300' WD	90 rigs	126 rigs	\$96,366.15
Jackup IC 300'+ WD	114 rigs	146 rigs	\$134,962.75
Jackup IS < 250' WD	5 rigs	7 rigs	—
Jackup IS 250' WD	8 rigs	10 rigs	\$137,000.00
Jackup IS 300' WD	2 rigs	5 rigs	\$60,300.00
Jackup IS 300'+ WD	1 rig	3 rigs	\$55,000.00
Jackup MC < 200' WD	2 rigs	12 rigs	\$22,333.33
Jackup MC 200'+ WD	11 rigs	28 rigs	\$48,784.09
Jackup MS < 200' WD	2 rigs	2 rigs	—
Jackup MS 200'+ WD	5 rigs	19 rigs	\$76,650.00



Other Offshore Rigs

Rig Type	Rigs Working	Total Rig Fleet	Average Day Rate
Drill Barge < 150' WD	18 rigs	39 rigs	—
Drill Barge 150'+ WD	6 rigs	9 rigs	—
Inland Barge	26 rigs	75 rigs	\$46,585.71
Platform Rig	142 rigs	250 rigs	\$42,974.82
Submersible	0 rigs	6 rigs	—
Tender	20 rigs	33 rigs	\$126,536.84



Source: Rigzone

Source: Charts courtesy of Waterborne Commerce Statistics Center, New Orleans, La. (<http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm>)

TSA Surcharge

West Coast

Date	\$/MT	ch/\$	ch/%
Apr 25	691.00	-1.50	-0.2
Apr 18	692.50	-9.50	-1.4
Apr 11	702.00	+3.50	+0.5
Apr 4	698.50	+31.50	+4.7
Mar 28	667.00	+16.00	+2.5
Mar 21	651.00	+0.50	+0.1
Mar 14	650.50	-6.50	-1.0
Mar 7	657.00	+8.00	+1.2
Feb 28	649.00	+40.50	+6.7
Feb 21	608.50	+4.50	+0.7
Feb 14	604.00	+2.00	+0.3
Feb 7	602.00	+40.50	+7.2

East Coast

Date	\$/MT	ch/\$	ch/%
Apr 25	688.00	+2.50	+0.4
Apr 18	685.50	-10.00	-1.4
Apr 11	695.50	+16.50	+2.4
Apr 4	679.00	+26.50	+4.1
Mar 28	652.50	+8.50	+1.3
Mar 21	644.00	-15.00	-2.3
Mar 14	659.00	+4.00	+0.6
Mar 7	655.00	+8.50	+1.3
Feb 28	646.50	+43.50	+7.2
Feb 21	603.00	+4.00	+0.7
Feb 14	599.00	+21.00	+3.6
Feb 7	578.00	+28.00	+5.1

Source: Bunkerworld.com

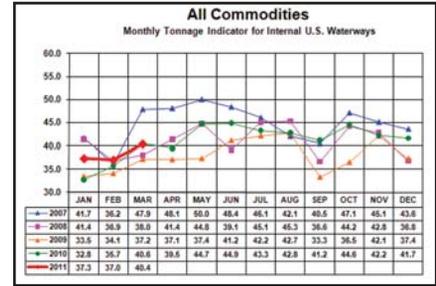
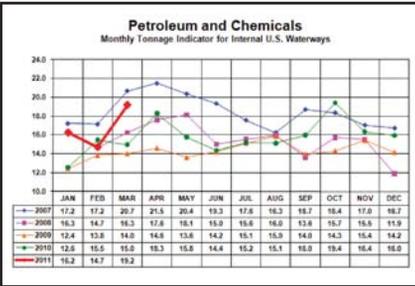
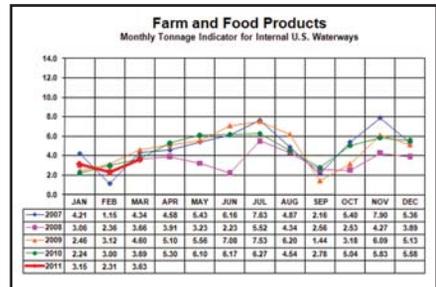
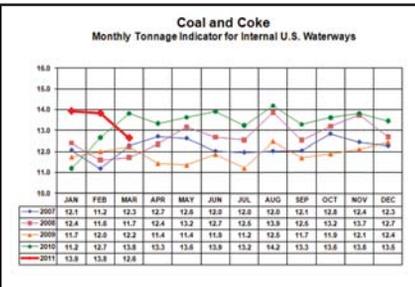
<http://www.bunkerworld.com/markets/surcharges/tsa#>

Indicative World Steel Prices

Indicative prices		Change
SBB HRC world price \$/t	810.585	-15
SBB Rebar world price \$/t	726.713	-14
SBB World Price Tracker	283.724	-1

Source: Steel Business Briefing

<http://www.steelbb.com/steelprices/>



Bunker Fuel

Port	IFO 380	IFO 180	MGO	Del. Date
Corpus Christi	685.00	700.00	1050.00	W 2011-04-28
Houston	657.00	690.00	1035.00	W 2011-04-28

Source: BunkerIndex.com - <http://www.bunkerworld.com/markets/prices>

Port	IFO380	IFO180	MGO	MDO	Barge	Updated
New York	679.00	708.00	—	1053.50	\$7.50	Apr 28
Houston	672.50	708.50	—	1056.50	\$7.00	Apr 28
Los Angeles	691.00	719.50	—	1061.00	\$5.80	Apr 28

Source: Bunkerworld.com - <http://www.bunkerworld.com/markets/surcharges/tsa#>



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