

Marine

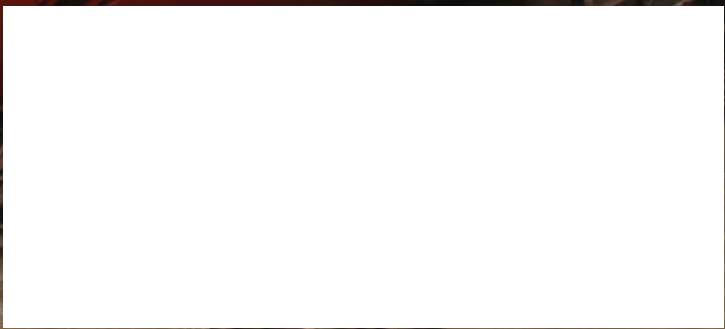
News

JANUARY 2012

WWW.MARINELINK.COM

Line 'em up

Is U.S. Boatbuilding Back?



Insights
Donald
"Boysie"
Bollinger
page 8



Patrol Boats
Business
Booming
page 30



POWER



Kvichak Marine Industries



*Scania engines - 12 or 16 liter
with ratings from 300 to 800 hp*

Power to propel both vessels and business.

Since 1902, commercial mariners around the world have relied on Scania engines to power their fishing boats, patrol boats, tug boats and ferries. No matter the application, Scania marine engines have earned a reputation for their robust performance, legendary durability and outstanding fuel economy.

Read more at www.scaniausa.com



SCANIA
Scania U.S.A. Inc.

Scania U.S.A., Inc. • San Antonio, TX • Phone 210.403.0007 • Fax 210.403.0211
E-mail: contact@scaniausainc.com • Web site: www.scaniausa.com

DISTRIBUTORS

Northeast/Great Lakes
Mack Boring & Parts Co.
908-964-0700

Northwest
Cascade Engine Center
206-764-3850

Southeast/Gulf Coast
Certified Diesel
954-583-4465

Southwest
Boatswain's Locker
949-642-6800

Central/Eastern Canada
ADF Diesel
800-517-1489

IF YOU'RE STILL USING RATCHETS, YOU'RE MISSING THE BOAT.



THE YOYO BARGE WINCH IS SAFER, EASIER, FASTER— AND MAKES RATCHETS OBSOLETE.

Patterson's YoYo Barge Winch eliminates fouling, springcoil, and controls spooling while saving 50% more time. That means the job will get done 100% faster, with tremendous cost savings. It's safer, too — and, once you use it, you'll never want (or need) to see a ratchet again.

It's the winch you need if you're serious about your boat — and your business.

DON'T BELIEVE US?

Try the Savings Calculator at:
pattersonmfg.com/calculator.html



We're sure you'll agree: ratchets don't stand a chance against the YoYo. Find out more by calling 800.322.2018 or visiting www.pattersonmfg.com. Better yet, get in touch with your Patterson Premier Distributor. We'll show you in person how the YoYo is revolutionizing the industry and making barge work safer and more profitable:

PATTERSON PREMIER DISTRIBUTORS:

Donovan Marine
800.747.5783

Humco Marine Products
800.381.9968

Rasmussen Company
206.762.3700

Stanley Parts & Equipment
281.452.2477

PATTERSON IS DEDICATED TO CREATING BARGE RIGGING THAT'S SAFER, EASIER, AND FASTER. WE ARE THE FUTURE OF BARGE RIGGING, AND WE'D LIKE TO SHOW YOU WHY.

PATTERSON | 870 RIVERSEA ROAD | PITTSBURGH, PA 15233 | WWW.PATTERSONMFG.COM





(Photo: Greg Trauthwein)



(Photo: C&C Technologies)



(Photo: Moose Boats)

12

8 **Donald "Boysie" Bollinger**

President & CEO, Bollinger Shipyards

Insights

10 **Marcon's Tug Market Report**

Does an Aging Domestic Tug Fleet have implications for U.S. boatyards?

By the Numbers

12 **Meet the "Hedgehog"**

Billed as most powerful high speed diesel engine ever, Cummins' new entry is also designed to meet EPA Tier 4 Emissions in 2014.

Tech File

16 **New Year, New Vessel**

Start the year off right with the newest addition to your fleet. By Captain Katherine Sweeney

Safety & Audits

24 **Build & Repair Work Accelerates**

All coasts enjoying upswing in business. by Susan Buchanan

Boatbuilding

30 **Patrol Boats**

Hi-Tech, innovative patrol boats are being churned out by domestic boatbuilders. by Joe Keefe

Markets



Aluminum models
28-45 feet

LONGEVITY. DEMAND IT FROM YOUR BOAT AND YOUR BOAT COMPANY.



Unsinkable fiberglass Whalers
15-37 feet



RHIB models
15-39 feet

As part of the largest marine manufacturing organization in the world, Brunswick Commercial and Government Products has the horsepower to deliver the boat you need, when you need it.

We offer aluminum, fiberglass and RHIB platforms and more than 600 options to help you design a boat to your exact specifications; so you can get the job done and get home.

And we back each boat with a superior warranty and the assurance that we'll be here to back it up should you ever need it.

Each BCGP boat is built strong with fortified laminate schedules and durable components— because sometimes, *your* longevity depends on your boat's longevity.



Brunswick Commercial and Government Products, Inc.

386.423.2900 • brunswickcgp.com



Contract Holder
Contract GS-07F-0011J

Brunswick Commercial and Government Products (BCGP) is a division of Brunswick Corporation — the largest marine manufacturer in the world.

MarineNews

ISSN#1087-3864 USPS#013-952
Florida: 215 NW 3rd St., Boynton Beach, FL 33435
tel: (561) 732-4368; fax: (561) 732-6984
New York: 118 E. 25th St., New York, NY 10010
tel: (212) 477-6700; fax: (212) 254-6271
www.marinelink.com

PUBLISHER

John C. O'Malley • jomalley@marinelink.com

Associate Publisher & Editorial Director

Greg Trauthwein • trauthwein@marinelink.com

Editor

Joseph Keefe • keefe@marinelink.com
Tel: 704-661-8475

Contributing Writers

Susan Buchanan • Raina Clark • Lawrence R. DeMarcay, III
Frederick B. Goldsmith • Randy O'Neill • Jim Shirley

PRODUCTION

Production Manager Irina Tabakina • tabakina@marinelink.com

Production Intern Nicole Ventimiglia • nicole@marinelink.com

SALES

Vice President, Sales & Marketing

Rob Howard • howard@marinelink.com

Sales Administration & Office Manager Rhoda Morgan • morgan@marinelink.com
Sales & Event Coordinator Michelle Howard • mhoward@marinelink.com
Classified Sales Manager Dale Barnett • barnett@marinelink.com
tel: 212-477-6700

Advertising Sales Managers

National Sales Manager

Jack Bond • bond@marinelink.com
Tel: 561-732-1659 Fax: 561-732-8063

Lucia Annunziata • annunziata@marinelink.com Terry Breese • breese@marinelink.com
Tel: 212-477-6700 Fax: 212-254-6271 Tel: 561-732-1185 Fax: 561-732-8414

Perry Grant • grant@marinelink.com Dawn Trauthwein • dtrauthwein@marinelink.com
Tel: 561-732-0312 Fax: 561-732-9670 Tel: 631-472-2715 Fax: 631-868-3575

Mike Kozlowski • kozlowski@marinelink.com
Tel: 561-733-2477 Fax: 561-732-9670

Managing Director, Intl. Sales

Paul Barrett • ieaco@aol.com
Tel: +44 1268 711560 Fax: +44 1268 711567

Uwe Riemeyer • riemeyer@intermediapartners.de
Tel: +49 202 27169 0 Fax: +49 202 27169 20

CORPORATE STAFF

Manager, Accounting Services Rhoda Morgan • morgan@marinelink.com
Manager, Public Relations Mark O'Malley • momalley@marinelink.com
Manager, Marketing Jocelyn Redfern • jredfern@marinelink.com
Manager, Info Tech Services Vladimir Bibik • bibik@marinelink.com

CIRCULATION

Circulation Manager Kathleen Hickey • mncirc@marinelink.com

TO SUBSCRIBE:

Subscriptions to *Marine News* (12 issues per year) for one year are available for \$49.00;
Two years (24 issues) for \$64.00.

Send your check payable to:

MarineNews, 118 E. 25th St., New York, NY 10010.

For more information email Kathleen Hickey at: k.hickey@marinelink.com

POSTMASTER Time Value Expedite



On the Cover

24 Boatbuilding's Back

Amply demonstrated by the hulls lined up in sequence on this month's cover, Bollinger Shipyards continue to enjoy a backlog of work, with series projects that include ocean-class tugs for Crowley.



(Photo: Bollinger)

Legal

20 Repair Time?

Eyes Wide Open: Know The Cause & Effect of Shipyard Repair & Insurance Contracts
By Matthew Valcourt

Safety

33 Cashing in on Safety

Patterson's YoYo Barge Winch transcends efficiency, while creating a markedly safer workplace.

6 Editor's Note

36 Maintaining and Modernizing Lakers

38 People & Company News

40 Products

43 Classifieds

48 AD Index

MarineNews ISSN#1087-3864 is published monthly, 12 times a year by Maritime Activity Reports, Inc., 118 East 25th Street, New York, N.Y. 10160-1062. The publisher assumes no responsibility for any misprints or claims and actions taken by advertisers. The publisher reserves the right to refuse any advertising. Contents of this publication either in whole or in part may not be reproduced without the express permission of the publisher.

POSTMASTER: Send address changes to **MarineNews**, 118 East 25th Street, New York, N.Y. 10160-1062.

MarineNews is published monthly by Maritime Activity Reports Inc. Periodicals Postage paid at New York, NY and additional mailing offices.

It's Your HEADQUARTERS
It's Your WAREHOUSE
It's Your COMMAND CENTER
...TO GO



Tidewater Can Refit These Vessels For Uses Including:

- Coastal Container & Cargo
- Short-Sea Shipping
- Fishing & Fish Processing
- General Cargo - Non-Oilfield
- Salvage Assist
- Dive Support
- Construction Assist
- Mobile Warehouse
- Mobile Command Center
- Expedition Boat
- Yacht Tenders and Shadow Vessels

B U I L T T O A B S C L A S S & U S C G S T A N D A R D S



TIDEWATER

A Tidewater Marine, LLC Product

For Information on Tidewater Refit Vessels
Contact Richard Heausler: 504.568.1010
rheausler@tdw.com

EDITOR'S NOTE

keefe@marinelink.com



If a New Year always brings a fresh perspective to matters at hand, then the arrival of 2012 should promise different sea conditions for the workboat industry as a whole. And yet, we leave 2011 with plenty of unfinished business, looming regulatory edicts, environmental deadlines and the specter of an uncertain economy. Survival in such an atmosphere takes plenty of business smarts, a bit of luck and some vision of what is to come next. Nowhere is that collective metric more applicable than inside the gates of our domestic repair and boat-building yards. For that reason, we turn our attention to vessel construction and repair in January.

I could go on at length about shipyard issues, but that sort of advice is best taken from one of industry's most experienced professionals. Boysie Bollinger's nearly 50 years of boatbuilding experience therefore speak volumes in this issue's Insights entry, providing *MarineNews* readers with reasons for optimism, caution and cogent answers to our queries. Also in this edition is more than one report on domestic boatbuilding activities. Both shine the light on a reasonably busy domestic sector, despite the lingering doldrums caused by the now rescinded drilling moratorium. A look at smaller military, security patrol and law enforcement boat markets shows signs of continued, healthy demand, with boatbuilders delivering innovative hulls; sometimes in series. Putting the exclamation point on all of that is Marcon International's latest Tug Market Report, as outlined in this month's BY THE NUMBERS. A revealing look at available workboats, here and abroad, promises increased repair and maintenance work, especially as Subchapter "M", the new emissions standards and a host of other regulatory pressures force upgrades to existing equipment. Given the age of some of this hulls, newbuilding may be the only other option.

Looking beyond the bottom line in 2012 – or perhaps digging a little deeper into the unexpected rewards that increased safety can bring – we see a number of places where the savvy operator can improve ROI simply by running a safer operation. Within these pages, you'll find that this effort has roots on deck, in the office and ultimately, from the c-suite. Aside from the all-important dividend of healthier marine personnel, the unexpected windfall derived from an accident-free workplace might just surprise you. Start by improving your internal audit process or maybe you prefer to look on deck instead, where reducing time spent to make up barge tows by one-half also reduces the potential for injuries. The keys to both efforts are inside this edition of *MarineNews*.

At some point, and if you stay in this business long enough, you are going to find yourself in the shipyard. There are 1,001 reasons why that might happen. This month, we've even thrown in a little legal advice to make sure that everyone – from contractors to operators and repair providers alike – enjoy a positive experience, when they do. As we move quickly into the New Year, that's a goal we can all embrace.

A handwritten signature in blue ink that reads "Joe Keefe". The signature is fluid and cursive.

Joseph Keefe, Editor, keefe@marinelink.com

Online Resources

SUBSCRIBE

Subscribe to the print or electronic edition of *MarineNews* at www.marinelink.com/renewsuscr/Renew04/subscribe.html or e-mail Kathleen Hickey at mrcirc@marinelink.com

DAILY NEWS via E-MAIL

Twice every business day we provide breaking news, tailored to your specification, delivered FREE directly to your e-mail. To subscribe visit <http://maritimetoday.com/login.aspx>

POST & SEARCH JOBS

Job listings are updated daily and help match employers with qualified employees. Post a position or keep abreast of new employment opportunities at <http://www.maritimejobs.com>

ADVERTISE

MN offers a number of print and electronic advertising packages. To see our editorial calendar and advertising rates, visit www.marinelink.com/AdvRates/Rates.asp

**At Eastern Shipbuilding Group, our
business has been built on the ESG Guarantee:**

Experienced Shipbuilders Guaranteed

Experienced. ESG has an experienced and stable workforce that has built over 300 vessels since 1976.

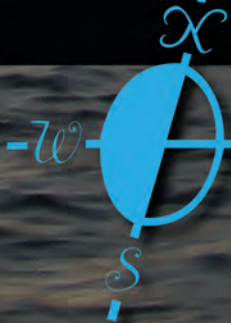
Shipbuilders. ESG proudly offers a highly diverse product line to meet any of your vessel design needs and has two expansive water-front facilities that enable us to build multiple vessels simultaneously.

Guaranteed. We've built our business by providing competitive pricing, exceptional quality and on-time delivery that is second to none.



(inset) Nelson Street Facility
(background) Allanton Road Facility

To add an ESG vessel to your fleet, contact us at:
Tel: 850-763-1900 Fax: 850-763-7904 Email: sales@easternshipbuilding.com



EASTERN SHIPBUILDING GROUP, INC.

2200 Nelson Street, Panama City, FL 32401
13300 Allanton Road, Panama City, FL 32404

www.easternshipbuilding.com

New Construction — Repair — Conversion — Industrial Fabrication

Donald "Boysie" Bollinger

**Chairman, President & CEO,
Bollinger Shipyards**



Arguably the most recognizable name in American Shipbuilding, Donald "Boysie" Bollinger has been intimately involved with shipyard issues for almost a half century. Without a doubt, his collective experience places him in the unique position to understand the shipbuilding industry in terms of where it has been, its current condition and more importantly, where the domestic version is headed next. Follow along as he weighs in as the New Year begins:

Series Shipbuilding is arguably the key to real efficiency in the shipyard. How is your Sentinel class / FRC contract is going? Are you seeing improved metrics with each hull (costs, man-hours, delivery times)?

As a shipbuilder with a long history of series production experience, we understand the dynamics and efficiencies of series production. The FRC program is on schedule and on budget with recent completion of builders trials and acceptance trials for hull number 1, BERNARD C. WEBBER. Our efficiencies are in line with what we had expected and planned for. As we move into a greater production rate in the future, we expect the results to continue to improve.

As we see an uptick in business – and business climate – how's your backlog? Is the Coast Guard your biggest client – and you, their most active boat-builder?

Off and on over the last 30 years, the US Coast Guard has been our biggest customer. Depending upon stages of governmental and commercial contracts, our customer

mix can vary significantly. As an active boatbuilder for the USCG, they have done larger valued programs with other shipyards (NSC) and more small boats with others (RBM). In the patrol boat category, we have built all patrol boats owned and operated by the USCG (WPB, CPB, FRC and PC).

The next five years are critical for U.S. shipyards – what should each do to position themselves and remain competitive? What are you doing?

Every "next five years" has been critical for US Shipyards (at least that has been true during my almost 50 years in the industry). The "second tier" shipyards that do most of the US commercial work – and more and more of the government's smaller vessels – have continually recapitalized their facilities to become more efficient and effective. I think this will continue as we go into the future construction of Jones Act Compliant vessels and also for certain foreign markets.

Government business is critical to any U.S. shipyard, but the commercial work continues for some sectors. Where do you see growth in near term?

Both are extremely important – but not all shipyards have

the desire or the commitment to do government work. There is a substantially higher cost of bidding and certainly a higher cost of overhead structure when performing government shipbuilding programs. All of the “second tier” shipyards in America do commercial work and some also choose to do Government work. Both sectors have great opportunities in the near future.

Keeping Safety as a culture is a top priority – or at least given lip service – at most yards. Yet, at Bollinger, you seem to make it work in practice. Tell us what sets your yard(s) apart in this way?

Safety in the workplace is NOT lip service. The commitment must come from the top of the organization and be forcefully driven throughout. We started a WAR on accidents more than 10 years ago – and the culture doesn’t change quickly. With CONSTANT commitment to a safe and accident free workplace, real change can occur. We are PASSIONATE about safety and by living with that PASSION in mind, organizations change. There is never a day that goes by that SAFETY is not in the forefront of our planning and execution of the day’s activities.

Arguably, the drilling moratorium has eased and leases are starting to be awarded in GOM – when do you see increased work as a result of that news coming to fruition? Has it started already?

It is just starting. We see increased interest in building equipment to service the increased offshore activity (which had been at a near standstill since April of 2009). Both new building and repair activity have increased. We also hear that a number of vessels that had been deployed to foreign worksites are now considering return-

ing to US waters with this increased activity. Maybe life is getting back to a more normal place in the domestic markets – at least as normal as can be expected in a business that constantly changes.



Only one reel can anchor your business.

Maritime operations require equipment that maximizes efficiency, as well as safety on dock and on deck. Perfect for drydock operations, workboats and shipyards, Hannay Reels are durable, compact, and portable. We have reels available in thousands of standard configurations, and can also customize a reel to your unique needs.

Uses include:

- Welding
- Fire protection (foam and water)
- Lubrication (oil and grease)
- Food processing
- Audio/video cable
- Off-shore drilling
- Pneumatics and hydraulics

Hannay Reels deliver confidence by standing up to the most demanding jobs and providing lifetime value – proving that you can’t buy a better reel. To find yours, go to hannay.com or call 877-467-3357.



Find the reel you need at the new hannay.com



BY THE NUMBERS

One of the more interesting and useful reports that comes across our desks is the regular Tug Market Report produced by Marcon International, Inc. The table shown below is only small piece of the wealth of knowledge and data tracked and accumulated by Marcon. The data depicted represents a breakdown of available (for Sale or Charter Worldwide) anchor handling coastal, ocean and harbor tugs around the globe. Marcon also produces separate reports on inland river pushboats and anchor handling tug supply vessels, but his one is particularly telling.

Our View

Noteworthy for U.S. boatbuilders is the disparity in the average age of U.S. vessels and that of foreign tonnage. An aging fleet of workboats should signal a continued source of business for so-called “second-tier” shipbuilders who rely on a steady diet of this sort of work. And, if the age of these “offered” boats doesn’t necessarily point to replacement options for their owners (certainly, aging lesser powered tonnage will not be replaced on a 1:1 ratio), just think of the maintenance work that each hull represents here in the United States. Beyond this, the re-power requirements (alone) for these hulls to remain in compliance with the new emissions standards could probably keep these yards busy indefinitely. Subchapter “M” is another can of worms, too. We call that reason for optimism.

	HP < 1,000	1,000 – 2,000	2,000 – 3,000	3,000 – 4,000	4,000 – 5,000	5,000 – 6,000	6,000 – 7,000	7,000 – 8,000	8,000 – 9,000	9,000 – Plus	Total
Nov 2011 - Worldwide	74	127	123	143	80	45	17	15	6	3	633
Nov 2011 - U.S.	29	26	31	33	16	9	1	4	1	0	150
Nov 2011 - Foreign	45	101	92	110	64	36	16	11	5	3	483
Avg. Age - Worldwide	1972	1980	1984	1991	1993	1991	1998	1984	1981	1997	
Avg. Age - U.S.	1963	1964	1970	1972	1979	1969	1976	1968	1970	0	
Avg. Age - Foreign	1977	1984	1988	1996	1997	1997	1999	1990	1984	1997	
Charter - Worldwide	28	49	69	84	40	30	13	14	18	14	359
Charter - U.S.	6	11	14	13	7	2	3	4	3	0	63
Charter - Foreign	22	38	55	71	33	28	10	10	15	14	296

Marcon International's Market Overview (November 2011) – A Synopsis

A total of 633 tugs are officially on the market for sale worldwide, up 5.3% since August 2011. 194 or 30.7% of the tugs worldwide, primarily foreign flagged, were built within the last ten years, are newbuilding re-sales or currently under construction – compared to 31.5% at the last report. 58 (9.2%) are over fifty years of age and two tugs are 75 years of age or older. The oldest tugs Marcon currently has listed are two 1931 built single screw tugs (later rebuilt), one in Germany and one on the U.S. Gulf Coast – and both still reportedly in good operating condition. These two “old ladies” are balanced by 51 newbuildings up to 8,000HP range scheduled for delivery through 2012.

CATs still power most tugs with machinery in 120 or 20% of the tugs Marcon lists for sale. This is followed by 84 Cummins, 61 EMD, 46 Niigata, 31 Yanmar, 28 Deutz, 24 GM and 17 MAK powered tugs. 198 tugs are powered by machinery from other manufacturers from ABC to Wichmann. Conventional single and twin screw tugs continue to prevail with 377 twin and 118 single screw for sale worldwide. Two tugs are triple screw, one a shallow draft quad screw, 108 are azimuthing and 27 are Voith Schneider tractors.

The majority of foreign flagged tugs for sale are still in the 3 – 4,000BHP range. As with the foreign market, 3,000 – 4,000HP U.S. flag tugs lead the pack as far as numbers for sale with 33 on the market, up from 30 in August 2011. The average age of these tugs slipped two years from the last report to 39 years. These are followed by 31 2 – 3,000BHP U.S. flag tugs averaging 41 years of age. Some newer equipment can periodically be developed on a private & confidential basis – especially if sold out of competition and Owners receive tempting offers well above the level of present sales. According to Marcon, tug sales continue at a “slow bell”, an optimistic view looks for “a few more sales in 2012,” tempered by limited prospects for improvement until 2013 - 2014.

Access the entire 70 page report at: http://www.marcon.com/library/market_reports/2011/tg11-11.pdf. Since its inception in 1981, Marcon has sold/chartered over 1,250 vessels and barges between companies located in the U.S. and worldwide. **Contact Marcon: (360) 678-8880, E-mail: info@marcon.com <http://www.marcon.com>**

Work Boats Exchange **A Hosted Commercial Marine Buyer's Event**

*Work Boats Exchange, April 9-12, 2012
Ritz-Carlton Fort Lauderdale*

Global Exchange Events, a rising star in the creation of industry-leading Hosted Buyer Events, is redefining commercial marine industry B2B events with the creation of Work Boats Exchange, which will be held **April 9-12, 2012 at the Ritz-Carlton Fort Lauderdale.**

"We see this as the perfect complement to trade shows," said Rob Ingraham, CEO of Exchange Events. "After participants have had a chance to really see what's out there at the shows, our events offer a second round of very focused one-on-one meetings between fleet owners and marine suppliers that are ready to discuss new business development and close deals. It just works."

Maritime Reporter, an industry-leading periodical published by New Wave Media LLC, will act as the exclusive sponsoring publication of Work Boats Exchange.

"The support of New Wave Media and their innovative publications can't be overstated," said Karen Kelly, EVP of the Work Boats Exchange. "We know how valuable our events are for promoting partnerships and we're thrilled to be working with Rob Howard (Senior VP, New Wave Media/Marine Link) and his team on the commercial marine industry's newest hosted buyer event."

"We are very excited to be a part of this amazing new format for B2B events in the maritime industry," says Rob Howard, Senior VP, New Wave Media. "Work Boats Exchange is about more than just sales; three focused days of networking and meetings will positively affect the entire industry and we're looking forward to spending time with so many highly respected fleet owners and suppliers."

Work Boats Exchange gives fleet owners and commercial marine suppliers the most direct, personal and cost-effective way to connect, network and develop long-lasting business relationships. The event takes place in Fort Lauderdale at the luxurious Ritz-Carlton Fort Lauderdale on April 9-12, 2012. **For more information or to qualify contact Karen Kelly at: Tel: 978-263-1334 or kkelly@exchangeevents.com**

www.marinelink.com

Three Port Arthur Locations to Serve Your Needs



In Port Arthur, Gulf Copper's facilities now include three fully operational yards, as well as corporate headquarters. Facilities provide dry-docking, fabrication, machining and more for offshore and inland tugs, towboats, barges and other types of commercial vessels and businesses that operate primarily on or near inland and coastal waterways. In addition to repairs, we can accommodate project staging and large-scale fabrications on the water for easy load-out and project decommissioning.

Whatever your requirements, Gulf Copper has the people, experience and facilities to get your job done on time and on budget. To schedule a project call 281-599-8200 today or visit www.gulfcopper.com.



GULF COPPER

Delivering Value Since 1948

MARINE | INDUSTRIAL | GOVERNMENT

Meet the “Hedgehog”

Billed as most powerful high speed diesel engine ever, Cummins' new entry is also designed to meet EPA Tier 4 Emissions in 2014.

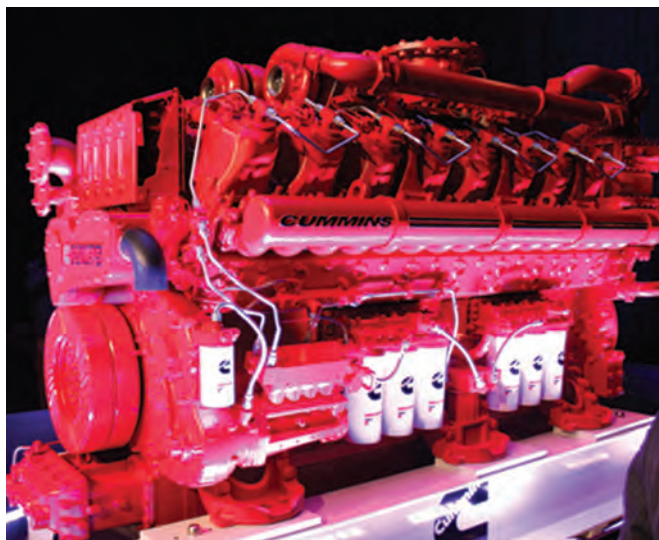
Cummins has thrown down the diesel engine development gauntlet, recently introducing its new Hedgehog High Speed Diesel Engine platform. According to Cummins, the world's most powerful high speed diesel engine ever built is also designed ready to achieve EPA Tier 4 performance emissions in 2014. Moreover, the Hedgehog platform, led by the 4,000 hp QSK 95 model, signals their intention to extend the province of high speed diesel power units into applications traditionally dominated by medium speed engines, namely the workboat market.

Introduced to global industrial markets at Cummins' Indiana headquarters and nearby engine plant, the unveiling was the single largest customer event in the company's history, attracting more than 130 users from around the globe.

The event also provided the perfect stage for Tim Solso, only the fifth CEO and Chairman in the company's storied 92 year history, to pass the leadership reigns to Tim Linebarger, current Cummins President and COO and soon-to-be sixth CEO and Chairman in Cummins history, upon Solso's retirement at the end of 2011. “We have needed a bigger engine (for many years), and Hedgehog is a new era for Cummins,” said Solso.

For his part, Linebarger sees the Hedgehog platform as more than a new engine; an integrated power providing platform geared to helping its customers across all industry make its operations more efficient and profitable. Hoping to build on this year's record of \$18b in sales, Cummins has put in motion an aggressive growth plan of 15% per annum with a target of \$30b in sales by 2015. The Hedgehog will be a key component in that plan.

Cummins sees the lion's share of growth coming from outside its traditional stronghold of North America, and specifically views emerging markets as the fuel. To foster the growth, it has charted an aggressive investment plan in technology, the supply chain, service and support. “We are investing aggressively to stay ahead of the competition,” said Linebarger. Investment in the Hedgehog platform is proof of the plan. “This is the highest power high speed



(Photo: Greg Trauthwein)

Eventually, and for those operating in highly regulated ECA's, the QSK95 will lead the way forward for 4000 hp (2983 kW) marine engines to achieve EPA Tier 4 emissions using Cummins own exhaust after treatment systems, its Selective Catalytic Reduction (SCR) system which literally is designed to allow the user to remove the mufflers and install the SCR.

diesel ever built,” said Linebarger, exceeding the performance of all high and medium speed diesels in its power range.

MEET THE HEDGEHOG

Plans for the Hedgehog platform were hatched in 2008, and three years, 153 engineers and 365,000 engineering hours later, Cummins has gone from a literal clean design sheet to what it views as the diesel engine power solution for a coming generation. Enabled in part by the company's investment in the new Cummins High Horsepower Technical Center at its Seymour, Indiana plant, the new platform leverages the modernization of the 35-year-old facility, which also incorporates a bank of 10 new engine test cells, six dedicated to the Hedgehog brand. The unique layout allows Cummins to design and test specific engines for each of the particular markets it serves.

The first Hedgehog engine is the 4,000 hp, V16 QSK 95, which just started on the test bed in October 2011.

**SERVING THE MARINE AND OIL INDUSTRY
FOR OVER 50 YEARS**

**ANCHORS
CHAIN
CONN. LINKS**

**FENDERS
CHOCKS
BITTS**

**KEVELS
DOORS
HATCHES**

**FAIRLEADS
CAPSTANS
WINCHES
WINDLASSES**

*Detachable Conn. Links
Kenter Joining Links
Anchor Joining Links
Towing Plates*

*We Are Direct Importers
and Factory Distributors*

*Gigantic Inventory
New & Used
In Stock Now on the
West and Gulf Coasts*



910 Mahar Ave.
P.O. Box 596
Wilmington, CA 90748
800-322-3131 • (310) 522-9698
Fax: (310) 522-1043

Exclusive Distributors for



Products

Anchors • Chain • Hardware • Fittings

www.watermansupply.com

**Call Toll-Free
(800) 322-3131**

TECH FILE

The current plan is to offer prototype engines by 2013; limited production in 2014; and full production in 2015. Linebarger explained that the company announced plans for the platform at this time to allow potential users and designers to build the engine into future project plans. While the full commercial availability is still several years away, Cummins already has its first customer in the rail sector. The new 4,000 hp (2983 kW) QSK95 is a 95-liter, 1200 to 1800 rpm, 16-cylinder engine, with single-stage quad turbocharging and high-pressure fuel injection. It is designed ready to meet EPA Tier 4 low-emissions regulations taking effect in 2014. Beyond this, the QSK95 – which is just the first engine in the platform envisioned to include V12 and V20 versions – offers flexibility in power configurations for propulsion, auxiliary, genset and diesel electric applications, and with ratings from 3200 hp to 4000 hp (2386-2983 kW), the QSK95 is targeted to areas of traditional medium speed engine dominance, specifically tugs, inland waterway towboats, offshore support vessels, passenger transport, dredges, short sea cargo and coastal tankers. Cummins also intends to design and offer natural gas powered versions of the engine, as it projects that by 2020 thirty per-

Hoping to build on this year's record of \$18b in sales, Cummins has put in motion an aggressive growth plan of 15% per annum with a target of \$30b in sales by 2015.

The Hedgehog will be a key component in that plan.

cent of high hp engines will be natural gas powered. Cummins is projecting the unit a contender in the medium speed world given several key factors, including the advantage of a lower capital cost, a more compact installation and exceptional fuel effi-

ciency. Other advantages include easy integration with Cummins C Command Elite Premium and Elite Plus class-approved panels. Command instrument panels include a selection of monitoring and display options to help operators enhance engine operations and manage operating costs by logging critical operating parameters such as engine load, duty cycle, speed and fuel consumption, while providing diagnostic and prognostic capabilities. The QSK95 meets IMO Tier II and EPA Tier 3 emissions standards with fuel injection and clean combustion technology. Eventually, and for those operating in highly regulated ECA's, the QSK95 will lead the way forward for 4000 hp (2983 kW) marine engines to achieve EPA Tier 4 emissions using Cummins own exhaust after treatment systems, its Selective Catalytic Reduction (SCR) system which literally is designed to allow the user to remove the mufflers and install the SCR. Arguably, Cummins has thought of everything, so you won't have to.



Shock Mitigating Marine Seating Systems for Comfort and Safety

- Waukesha, WI USA
- Hamburg, Germany
- Shanghai, China

Made in the USA



www.hobostrom.com

H.O. Bostrom Co., Inc.



Pacifica Pilot with Floor Slide



JX-190 Jockey Seat



Pacifica with Torsion 580 Suspension

Tel: 262-542-0222

Fax: 262-542-3784

Email: sales@hobostrom.com

POWERING THE INDUSTRY FOR OVER 60 YEARS

RELIABLE POWER

WHEN THE WEATHER IS NOT



WE SPECIALIZE IN:

- Control Systems Repair & Installation
- Switchgear Design & Installation
- Engineering Services
- Electrical & Corrosion Surveys
- Power Distribution Systems Design & Installation
- Fire Inspections
- Electrical Systems Repair
- Installation & Sales of Electrical Components
- Panel Production & Design



RIVIERA BEACH, FL | 561.863.7100
FT. LAUDERDALE, FL | 954.523.2815
TOLL FREE: 800.545.9273



WWW.WARDSMARINE.COM

New Year, New Vessel

Start the year off right with the newest addition to your fleet

By Captain Katharine Sweeney



Vessels come with lots of manuals and instructions as well as increasing amount of high-tech equipment. That said and even if it just involves a new digital camera or Blu-Ray Player, reading manuals is never exciting. Similarly, reviewing equipment documentation on a vessel is downright daunting, especially when you consider all of the other work it takes to get a vessel into service. That said; it is critical that the crew understand new equipment and are able to operate it. Get this part of your operations right from the very start.

While obvious competencies are in place (that's why you hired qualified work force, after all), care should be taken in the first few days of operation to make sure you are off to the right start. Don't institutionalize bad habits, or worse, inherit bad one from the previous vessel owner.

Recently, I was in a class where the Cosco Busan was discussed at length. One person who had intimate knowledge of the case indicated that remnants of the prior crew's incorrect voyage planning was left on board and perhaps contributed to the accident. An ill-drawn course line to transit the span of the Golden Gate Bridge was on the chart in use on the day of the accident. This chart line had been drawn by the previous company's officer(s) who had operated the ship on the last voyage. It was the track line in use, even after the inbound pilot informed the crew that the track line was incorrect. While I'm sure the outbound pilot did not consult the chart and use that track line to transit the area, it's still an example of where remnants can kill.

Also, in the case of the Cosco Busan, the manuals on board were not in the working language of the crew, as required by the International Safety Management (ISM) Code section 6.6: The Company should establish procedures by which the ship's personnel receive relevant information on the safety management system in a working language or languages understood by them. Manuals were, however, just not in Chinese. And while the crew had been on board for just two weeks, it was two weeks

too long without understandable manuals, and with a very unlucky outcome.

While these are extreme cases, it's important to realize that the previous owner (or even the crew on board for sea trials in the case of a new build) may leave behind what is appropriate for their company's operation, but not yours. Before the vessel begins service is the time to catch these adulterations to your management systems. Operating instructions should be reviewed to make sure they reflect how you expect your crews to operate the equipment. If a checklist was generated by the previous owner or the shipyard, make sure it matches your procedure, especially when it comes to testing the equipment.

Pollution prevention equipment should also be addressed, as your policy may be stricter than what was in place before. Hopefully, your crew will be the first to tell you if a posted placard or policy is not correct. But the crew may accept whatever documentation and placarding is present on new equipment (or a new vessel) and assume it's the new marching orders from the company.

Bunkering or fueling procedures are a requirement for all vessels. Care should be taken that (a.) these procedures exist; (b.) they are correct; and (c.) they match the company's environmental policy. This is often overlooked. An auditor – certainly this one – will want to see them. Best practice, for example, is to have a binder with the bunkering procedures, as well as tank sounding tables, so that they can be available at the fuel station when fueling as required by law.

There could be new equipment on board that your safety management system does not address. Incinerators and oily water separators are examples of equipment requiring specific operating instructions, as well as clearly defined geographic areas where the equipment can be operated. Also consider whether the vessel requires a separate waste management plan, or if the company's current procedure is sufficient.

I had the opportunity to take delivery of the first vessel built at a new shipyard. Due to a conflict of interest, a sea trial crew was used on the two sea trials conducted prior to delivery.



Senesco
MARINE

Excellence in Execution

Mike Foster - Vice President, General Manager

mfoster@senescmarine.com

(cell) 401-226-1042

Gil Stuart - General Manager, Repair Yard

gstuart@senescmarine.com

(cell) 401-230-0866

Tom Johnson - Vice President Sales

tjohnson@senescmarine.com

(cell) 713-260-9629

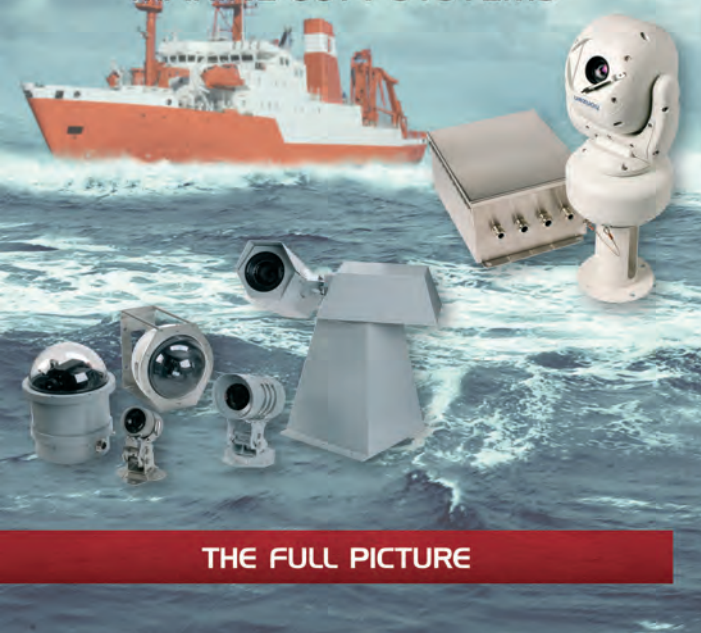
When impeccable quality from the keel to the pilot house is an owner's goal to assure lifelong structural and mechanical integrity, reliability of operation and pride of ownership Senesco Marine will construct the marine vessels your company will be proud to own and operate.

Craftsmen Not Just Constructors



KONGBERG

HARSH ENVIRONMENT MARINE CCTV SYSTEMS



The Horizon CCTV range from Kongsberg Maritime is a robust harsh environment marine CCTV system suitable for use on **commercial vessels, super yachts, oil rigs and coastguard & Navy ships of all sizes.**

Now installed on a wide and demanding range of offshore platforms and vessels throughout the world, Horizon incorporates **the very latest high performance CCTV architecture for day and night surveillance and monitoring of safe and hazardous areas.**

- Scalable commercial vessel CCTV systems which combine high performance and maximum value
- Bespoke fleet fit and special application Naval Ship CCTV systems that meet stringent military level shock, vibration, EMI, temperature and humidity specifications
- Incorporates a range of compact high performance EX-rated CCTV camera options

To discover more:

Telephone: +44 1224 226500

Email: km.systems.uk@kongsberg.com

Visit: www.km.kongsberg.com/cameras

THE FULL PICTURE

SAFETY & AUDITS

The vessel was fitted with state-of-the-art plasma mooring lines with a breaking strength higher than that of the winch brake. I had never seen anything like these lines before — pliable and splice-able, yet hard as a rock when under tension. But I knew enough to understand they required a split drum, with the tension line split off to the working side. The delivery crew, however, didn't know this, not being very familiar with these types of lines. Our brand new mooring lines could have been ruined before the vessel even finished its first voyage if our crew had merely followed the old crew's procedures for mooring the vessel. That would have been a very expensive mistake.

Care should also be taken to meet all regulatory requirements for the myriad of placarding requirements. This includes signage about oil (Discharge of Oil Prohibited),

addressing Marpol requirements (no plastic overboard and limits on what garbage can be tossed over the side and where), correct labeling of the Marine Sanitation Device and countless others. All of these are required by the Code of Federal Regulations and you would also be surprised by how many of these can be overlooked in the new delivery process. A new vessel can also mean a new area of operation which, of course, comes with a huge list of items to be checked. The term "management of change" comes to mind in the effort to ensure no area is overlooked. As such, a new vessel is great for document control as you have a fresh start: new vessel, new procedures, new forms, new documents and (hopefully) no sins of the father. Be sure to take advantage of this fresh start by maintaining good document control as you sail into the future.

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 in the Maritime Industry. Contact her at captswweeney@compliancemaritime.com



Quality Shipyards builds Quality Boats!

"Significant Workboat Of The Year Award" Winner 2007 & 2008

Quality Shipyards, L.L.C. provides

- New vessel construction
- Vessel Design using the latest CAD programs
- Conversion and Repair Services

on the Gulf Intracoastal Waterway near Houma, LA.

Contact: Joseph R. Badeaux, Vice President & GM • Quality Shipyards, LLC
3201 Earhart Drive, Houma, LA 70363 • Email: jbadeaux@tdw.com • Phone: (985) 876-4846



WHEN EVERY SECOND COUNTS
Count on Mustang and Landfall.

From worksuits to immersion suits, flotation apparel and PFDs, Landfall has the Mustang gear you need to get everyone home safely. We also carry a full line of safety gear: pyrotechnic flares, electronic distress signals, and much more. **Call or click for a free catalog** or our monthly e-mail. Shop online anytime.



WHERE SAFE VOYAGES BEGIN



800-941-2219 | landfallnav.com

SAFETY | NAVIGATION | REFERENCE | WEAR

©2012 Landfall Navigation. All rights reserved.



To make it safely to harbor,
it takes a strong and agile partner.

Strength. Agility. Expertise. That's what counts in this business.

Ask for Great American coverage for:

Marine Commercial Liability • Ocean Cargo • Hull/P&I
Vessel Pollution • Terminal Operators • Vessel General Permit



www.GreatAmericanOcean.com | Contact Captain Ed Wilmot at 212-510-0135 | ewilmot@gaic.com

580 Walnut Street | Cincinnati, OH 45202

Complete Packages for **ALL** Vessels

Whatever your vessel size or type may be, Kobelt can provide a complete package of engine controls and steering gear to meet your needs. Custom systems are also available.

Kobelt has been manufacturing reliable, versatile engine controls, steering products, disc brakes and accessories for close to 50 years.

www.kobelt.com



Why not join the ranks of our satisfied customer base world-wide? Trust Kobelt to deliver!

KOBELT

sales@kobelt.com 604.590.7313 Surrey, BC, Canada

Repair Time?

Eyes Wide Open: Know The Cause & Effect Of Shipyard Repair & Insurance Contracts

By Matthew J. Valcourt



'Tis the season where owners and charterers bring their vessels in for repair and overhaul and renew insurance policies and go through P&I Club renewals. There are several traps for the unwary or as underwriters may refer to them as "then soon to be uninsured for that horrible loss" that owners, shipyards and repairers should be aware of.

BOILER PLATES

Boiler plates – not the real ones which provide intimate details of steam boiler pressure, manufacturer, and capacity – seemingly innocuous and tiny clauses in repair and insurance contracts can leave an owner or repair yard high and dry and damage the working relationship between a yard and its customers.

A typical scenario is when an owner signs a ship repair contract with an indemnity and hold harmless provision and during hotwork, the vessel is lost to a fire and an employee or contractor of another party is injured and sues everyone.

The shipyard would then direct the lawsuit to the owner who has agreed to indemnify, hold harmless and defend shipyard from any action arising out of the repair of the vessel (Even if the loss is not the vessel owner's fault.) The vessel owner would then inform his insurer and if owner did not have the additional endorsements or waivers pre-loss, the insurer would deny the claim.

While some of the consequences of these boilerplate terms are not intentional, they are difficult to reconcile without an owner, shipyard and their insurers being fully informed of the risk and risk shifting between the parties. The law allows parties to a contract to allocate risk and risk of loss by the terms of a contract as long as they are not over reaching or obtained by fraud or misrepresentation.

INDEMNIFICATION

Clauses in a repair contract may require a party to "Indemnify, Hold Harmless and/or Defend anyone for claims of any sort arising out of the repair of a vessel and waiver of certain claims or causes of action." Typically, shipyard repair contracts will have this type of language. They are usually designated as Hold Harmless, Defend and Indemnify; Adding Shipyard as Additional Insured, Waiver of Rights of Subrogation; and Limitation of Liability. There are also clear exclusions for hotwork without an additional endorsement.

An owner or customer may also require the same type of reciprocal indemnity agreement from a shipyard. In ship chartering parlance this type of clause is referred to as a "Knock-for-Knock" Clause. In basic terms, the parties agree not to sue each other for their own negligence. No problem – an owner or shipyard may think – "I have insurance!" Instead, you may have just contracted out of your liability or hull insurance.

The insurance contract is also an allocation of certain risks and responsibilities between the insurer/underwriters and then insured. Insurers want to be fully informed of what risks they are underwriting and do not want to be fettered with side agreements that its insured may undertake without additional premium for that risk or the opportunity to turn the risk down. This is especially true when an insured vessel owner or repairer or yard limits by contract the insurer's rights of subrogation in any way. Shipyards sometimes request to be listed as an additional insured under a vessel policy. This can cause additional problems.

Insurers generally will not subrogate against a party with a named interest in the insurance policy such as additional insured's. Adding the shipyard may remove the ability of the insurer to recover from the shipyard if the shipyard causes damage to a vessel. In some cases, if a party promises to list the other as an additional insured and fails to

procure the insurance, they can be deemed the de facto insurer and be liable directly for failure to provide insurance while simultaneously voiding their own policy. Adding the shipyard and holding it harmless also may limit the amount of insurance available by all parties in the case of a catastrophic loss in excess of a vessel policy.

HIGH RISK FOR EVERYONE

Shipyard time is a time of higher risk for vessels, crews, owners, shipyard employees and technicians. Hot work, gas freeing, work in enclosed spaces, trip hazards, sand blasting and asbestos removal, welding and cutting, crane and heavy machinery work and the use of subcontractors are just a few of the risks involved.

Marine insurers may utilize the American Institute of Marine Underwriters (AIMU) Hull and P&I Forms, which could include or exclude shipyard repairs. However, the typical P&I form may exclude coverage for liability assumed under a shipyard repair contract or Knock-for-Knock clause. The AIMU form states: "Notwithstanding anything to the contrary elsewhere herein the Underwriters will not indemnify the Assured in respect of any of the following matters: (A) Any liability assumed under contract or otherwise." Similar language can be found in the ship repairer's policy.

Most Commercial General Liability, Property, Workers Compensation, Hull Insurance and P&I Club Rules have a right of subrogation and/or no waiver of subrogation type language. When an insurer decides to pay a claim, they have a right to go after those at fault to get reimbursed. Most insurers and P&I

Clubs have a provision in the insurance contract that a claim may be excluded if the insured give away or limits the insurer's right to recover against third parties. A typical P&I Club rule may read:

RIGHT OF RECOURSE: *For any amount paid by the Association to the Member or to a claimant, the Member's right of recovery from third parties is transferred to the Association, which is entitled to collect any amount recovered.*

Do You Flinch During ABS Inspections



because your metal hose is not in compliance?

Hose Master engineers high quality metal hose and expansion joint solutions for the shipbuilding & marine industry, and is the **ONLY** metal hose manufacturer in the world to receive **ABS PRODUCT TYPE APPROVAL** across its major braided metal hose product offering. This certification recognizes Hose Master as having the ability to fabricate hose assemblies to ABS standards with numerous fitting combinations for a wide range of marine and offshore applications.

Wherever corrosion resistance, increased cycle life, and reduced maintenance costs are important, our products are there for you.

Call Hose Master at 800-221-2319 or email at ABS@hosemaster.com for a distributor near you.

Metal Hose Assemblies • Exhaust Bellows • Multipurpose Expansion Joints



800-221-2319 • www.hosemaster.com

ABS Audited Facilities: Cleveland • Houston • Atlanta

We Push Back!



Employing skilled deck and engineering officers is critical to the success of any towboat company. Offering a MOPS license defense policy as part of your company's benefits package can help you retain these key employees.

For more information on how you can insure the licenses of your key personnel for as little as \$1 a day per officer, please call 1-800-782-8902 x3302 or x3608 or visit www.mopsmarinelicenseinsurance.com.



We Protect Your License, Your Living...And Your Reputation.

LEGAL

The Association has a right of recourse against the Member for any amount which the Association has paid on behalf of the Member and for which the Member is not entitled to compensation under these Rules.

Most land based insurers write general liability insurance on ISO Commercial General Liability (CGL) Form CG 00 01. A typical CGL policy grants insurer's the legal right to subrogation and requires the insured to cooperate with the insurer in its efforts to subrogate. A CGL policy may allow an insured to waive recovery against a third party prior to loss. There is a specific form for waiver of subrogation endorsement named "Waiver of Transfer of Rights of Recovery Against Others to Us". Closely related to ISO CG2404 is the Waiver of Transfer of Rights of Recovery Against Others to Us (CG 29 88) Endorsement, which is attached to an Owners and Contractors Protective (OCP) Liability Policy which allows a waiver of subrogation.

WHAT'S THE BOTTOM LINE?

Shipyards, repairers and their insurers surely want to limit their risks to what they typically control. Shipyards do not want to be sued for or be indemnifying or holding harmless owners for owner's crew injuries or contractor's injuries or hull and machinery losses. They want to allocate that risk to the vessel owners and their insurers via contract, which is allowed. Likewise, vessel owners and insurers do not want to underwrite every risk of everyone in the shipyard and want to get paid for a loss incurred as a result of the negligence of a yard or their agents.

INFORMED CONSENT RECONCILIATION

The shipyard or repairer's contract can peacefully coexist with the marine hull and P&I insurance contracts if the insurers are well informed and consent to the language in the repair contract. This will typically require purchase of additional endorsements as previously noted. The vessel insurer will try to limit the scope of the waiver and may require review of the shipyard or repairer's insurance agreements. Insurers typically will not endorse unlimited open ended risks.

Prior to entering into any contract, the shipyard's and vessel owner's insurance broker and insurer should get involved to obtain the informed consent for properly allocating and covering the anticipated risks though con-



**SMITH BERGER MARINE, INC.
OFFERS A COMPLETE LINE OF**

SHARK JAWS



SAFE - RELIABLE - ECONOMICAL

Smith Berger Marine, Inc. builds a full range of Shark Jaws for Anchor Handling Tug Supply vessels. Standard ratings are 100, 200, 350, 500 and 750 metric tons and all units have Quick Release at the rated load. Smith Berger flexibility allows us to customize our equipment to suit the operating characteristics of your vessel. Third party certification, load tests, release tests and load monitoring systems are available options.

Rely on the 100 year history of Smith Berger to outfit your vessel with our rugged and dependable equipment.

SHARK JAWS • TOWING PINS • STERN ROLLERS

Smith Berger Marine, Inc. 7915 10th Ave., S., Seattle, WA 98108 USA
Tel. 206.764.4650 • Toll Free 888.726.1688 • Fax 206.764.4653
E-mail: sales@smithberger.com • Web: www.smithberger.com

tract language and additional endorsements. Otherwise, an owner may contract out of coverage for a loss and the shipyard may do the same, or the shipyard may lose a valuable customer for a loss that should have properly been covered by insurance. This is not the intent of the shipyard or the owner. If the vessel insurer will not consent or endorse additional cover, then the shipyard is faced with a business decision to remove the indemnity provisions to get the work. They are cautioned to also obtain consent of their insurers before removing and risk shifting clauses in any preapproved contracts. Informed consent can help prevent the loss of coverage and maintain a healthy customer relationship for more trips to the repair yard.

Fowler White Burnett
ATTORNEYS AT LAW

Matthew Valcourt is a Partner with Fowler White Burnett P.A. and focuses his practice on maritime law. He handles all types of marine-related litigation and holds a USCG Unlimited Chief Mate and 1600 Ton Masters License. He is Board Certified in Admiralty and Maritime Law, is current Chair of the Florida Admiralty Law Committee and serves as a director to the Massachusetts Maritime Academy Alumni Association. He is a member of the Maritime Law Association, and the Southeastern Admiralty Law Institute.

DONJON DOES IT!
STANDARDS. SOLUTIONS. SUCCESS.

Whether it be dredging, marine salvage, marine transportation, marine demolition, heavy lift, vessel recycling, site remediation, ocean engineering, towing or diving challenges, Donjon Marine Co., Inc. is your marine contractor of choice. With over 45 years of experience, we stand ready to assist and manage all of your marine needs.

At Donjon, marine service is our business.

100 Central Avenue Hillside, New Jersey USA 07205 tel. (908) 964-8812 www.donjon.com

KVICHAK PATROL BOATS

**BORDER PATROL • SEARCH & RESCUE
HOMELAND SECURITY**

photo by John Fleck

www.kvichak.com

All U.S. Coasts enjoying upswing in business.

Build & Repair Work Accelerates

by Susan Buchanan

For many U.S. builders, last year closed on a happier note than 2010 – when the BP spill, offshore drilling ban and weak U.S. and global economies hurt business. In 2011, new orders for vessels for the oil industry and for the U.S. and foreign governments promised to keep a number of builders busy in 2012. A need to comply with new federal regulations created work, and repair activity grew. The upshot is that coastal economies are getting a needed boost. But some companies find themselves with more customers than they can immediately handle.

Paul Candies, President and CEO of Otto Candies in Des Allemands, La., said “Interest in new construction for large, platform supply vessels seems to be considerable now. Following the end of the moratorium last year, drill rigs are coming back to the Gulf, oil-and-gas lease sales have resumed, and people are getting back to work in anticipation of more drilling.”

At the company's shipyard in Houma, LA, Candies added, “We have two inspection, maintenance and repair

vessels under construction, scheduled for 2012 delivery and under contract to Petrobras in Brazil. We also have three, large 285-to300-foot platform supply vessels under construction for 2012-2013 delivery, and they'll go to work for oil companies in the Gulf. Because we build for ourselves and stay as close to schedule as possible, we don't have backlogs at our yard.”

MORE GOOD NEWS

Bollinger Shipyards in Lockport, La. is similarly busy with work for the government and other clients. In September, the Coast Guard awarded a \$179.7 million contract option to Bollinger to produce four Sentinel-class, fast-response cutters to be delivered in 2014. That brought the total number of FRC's under contract with Bollinger to twelve, valued at \$597 million. If all options are exercised, the company's current FRC contract for up to 34 cutters will be worth \$1.5 billion.

Separately, in a new \$720 million build program announced in November, Hornbeck Offshore Services plans to construct sixteen, 300-class offshore supply vessels, and has contracted eight of them to VT Halter Marine in Pascagoula, and eight to Eastern Shipbuilding Group in Panama City, FL, with options to build more. Meanwhile, in Tampa, RiverHawk Fast Sea Frames has been building naval vessels for Iraq and one for Lebanon.

BOLLINGER STAYS DIVERSIFIED

Bollinger has a backlog spread out between government and commercial work, said Robert Socha, the company's Executive Vice President for Sales and Marketing. “We continue to see our new construction backlog increasing, with minimal, available keel space at this time,” he said. “Our backlog consists of Sentinel Class, fast-response cutters for the Coast Guard; ocean-class tugs for Crowley; sludge ships for the City of New York; a 55,000-barrel, Oil Pollution Act of 1990-compliant, offshore tank barge for Bouchard Transportation; and a Terrebonne Levee District flood gate.”



134-foot multi-mission, survey catamaran for Lafayette, La.'s, C&C Technologies.

“We continue to evaluate incoming opportunities for platform supply vessels, tugs, specialty vessels, barges for offshore and inland operations, as well as multi-purpose support vessels, to fill niche opportunities at Bollinger,” Socha said. “Inquiries are coming from both domestic and international customers.” Bollinger is, in fact, turning down some work.

“Since mid-November 2011 – with the letting of drilling permits – our nine repair yards have seen an uptick in activity and utilization for our 32 dry-docks and services such as machining, armature, propeller and fabrication,” Socha said. Bollinger continues to position its drydock assets to better serve customers. “We’re evaluating our present shipyards for domestic and foreign customers, along with market needs for further growth and drydock tonnage requirements.”

HORNBECK OSVs: BY VT HALTER AND EASTERN SHIPBUILDING

In its third quarter ended in September, Hornbeck reported a net loss but also pointed to “recently improved market conditions” for the offshore industry. Under Hornbeck’s new-build plan, VT Halter Marine will produce eight vessels, based on a “Super 320” design that it developed for Hornbeck. Those boats will have 6,200 long tons of deadweight capacity, 20,900 barrels of liquid mud-carrying capability, 11,863 square feet of deck area and firefighting abilities. Halter’s design addresses the environment with double-hulls that reduces fuel-storage hazards, along with propulsion machinery that meets the U.S. EPA’s Tier 3 rules for stack emissions.

The eight OSVs to be built for Hornbeck by Eastern Shipbuilding include four boats based on an STX

Marine SV 300 design and four based on an STX Marine SV 310 blueprints. STX Marine, with offices in Houston and Vancouver, provided the designs, which include over 20,000 barrels of liquid mud-carrying capacity and fire-fighting abilities. The SV 300s will be built to handle

5,500 long tons of deadweight and will have 10,976 square feet of deck space; the SV 310s can handle 6,144 long tons of deadweight and will contain 11,536 square feet of deck space. STX designs meet the same environmental standards as VT Halter’s Super 320s, and will also carry the

LARGEST RENTAL FLEET OF SPUD, DECK AND MATERIAL BARGES



BARGES 60’ TO 400’ LENGTH

- 16 Fleeting locations inland rivers, Gulf, East and West Coast
- Inland and Ocean towing services



New Orleans

(504) 780-8100 • Fax (504) 780-8200

Norfolk

(757) 545-0100 • Fax (757) 545-8004

Houston

(281) 452-5887 • Fax (281) 452-9682

www.mcdonoughmarine.com

American Bureau of Shipping's ENVIRO notation, signifying certain "green" characteristics.

**RIVERHAWK FAST SEA FRAMES
BUILDS FOR FOREIGN NAVIES**

On Florida's west coast, RiverHawk Fast Sea Frames remains busy with U.S. Foreign Military Sales or FMS contracts. Jacob Shuford, RiverHawk's Development Director, said "our offshore support vessels One and Two are scheduled to be delivered to the U.S. Navy in March and June, respectively, and both should be delivered to the Iraqi Navy in third-quarter 2012. They are 60 meters long, 11.2 meters in breadth, with a design draft of 3.9 meters." The vessels are being built under a contract administered by the U.S. Naval Sea Systems Command. RiverHawk is

the prime contractor, with Gulf Island Marine Fabricators in Houma subcontracted to make the vessels' steel hulls and aluminum deckhouses and to do outfitting. The OSVs will be equipped with helicopter decks, fast attack boats and guns.

Meanwhile, RiverHawk's \$29 million Advanced Multimission Platform--a 43.5-meter, coastal-security craft, built for the Lebanese Navy under the FMS program--is scheduled for launch in Tampa in January, with a late-May delivery to the U.S. Navy. Shuford explains, "The hull, made of epoxy resin, was fabricated by VectorWorks Marine facilities in Titusville, Florida, and transited by canal to RiverHawk's yard in Tampa for rigging in of the engineering, mechanical and electrical systems." The decks and superstructure were fabricated in RiverHawk's Tampa yard. A retired U.S. Navy Rear Admiral, Shuford adds, "The AMP is designed from the keel up to be rapidly and affordably configured as a function of evolving technology and mission requirements."


**CATAMARAN PRODUCTION BRISK AT
ONE WEST COAST FIRM**

West Coast firms are also bustling. Joe Hudspeth, Business Development Manager at All American Marine, Inc. in Bellingham, WA, said "AAM is enjoying a full yard and has backlogged work." Orders for new aluminum, catamaran survey vessels will continue to keep the company humming in 2012. "In January, AAM plans to deliver a new 134-foot multimission, survey catamaran for Lafayette, Louisiana-based, C&C Technologies," Hudspeth said. A 45-foot survey catamaran will be completed in the spring for Middlebury College in Vermont. AAM recently started work on a backlogged order for a 65-foot, dive-and-survey catamaran for delivery this summer to the Los Angeles Port Police in California. AAM also plans to soon begin construction on a new high-speed, aluminum foil-assisted survey catamaran for the U.S. Army Corps of Engineers' Florida District.

Labor constraints, mainly on the U.S. Gulf, are a worry as firms

**US Coast Guard Certified
and IMO 2010 Approved**

AHEAD TANK™
Type II Sewage Treatment Plant (STP)



The **AHEAD TANK** is constructed of Heavy Gauge LL Polyethylene using the most advanced state-of-the-art rotational molding process creating a unit that is:

- Durable
- Compact
- Light Weight
- Chemical Resistant
- Rust & Corrosion Proof
- Odor Free
- Low Maintenance

AHEAD Sanitation Systems

Ph: (337)237-5011 • Fx: (337) 837-7785
E: headflusher@aheadtank.com
Web: www.aheadtank.com



**Now more than ever,
Skookum signifies value in
today's cost-conscious world.**



You've known us for quality rigging products since 1890. Our comprehensive block, fairlead, sheave and alloy forging lines have met the challenges of the most demanding applications around the world. And in the process, we've proudly taken part in the shaping of American history; from salvage operations at Pearl Harbor and construction of the Grand Coulee Dam to San Francisco's BART and the space shuttle.



Whatever your applications, we're committed to serving you with the finest in standard and custom engineered products. For further information contact your nearest dealer or call us at:

503/651-3175

Skookum
PO Box 280, Hubbard, OR 97032
FAX 503/651-3409

SKOOKUM®

Blocks & Rigging

AN ULVEN COMPANY

1-800-547-8211 • www.skookumco.com

ClearSpan™
fabric structures

**Sustainable
Design-Build
Solutions**

**MADE IN
USA**

Buildings available up to 300' wide. • Low in cost per sq. ft.
Natural daytime lighting. • Easy to relocate.
Expandable. • Little or no property taxes.

Call one of our ClearSpan specialists today at 1.866.643.1010
or visit us at www.ClearSpan.com/ADMN.

A Full Service Ship Building and Repair Company

St. Johns Ship Building



560 Stokes Landing Rd.
Palatka, FL 32177

386.328.6054 Tel
386.328.6046 Fax
www.stjohnsshipbuilding.com

- New Construction
- Refitting
- Repair Conversion
- 1200 Ton Dry Dock
- Brokerage Services



The first name in maritime training

Mariner career training and industry learning
backed by over 130 years of tradition.

Maritime College Professional Education & Training offers traditional and online training opportunities to professional mariners and nautical enthusiasts.

- Basic and Advanced Firefighting
- Bridge Resource Management (BRM)
- Automatic Radar Plotting Aids (ARPA)
- Radar (Original and Renewal)
- Basic Safety Training (BST)
- Able Seaman (AB)
- Lifeboatman/ Proficiency in Survival Craft (PSC)
- First Rescue Boat (FRB)
- Tankship Person in Charge (PIC)
- 100 Ton, 200 Ton, Limited Master/OUPV
- Launch Tender (LT)
- Electronic Chart Display and Information Systems (ECDIS)
- International Ship and Port Security (VSO, FSO, CSO)
- Global Maritime Distress and Safety System (GMDSS)
- Online Marine Surveying Programs
- Flashing Light
- RFPNW Assessments
- First Aid and CPR
- Celestial Navigation

Both contract and scheduled training available.
For more information, call (718) 409-7341 or
go to www.sunymaritime.edu for more details.



MARITIME COLLEGE
STATE UNIVERSITY OF NEW YORK

SNAME 2012 ANNUAL MEETING PROVIDENCE, RI, OCTOBER 24-26

Call for papers on topics related to Naval Architecture,
Marine and Ocean Engineering, including:

- Offshore Wind Technology
- Alternative Fuels
- New International Regulations - Design and Operational Considerations
- Government and Military Vessels
- Small Craft Design and Construction
- Unmanned Systems for Naval, Marine, and Ocean Engineering
- Eastern Canadian Ocean Development
- Computational Techniques in Naval Architecture
- Ship Production Technologies

SNAME Annual Meeting Papers

Deadline for Extended Abstracts: January 31, 2012

Abstracts Accepted: February 29, 2012

AM2012@sname.org

Ship Production Symposia Papers

Deadline for Abstracts: June 1, 2012

Abstracts Accepted: June 20, 2012

SPSpapers@sname.org

www.sname.org/events/callforpapers



SNAME
ANNUAL MEETING & EXPO

WHERE INDUSTRY & TECHNOLOGY MEET

become busier. "Vessel builders along the Gulf continue to face a shortage of skilled labor," Paul Candies said. "We have an ongoing training program in our yard, and we hire people and apprentice them. But we'd like to see local, educational institutions offer more training for our industry." Not everyone wants to be a doctor or a lawyer, he said. New federal regulations, tougher EPA standards, added safety and security requirements and more stringent towing-vessel inspections are a challenge, but complying with them creates work that some builders welcome. "All indications are that 2012 will be a busy year for U.S. regulatory dockings and inspections," Bollinger's Socha said. "While we anticipate a first-quarter 2012 seasonal slowdown in repairs and conversions, we find that customers are looking to fulfill U.S. regulatory requirements sooner than later." That should keep phones ringing with new work this year, contends Socha.

PROACTIVE OPERATORS = BUSINESS FOR U.S. YARDS

David Barousse, business development director at Fleet Operators, Inc., in Morgan City, La., said "it seems that oil and gas companies, as well as regulators, now have a handle on the post-moratorium, permitting process." Companies are trying to stay in the good graces of the federal government by proactively meeting new and existing regulations, he said. "The deep water market is slowly taking off again, with big expectations for 2012," Barousse said. "Overall, things are looking positive for work in the Gulf of Mexico for the foreseeable future." And that should make the start of 2012 look much brighter for a shipyard industry which started the previous year under much cloudier circumstances.



ALL AMERICAN MARINE, Inc.

Tel: 360.647-7602 Email: sales@allamericanmarine.com Web: www.allamericanmarine.com

NEW

PosiTector® UTG

Ultrasonic Thickness Gage



MADE IN THE USA

Wall Thickness and Corrosion Gage...
Ideal for measuring wall thickness and the effects of corrosion or erosion on ship hulls, decks, bulkheads or any structure where access is limited to one side.

- Scan Mode
- HiLo Alarm
- Internal Memory
- Sturdy, compact design
- Certificate of Calibration

New UTG ME Thru-Paint model available



1-800-448-3835
or www.defelsko.com



Ogdensburg, New York USA • Phone: 315-393-4450
FAX: 315-393-8471 • Email: techsale@defelsko.com

ON PATROL

Hi-Tech, innovative patrol boats are being churned out by domestic boatbuilders.

by Joe Keefe

In the midst of ongoing fears about overcapacity on certain blue water roots and what that means for global shipbuilding, the market for smaller profile craft for government and military sectors seems to be ticking along with enough steam to keep smaller and second tier yards busy for some time to come. Beyond this, significantly large contracts are still being realized.

Innovative and interesting craft are being built for all sectors, but the demand for smaller military and patrol/response boat models is certainly seeing strength.

The new emphasis on smaller, more versatile craft for military and law enforcement applications coincides directly with the realization that global piracy, terrorism and crime missions cannot be fought effectively any longer using the large footprint of the traditional warship. This month, we take a look at some perfect examples of this metric; with some entries from familiar names and new players, alike.

Taking a Bite out of Crime

Residents along the Ohio River will soon see a new Boston Whaler 25-foot Guardian on patrol. More than \$3.4 billion in goods is transported annually via the river, but recent risk assessments revealed that law enforcement was not equipped to adequately cover the waterway. A new local task force, created to provide seamless law enforcement and emergency coverage along the river, received a grant of \$140,000 from FEMA and Ohio's State Department of Economic and Community

Development to purchase a Boston Whaler 25-foot Guardian patrol boat from **Brunswick Commercial and Government Products**.

The 25-foot Guardian is equipped for law enforcement, fire, and rescue operations. The boat is powered by dual 150 horsepower Mercury Marine Verado outboard engines, which are protected by an aluminum crash rail. A dive door on the port side of the craft facilitates rescue efforts, and heavy-duty rubbing strakes protect the hull from damage while coming alongside docks or other boats. A leaning post with a locking gun cabinet ensures firearms are secured safely. In the event of a fire, a small fire pump is mounted in the cockpit, with a monitor located at the bow. Brunswick Commercial & Government Products (BCGP) has long supplied government agencies boats for homeland security, law enforcement, special operations and combat, and fire and rescue missions.

Elsewhere, **Moose Boats** delivered a M1-44 catamaran to New Jersey State Police's marine unit in November 2011. Intended for similar purposes, the NJ State Police utilized a FY-2007 Port Security Grant Program award for the purchase. The all aluminum catamaran is powered by twin 600hp Cummins diesel engines coupled to twin Hamilton 322 water-jets with Hamilton Blue Arrow Controls and a hydraulically driven fire fighting system with a remote control bow monitor.

A second Moose project (12/2/11 contract award) for a M2-37 catamaran patrol boat for San Francisco Police



Boston Whaler 25-foot Guardian



M1-44 Catamaran

Department's Marine Unit (Homeland Security) is being funded by FY2008 California Ports & Maritime Security Grant Program. The 37' fully welded aluminum catamaran vessel also features a Cummins new QSB 6.7ltr 380HP turbo diesel engines coupled to Hamilton HJ292 water-jets. Additionally, the vessel will feature a full suite of navigation and communication electronics including AIS to effectively operate on patrol for homeland security duties.

Building Here for Foreign Delivery

Hann Powerboats, Inc, of Sarasota, Florida, following an increasing trend of U.S. builders showing that, in fact, they can compete for work intended for foreign delivery, has introduced its Hann 40 Peacemaker. This all-aluminum fast patrol boat features twin Cummins 425 HP motors and Arneson surface drives. Supporting a crew of up to eight, with a 500 nautical mile range, the fast and powerful boat offers an economical patrolling speed of 25 knots, and a fast patrolling speed of 37.3 knots with full level three ballistic protection. When needed, the Hann 40 Peacemaker will sprint toward its target at 44 knots. The initial fleet of Hann 40 Peacemaker boats will serve as escort and patrol craft in the Gulf of Guinea. The first boat is on its way, with additional boats to follow in the first five months of 2012. Hann Powerboats, Inc., a semi-custom builder, sells direct from its factory. www.hannpowerboats.com

Another entry into the increasingly competitive government and military small craft sectors comes from **Shallow Sport Boats**, who late last year introduced the newest addition to their 13 model line-up. The Latitude 27' Near Shore Response Vessel (NSRV) is likely to get a lot of attention from government agencies everywhere, not only for its unique trimaran hull design, but also for its versatility.



Hann 40 Peacemaker

www.marinelink.com

WILLARD MARINE... BUILDERS OF THE NAVY'S FINEST

Willard Marine
7m R.I.B.



Willard Marine with over fifty years
of boat building experience
provides high performance boats
constructed of both
fiberglass and aluminum
to the U.S. Navy, and security forces
throughout the world.



Willard Marine, Inc.
Anaheim, California • Virginia Beach, Virginia
714-666-2150 Fax 714-632-8136
www.WillardMarine.com
Email: WebMaster@willardmarine.com



Latitude 27' Near Shore Response Vessel



Metal Shark Builds for USCG

From 6 inches to 60 fathoms, this boat can do the job of a back country flat-bottomed patrol boat and handle the 6 foot swells of the deep sea.

Arguably, the new boat is the perfect rapid response boat that can handle rough water, surf, river inlets, lakes, bays and estuaries, especially in shallow draft conditions. The extreme shallow water capabilities of the Latitude 27-ft. NSRV are what sets it apart. Draft on plane is 6-in., compared to an average of 24-in. of similar boats in its class.

A dual tunnel hull and twin high speed jackplates allow raising of the engines and props above the bottom of the hull while running. The three independent hulls break up the

incoming water and channel it down a series of grooves and strakes into the tunnels which feed the water to the elevated lower units of the twin outboards. An average maximum speed of 58 mph assures fast, shallow draft response for a myriad of missions.

Coast Guard Retools with Metal Shark

In a major contract announcement late last year, Metal Shark Aluminum Boats won a \$192 million contract to replace the U.S. Coast Guard's fleet of Response Boat – Small (RB-S) vessels. Up to 470 boats will be delivered across the Coast Guard fleet, with an additional 20 boats will be available to U.S. Customs and Border

Protection, with another ten slated for purchase by the U.S. Navy. One of the largest deals of its kind for the Coast Guard will also allow Metal Shark to expand its 65,000-square-foot manufacturing facility, as well as increasing its production and installation professionals from 80 to 120 employees.

Based on Metal Shark's exceptional Defiant platform, the 28-foot RB-S is powered by twin 225-horsepower (hp) Honda outboards for speeds exceeding 40 knots with a minimum range of 150 nautical miles. RB-S meets all Port Security Grant requirements and is suited for a host of other missions, as well.

Transportable by road or air between missions, the boat includes a full complement of communications and navigation gear, as well as shock-mitigating seats for enhanced comfort. The crew is further protected by a fully-enclosed cabin enhanced with ballistic materials. RB-S is also weapons-ready, with multiple weapons racks and an integrated weapons-ready mounting system at the bow. The forward-mounted gunner's platform provides 180-degree firing capability while a pass-through hatch leads to the cabin for easy access in any conditions.

NABRICO

1250 Gateway Drive • Gallatin, TN 37066

WE OFFER A COMPLETE LINE
OF DECK FITTINGS.
CATALOG AVAILABLE.

615-442-1300
FAX: 615-442-1313
www.nabrico-marine.com





...OUTFITS THEM ALL

On Deck with Patterson's YoYo Barge Winch

Cashing in on Safety



Patterson's YoYo Barge Winch transcends efficiency, while creating a markedly safer workplace.

In business since 1858, the Patterson Company of Pittsburgh, PA has shown the staying power like few others in the ever-changing and always competitive marine industry. A barge and towboat winch manufacturer more than a half century, the company is primarily known for their contributions to that market even today. Their newest entry into the winch market – the Patterson YoYo Winch – may be their most important ever. That's because the revolutionary money and timesaving winch also translates into untold gains in safety and reduction in lost man hours.

Unlike efficiency gains, safety is much more difficult metric to track. Take Patterson's online savings calculator, for example. Accessed by clicking

www.pattersonmfg.com/calculator.html

The ROI device calculates operational cost per boat, per trip and the time savings netted by simply changing to the Patterson Yoyo winch. In the end, time equals money and Patterson and its loyal clients have proven that the winch can reduce the time to make up barge tows by more than half, allowing more hauling time and runs for their equipment. The time to amortize the additional cost of a YoYo Winch is therefore easy to figure. Safety, on the other hand, is just as important and perhaps an overlooked aspect of the Patterson story.

Listening to the needs of their customers, Patterson produced a YoYo Winch that is both safer and more reliable, eliminating fouling and springcoil, while controlling spooling with its singlestacking design. And, while that means the job will get done faster with tremendous cost savings, it is also safer. Barge laborers accustomed to seeing as many as 5 different types of winch in a single day never want to see (or carry) a ratchet again. For fleet standardization reasons alone, the winch makes sense on many levels.

Completely different from anything else on today's market, YoYo's operation is simple and safe, utilizing a patented double-dog design that allows easy maximum line ten-



The Patterson YoYo Key Points

Safety	Ease of Operation	Faster	Specifications
Contained spring coil virtually eliminates injuries due to rope memory	Operation is simple for your crew and requires minimal if any guidance	Intuitive one-man operation	Capacity – 80,000 lbs
Eliminates 'bird nesting' or 'fouling' or wire rope on the winch drum	Requires little or no re-tightening while the barge is underway.	Patented double-dog design makes for easy maximum line tensioning	Typical Line tension – 26,000 lbs
Full gear shroud protects wire rope, gearing and operators.	Easiest wire rope payout/pull-off in the industry.	Fully open design makes the winch safe, easy, and a pleasure to operate	Drum Capacity – 1" 25'
Significantly reduce financial losses related to medical and time-lost bills.	Easier to obtain higher line tension without exerting any additional effort.	Markedly reduced failures keep barge equipment in service available for increased cargo hauling.	Overall W x H – 22.7" x 28.9"

Peel Strip Remove



An improved method for removing paint, rust, adhesives & coatings from concrete. Aurand tools literally "peel" any accumulation from any hard surface. Here is the power of sandblasting in a compact, hand-held tool that can be used wherever a hard surface needs to be prepped prior to painting, refinishing or coating.
Available in several widths, and in gasoline, pneumatic and electric models.

TAKE IT OFF, TAKE IT ALL OFF

Since 1937



AURAND

1210 Ellis Street
Cincinnati, Ohio 45223-1843
(513) 541-7200 • FAX (513) 541-3065

Email: sales@aurand.net • web: www.aurand.net • (800) 860-2872

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.

sioning. Perhaps more importantly, the YoYo's contained springcoil eliminates injuries due to rope memory. And, in an industry where a primary cost of operating tonnage – especially here in the United States – can be claims from seamen for on-the-job injuries, safety gains achieved through the YoYo Winch can, for some operators, eclipse operational gains.

Today, over 3,000 YoYo winches, representing just 5 percent of the market, are in operation on the nation's waterways. For the larger operator who might operate thousands of barges and has not yet made the switch, the potential downstream benefits are easy to calculate. And since there have been no instances of YoYo winches ever fouling, the savings go well beyond time clocked to make up the unit. A barge with a fouled "birdnested" standard winch must go out of service until rectified. That's just one of many reasons companies like American Electric Power and Campbell Transportation Company (CTC) have chosen the Patterson YoYo Winch for fleet operations.

In the more than 100 years since the first patent to tie barges together was taken out, the technology has arguably not moved forward very much – until now. Today, three primary manufacturers distribute multiple winches. Someday, the simple utility of YoYo Winches could eclipse all of them. Appealing strictly to the bottom line, the use of YoYo Winches over the breadth of a large inland fleet can annually save towing companies millions of dollars. That's not only a wise move; it's a safe bet.

www.pattersonmfg.com



Affordable Luxury When You're Anchored in Boston

The antiquity and charm of the original Mariners House has been updated to include all the modern amenities, featuring completely renovated private rooms, private baths, elegant common rooms and all the in-room necessities of modern life. Rediscover us.

Starting at

\$65

per night including breakfast. Lunch and dinner offered daily. Guests must be active seafarers with proof of service.



160 Years of Hospitality and Guidance to Professional Mariners

11 North Square, Boston, MA 02113
 Voice (617) 227-3979 Fax (617) 227-4005
inn@marinershouse.org www.marinershouse.org

To Make a Reservation, call 1-877-SEA-9494

REPAIR & MAINTENANCE



Bay Shipbuilding winter work.

Keeping Great Lakes' Shipyards Busy

Maintaining & Modernizing Lakers

U.S.-flag operators will invest more than \$75 million during the annual Great Lakes layup period that spans from late December through the beginning of March. The task will keep as many as 1,200 shipyard workers busy, maintaining and modernizing the 56 U.S.-flag Great Lakes bulk vessels. The work is as varied as the cargoes the fleet carries. At least eight vessels will be drydocked for the purpose of undergoing periodic (5-year) Coast Guard surveys. And, while the fresh water conditions in the Great Lakes help to extend the life of many hulls, over time, the longer lifespans also come with the tradeoff of some increased maintenance.

Out in front of looming ballast water treatment standards promised by the U.S. Coast Guard and a benchmark already set by IMO, industry's commitment to reducing the potential that lakers' ballast might spread a non-indigenous species introduced by an oceangoing vessel is evidenced by a number of vessels being fitted with high ballast water intakes. Other projects include renewal of steel in cargo holds, replacement of conveyor belts in unloading systems, upgrades of communication and navigation equipment, and overhauls of galleys.

The major shipyards on the Lakes are located in Sturgeon Bay and Superior, Wisconsin; Erie,

Pennsylvania; and Toledo, Ohio. Smaller "top-side" repair operations are located in Cleveland, Ohio; Escanaba, Michigan; Buffalo, New York; and several cities in Michigan. It is estimated that a vessel generates \$800,000 in economic activity in the community in which it is wintering. Sub-freezing temperatures aren't the only challenge facing Great Lakes shipyards and their craftsmen. Many vessels lay-up right after the locks at Sault Ste. Marie, Michigan, close on January 15, and get underway when the locks reopen on March 25. That leaves but nine weeks to prepare the vessels for 9-plus months of 24/7 operation. For a few vessels, the winter lay-up is even shorter.

Worn steel and other materials are recycled as much as possible, but in what might be something of a first, one job is going to help heat homes this winter. The entire wear deck on a barge is being replaced and the 75,000 board feet of oak lumber that must be removed will then fuel wood-burning furnaces.

When the fleet returns to service next spring, it will welcome a new 740-foot-long self-unloader. The as-yet unnamed barge is nearing completion at the shipyard in Erie, Pennsylvania. It will be able to carry nearly 38,000 tons of cargo each trip. Also joining the fleet will be an integrated tug/barge unit that previously worked the Gulf.

Port Security Operations Conference and Expo

Westin Harbour Island
Tampa, Florida
March 6 – March 8 2012

Join Seaport Security Professionals and

GET MORE FROM YOUR SECURITY
INVESTMENT:

LEARN FROM THE EXPERIENCE OF YOUR
PEERS

PROGRAM HIGHLIGHTS

- Regulatory updates, post statute 311 – pre MTSA II
- Security personnel development and deployment
- Port security grant program
- Resiliency and continuity
- CBRNE
- Integrated security options
- Best practices in field operations
- Facility security design

TECHNOLOGIES BEING DISCUSSED

- Access control
- Surveillance
- System integrations
- TWIC readers
- Detections systems
- Container security

Register **NOW** at www.psoce.com

PORTSTAR

A New Approach To Seaport Security Training

**Lowest Cost and Highest Value Seaport
Security Training**

PORTSTAR SEAPORT SECURITY TRAINING
SYSTEM

**SEAPORT EMPLOYEES | SEAPORT
SECURITY | SEAPORT POLICE |
FIRST RESPONDERS**

On-Line or Instructor Led
You Decide!

Free Trial!
www.portstar.com



15TH
sea
WORK
2012
INTERNATIONAL

**COMMERCIAL
MARINE &
WORKBOAT**

SOUTHAMPTON

Tuesday-Thursday 22-24 May 2012

Seawork International is the biggest and fastest-growing UK event for the commercial marine and workboat sectors, attracting 450 international exhibitors and 7,200 high-calibre visitors from 40 countries

- Marine Civil Engineering
- Marine Renewable Energy
- Port, Harbour & Marina Services
- Vessel Design, Build & Repair
- Maritime Security & Defence
- Hydraulics & Pneumatics
- Diving & Underwater Technology
- Safety & Training
- Power & Propulsion Systems
- Innovations Showcase



For information about Seawork 2012
contact the Events Team on:

Tel: +44 (0)1329 825335
Email: info@seawork.com

www.seawork.com

EXHIBITION & CONFERENCE

PEOPLE & COMPANY NEWS



Dixon



Peens



Payne



Engelbrecht



Bush



Martel

H2O Names Dixon Project Manager

H2O, Inc., a water system equipment provider, named David N. Dixon Project Manager. Based in Lafayette, LA, Dixon's responsibilities include project management and scheduling for complex engineering, procurement and construction (EPC) projects; as well as overseeing day-to-day activities. .

Peens Joins IYC

International Yacht Collection (IYC) said that Captain Andre Peens will take on the role of Director of Yacht Management, responsible for the comprehensive yacht management program for the total IYC fleet; sales of management services; expansion of the fleet; and to establish a Crew Placement Division, among other duties.

GPA Appoints Payne

Joseph Payne, P.E. has joined Seattle-based Naval Architecture and Marine Engineering firm Guido Perla & Associates, Inc. (GPA) as the Electrical Department Manager and Chief Electrical Engineer. Mr. Payne is responsible for the complete design and systems integration of all main and emergency power, lighting, HVAC controls, hazardous area classification, interior communications & alarm systems. Payne holds an Electrical Engineering degree (B.S.)

from the University of Missouri. A former U.S. Navy nuclear submarine officer, Captain Payne is a Naval War College graduate and a retired Engineering Duty Officer.

Engelbrecht Joins GPA

Eric Engelbrecht joined Guido Perla & Associates, Inc. (GPA) as a Project Manager, managing a wide array of GPA projects. A former Nuclear Submarine Officer with a high level of expertise in shipyard production and construction methods, he also holds a B.S. Degree from the United States Naval Academy and has over a decade of experience working in the marine industry for both commercial and government organizations.

Cummins Names Bush GM

Cummins Inc. named Jenny Bush General Manager for the Commercial Marine Business. Bush will be responsible for all commercial marine business activities for the Engine Business Unit (EBU) globally, including business development and support. She will be located in Charleston, SC, and will report directly to Mark Levett, Vice President of the High Horsepower Engine Business. Bush has been with Cummins for more than 15 years, serving in a variety of leadership roles within the business including service engineering for the oil & gas and

automotive markets and distribution technical support in Europe, Middle East and Africa. As the General Manager for Cummins Generator Technologies' (CGT) European alternator business, Bush grew sales from \$145m to more than \$280m.

nv-charts Appoints Martel

nv-charts, a global supplier of precision charting products for mariners, has appointed Capt. Michael L. Martel to Manager of their Newport, RI office. Martel is a lifelong sailor and USCG licensed Master, with a background in sales and marketing.

Crowley Awards Three USMMA Cadets with Scholarships

Crowley Maritime awarded Thomas B. Crowley Sr. Memorial Scholarships to three cadets from the U.S. Merchant Marine Academy (USMMA) at Kings Point, NY. The USMMA cadets are Benjamin Faulter, Megan Laskowsky, and Noah Niday. Sarah Cross, Crowley's marine recruiter, presented the scholarships at a luncheon attended by hundreds of maritime and transportation professionals.

SCI River Bell Awards Honor Payne, Conrad & Landry

Seamen's Church Institute (SCI), organized the 12th Annual River Bell Awards Luncheon in Paducah, KY on December 8, 2011. The awards paid tribute to three individuals whose

labors have significantly enriched America's waterways. A crowd of 335 joined SCI's River Bell Awards committee in commend-



Landry

ing the work of Joseph H. Pyne, Chairman & CEO of Kirby Corporation; Eddie Conrad; and RADM Mary E. Landry (ret), former Commander of the United States Coast Guard 8th District.

SCI awarded RADM Mary E. Landry (ret), former Commander of the 8th USCG District, with the Distinguished Service Award. Landry retired this year after more than 30 years of service with the United States Coast Guard. She was the first woman to serve as Commander of the 8th District, a command covering twenty-six states, more than 1,200 miles of coastline and 10,300 miles of inland waterways.

Sea Floor Surveys Support Texas Maritime Trade

This winter, NOAA will begin a year-long survey of the sea floor in the Port of Houston and Galveston Bay navigational areas, to aid efforts to bring more trade, more cargo, more jobs, and more economic benefits to the Houston area. The survey project, part of NOAA's mapping and charting mission, is managed by NOAA's Office of Coast Survey, which produces and maintains the nation's navigational charts.



The Port of Houston plays a key economic role for Texas, and for the United States. A 2007 study showed that 785,000 jobs throughout the U.S. and \$118 billion in annual

regional economic impact are related to business activities at the Port of Houston.

Cummins, Mercury Marine to Transition from Joint Venture

Mercury Marine and Cummins will transition from its Cummins MerCruiser Diesel Marine (CMD) joint venture to a strategic supply arrangement between the two companies to more effectively and efficiently serve customers in the global diesel marine market. All business activities will move from CMD to the parent companies, with completion of the transition anticipated by mid-2012. CMD will conduct business as usual through the transition. Cummins will continue to use Mercury Marine drives and control systems in conjunction with its extensive offering of mid-range and heavy-duty marine engines. Financial terms of the transaction were not disclosed.

2011 Great Lakes-Seaway Shipping Season Closes

U.S. ports continued to post positive tonnage numbers in November. The Seaway's year-to-date total cargo shipments from March 22 to November 30 were 33 million metric tons, up 1.23 percent from the same period last year. The Port of Cleveland experienced a 60 percent jump in project cargo volume during the first 11 months of the year, largely as a result of the increase in movement of imported and exported machinery, and the Port's first-time handling of a wind turbine from Europe. Meanwhile, the Toledo Port Authority saw an increase in iron ore shipments for the month. Tonnage at the CSX Iron Ore dock was up 28 percent over the same period in 2010. The terminal handled over 4 million metric tons to date, marking its best

season since 2008. Increases in shipments of petroleum products and general cargo, up 118 percent and 30 percent respectively over the same time last year, were also noted.

Coal shipments, down at most Great Lakes ports, showed an uptick in Indiana. And, St. Lawrence Seaway shipments of iron ore and coke were up at 55 percent and 14 percent respectively compared to November 2010. Coal shipments totaled 410,000 metric tons in November, a 9 percent decrease from the same month last year. Total grain shipments for November were 1.4 million metric tons, down 13 percent from 2010.

WCI Announces Dates for 2012 Washington Meetings & Seminars

Waterways Council, Inc. (WCI) has announced the dates of its 2012 Washington Meetings, February 14-16, 2012, which include the Waterways Seminar and the Leadership Service Award Dinner. All events will take place at the Mandarin Oriental Hotel, 1330 Maryland Ave., SW, Washington, DC. Registration and additional details are available online at www.waterwayscouncil.org. For questions contact Medina Moran, 703-373-2261 or mmoran@vesselalliance.com. Waterways Council, Inc. is the national public policy organization advocating a modern and well-maintained national system of ports and inland waterways. The group is supported by waterways carriers, shippers, port authorities, shipping associations and waterways advocacy groups from all regions of the country. On the Web:



www.waterwayscouncil.org

PRODUCTS

Calculator Tool Provides ROI for Safety Automation

Engineers and safety professionals now have a tool to calculate the potential annual return on integrated safety automation system investments. Rockwell Automation developed the free Safety Return on Investment (ROI) Tool in partnership with safety consultant J.B. Titus. The new Web-based tool addresses manufacturers' need for a tool to help quantify potential savings and productivity gains from new investments in safety. The tool, optimized for smartphones and tablet PCs, simplifies the process of assessing costs and benefits, combining injury and productivity data and collects input in five categories: Estimated project amount, cost of controls, software, installation and training.

<http://safetyroi.avidcom.com/php/index.php>

LED Utility Lights Brighten Engine Rooms

Working in a dimly lit engine room can be unpleasant and unsafe. DuraLed Engine Room & Utility Lighting from Hella marine brightens work areas with an ultra-wide spread of crisp white light. To withstand the rigors of the marine environment, the lights are completely sealed. Durably constructed, the 12-LED output is suitable for interior or exterior applications. Versatile, efficient and highly economical, power consumption is a mere 2.5W. Hella marine's Multivolt circuitry provides uniform illumination across inputs from 12-24V DC even under severe voltage fluctuations. DuraLed lamps are reverse polarity and spike protected and won't blink or flicker.



www.hellamarine.com

Arid Bilge Sentry System Keeps Bilges Bone Dry

Delta "T" Systems keeps an eye below deck with the new Arid Bilge Sentry, ensuring boats stay dry. From a single control box, the system keeps bilges dry and logs historical data so that irregularly high pumping activity can be investigated and corrected. Tracking pump-out times for each zone provides valuable data that can catch small leaks below deck before they turn into large problems. This serves to prove the long-term integrity of the vessel during a survey or insurance event. The Arid Bilge Sentry system is made up of a central control enclosure, a color touchscreen and multiple low-water pickups.



www.deltatystems.com

Safe Load Lowering in the Event of Power Loss

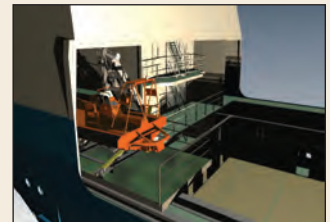
J D Neuhaus has introduced an emergency lowering device for their EH range of air operated monorail hoists which complies with standards specifying an emergency device for the safe lowering of loads in the event of a cut in the main power supply. This device supplements an existing fail-safe disc brake, which is activated in the immediate event of power failure, ensuring that suspended loads are held safely and securely at their above-floor level until mains power is again made available. JDN monorail hoists with lift capacities from 25 to 60 tons can now be equipped with the latest safety development.



www.jdneuhaus.com

Arctic MOB & Fast Rescue Craft Solutions

Norway-based boat handling system and specialized davit supplier Vestdavit has developed a sliding davit solution which permits easy handling and maintenance of rescue craft in Arctic conditions. Vestdavit's PLR-3600 MOB/FRC davit is DNV and ABS approved for work in -40 degree C and can handle MOB boats and Fast Rescue Craft safely in Arctic conditions.



www.vestdavit.no

ERL BargeCom - Barge Communication

ERL Commercial Marine's BargeCom system can track a barge's location, allows monitoring of vital information, as well as set alarms for key operational functions. Communicating wirelessly via internet, allowing information to be accessed and notifications to be transmitted in the event of an alarm, data is stored on a secure website for monitoring and review. The system can monitor integrity of the barge hull with wing void water intrusion detection, collision detection via accelerometers, barge draft levels when loading and tow, and cargo monitoring specific to each materials requirements. The system monitors conditions of wing voids and determines when pumping is required.



<http://commercial-marine.erlinc.net>

JK Fab Delivers Emergency Towline Storage Reels

The emergency towing system is a simple and proven means of storing the emergency towline, retrieving the loose barge and continuing the tow. When the pick-up line is pulled, the emergency tow wire runs completely off the reel and engages with the auxiliary town chain. The chain is connected to a center tow pad, allowing the barge to be towed to the next port. Several major upgrades to the emergency storage reel have been approved by a marine architect. ABS has recommended the system to store the emergency cable. JK Fabrication has applied for a patent.

www.jkfab.com

Boatrac's New Vessel Management, Comms System

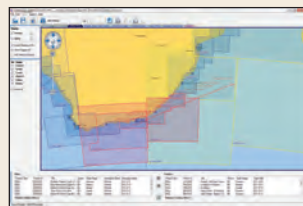
Boatrac's Inc. launched two new products: a fleet management software platform called Boatrac's BTConnect and its tri-mode data communications system from Qualcomm, the Mobile Computing Platform 200 Series, or MCP200. BTConnect is a web-based solution that integrates messaging and mapping functionality, providing access to fleet-wide data from anywhere on any device. BTConnect ties together the critical functions of visually managing a fleet with messaging to improve dispatching, accelerate invoicing and increase operational efficiencies. MCP200 is a multimode data communications system that delivers two-way messaging and positioning through satellite, cellular and Wi-Fi.



www.boatrac.com

ChartWorld "Pay as You Sail" Service Approved

Det Norske Veritas (DNV) has approved ChartWorld GmbH's "Pay as You Sail" (PAYS) service to PRIMAR RENC guidelines. The new service does not require any additional hardware and makes use of the existing navigation and communications infrastructure installed on most SOLAS vessels, combined with the established FleetTracker service from Jan Herberg Engineering, to meet PRIMAR tracking and reporting requirements for PAYS. The new service will be officially launched in the first quarter of 2012. However, the service will be available on a request basis between now and its official launch.



www.chartworld.com

Underwater Search Equipment

Police departments are adding underwater search equipment to ensure their dive teams have the proper equipment. Saratoga County Sheriffs Dept. in New York has acquired JW Fishers SeaLion-2 ROV. This compact underwater vehicle can be deployed by one officer, with controls and a 15 inch flat screen monitor built into a rugged waterproof case. The operator commands the ROV's four powerful thrusters, two 100 watt headlights, rear facing high intensity LED light ring, as well as the pan and tilt on both cameras using hand-held PS-2 controllers.



www.jwfishers.com

Koden MDC-2500BB Series Black Box Radar

SI-TEX Marine Electronics now offers the new Koden MDC-2500BB Series Black Box Radar — a powerful, professional grade radar system designed for use with a vessel's XGA or UXGA color LCD monitor. As part of an integrated bridge package, the MDC-2500BB is an ideal option for, workboats, commercial fishing vessels, and large yachts needing state-of-the-art radar performance. The Black Box radar is offered in four configurations to suit a variety of vessels and applications.



www.si-tex.com

Trelleborg Develops IALA Compliant NAV Aids

Trelleborg Offshore, a global manufacturer of polymer and syntactic foam-based solutions for the offshore industry, has developed a range of IALA (International Association of Lighthouse Authorities) compliant Navigation Buoys and Lights. An alternative to traditional buoys, these offer significant total life cost-savings as well as improved reliability and include lateral marks, cardinal marks, special marks, safe water and isolated danger marks. Utilizing Trelleborg's proven buoyancy technology, the range features low maintenance and improved impact resistance and UV stability over rotationally molded alternatives.



www.trelleborg.com

**MARITIME
REPORTER**
AND
ENGINEERING NEWS

Second Annual
Don Sutherland Memorial



Maritime Photo Contest

See your image on the cover of the world's largest maritime magazine

Your photo could be on the cover or in the pages of the most widely read publication in the global maritime industry. Enter as many photos as you like, in each of the five categories. Entries can be submitted and viewed at:



www.maritimephotographs.com

All images must be entered by May 11, 2012 to be considered. The winners will be published in the June 2012 issue of Maritime Reporter and Engineering News, with the Grand Prize Winner featured on the front cover of the magazine.

This contest was established to honor the memory of the late Donald S. Sutherland, renowned maritime photographer and writer, who passed away unexpectedly in 2010.

Categories:

Ships and Boats
Offshore Structures
People
Maritime Scenes
Weather Systems

**Dec. 6, 2011 -
May 11, 2012**

2011 Grand Prize Winner-
Budi Prakasa



Sponsored By:



SCANIA
Scania U.S.A. Inc.



Irving Shipbuilding Inc.

(902) 423-9271
www.irvingshipbuilding.com



For complete contest rules go to <http://www.maritimephotographs.com/rules-and-terms.asp>

Post Your Resume for Free • Energize Your Job Search @ MaritimeJobs.com

MaritimeJobs.com

where employers and job seekers connect

The Maritime Industry's Leading Employment Website. For more information contact: Jean Vertucci at vertucci@marinelink.com




Find a Mariner.com
Professional Mariner Directory

- Advanced Mariner Search
- Post Maritime Job Listings
- Accept Applications

www.FindAMariner.com

Find Crew Today

Employment Spotlight



Service with Energy

**GLOBAL EXPANSION
UNLIMITED POSSIBILITIES-
Multiple Positions Available
Hornbeck Offshore**

Click For More Information

www.hornbeckoffshore.com

Lecturer - Marine Transportation Job Location: USA, Bronx

Lecturer - Marine Transportation
SUNY Maritime College located on a 55-acre scenic waterfront property on the outskirts of New York City on the Throggs Neck peninsula where the East River meets Long Island Sound. The campus blends the best of two worlds: a comfortable college-town feel with the greatest city in the world. An impressive view of the sound extends toward the North Atlantic, yet only a few miles away are Yankee Stadium and midtown Manhattan. SUNY Maritime offers an array of employment opportunities stemming from entry level to professional positions which encourage growth and development among its employees.

Job Description: The Marine Transportation Department is looking for a Lecturer to

teach various navigation and vessel operations courses. The selected candidate will have a second mate's license, unlimited, oceans, and experience as a watch officer on unlimited tonnage vessels.

Requirements: Minimum Bachelor's degree with management level license-Chief or Master - with current sea time and STCW Certificate preferred. Candidates should have graduated from a maritime college or have extensive commercial experience in either the deep-sea or coastal towing industries.

Additional Information: Experience with underway replenishment and fleet operations would be helpful. Teaching experience, particularly in celestial navigation, is highly desirable. The successful candidate will be expected to participate in the summer sea terms.

Application Instructions: Persons interested in the above position should apply online. Please submit: Resume, Cover letter and Contact information for three professional references.

Returning Applicants: Login to your SUNY Maritime Careers Account to check your completed application, check/edit your profile or to upload additional documents.

<http://maritime.interviewexchange.com/jobofferdetails.jsp?JOBID=29323>

Maritime College is an Equal Opportunity, Affirmative Action Employer.

Apply Here:

<http://www.Click2Apply.net/dv53jp7>

Apply Online

Maritime College

Bronx NY 10465 USA

Email: none@given.com

Web: <http://www.Click2Apply.net/dv53jp7>

Port Captain (Tankers) Job Location: USA, Seattle, WA

Port Captain (Seattle, WA)

JOB SUMMARY:

Crowley is looking for a port captain to ensure our tanker and ATB vessels are safely crewed, operated and maintained. We are

looking for someone with deep sea experience, an unlimited mate or master license, and experience with product tankers or crude oil ships.

ABOUT US:

Jacksonville-based Crowley Maritime Corporation, founded in San Francisco in 1892, is a privately held family and employee-owned company that provides diversified transportation and logistics services in domestic and international markets by means of six operating lines of business: Puerto Rico/Caribbean Liner Services, Latin America Liner Services, Logistics Services, Petroleum Services, Marine Services and Technical Services. Offered within these operating lines of business are the following services: liner container shipping, logistics, contract towing and transportation; ship assist and escort; energy support; salvage and emergency response; vessel management; vessel construction and naval architecture; government services, and petroleum and chemical transportation, distribution and sales.

We are a family and employee owned company that was founded over 100 years ago. Crowley encourages its employees to grow and develop within the company and believes our diverse workforce contributes tremendously to our success.

Crowley is committed to providing a safe, secure and healthy workplace to each of its employees; fulfilling the safety, security, environmental and quality requirements of our customers; and continually improving our Environmental Stewardship through prevention of pollution and protection of the environment. To do this, every Crowley employee is responsible for developing sufficient knowledge of the Management System in order to support these goals.

JOB DESCRIPTION:

Management position responsible to ensure vessels are crewed, operated and maintained in accordance with regulatory requirements, company standards, and customer expectations. May involve travel

Post Your Resume for Free • Energize Your Job Search @ MaritimeJobs.com

to multiple locations with extended stays away from the homeport. Implements standard procedures and guidelines for the operation of a safe and environmentally sound fleet. Ensures all vessel personnel comply with regulatory training requirements. Assists in the development and adherence of the operational budgets. Investigates vessel damage, product spills, and personal injuries. Ensures all appropriate authorized and company personnel are notified and that proper documentation is completed accurately. Supervises licensed and unlicensed personnel, and crew management development. Inspects vessels to ensure seaworthy condition and arranges for maintenance and repair activities to correct any deficiencies. Arranges for coordination of assist tugs, pilots and crew care as necessary. Provide technical expertise for specialized jobs in the field. Direct supervision of union and non-union vessel personnel. Employees are accountable to management and each other to ensure every task is done safely in accordance with Management Systems or business unit procedures with the objective of continuously improving our processes.

REQUIRED EXPERIENCE & EDUCATION:

Minimum 5 years as a sailing officer or academy graduate with 2 years sailing. Experience with product tankers or crude oil ships required. Must possess skill sets and demonstrate proven experience develop-

ing, improving and streamlining processes to meet established goals and objectives. Requires the ability to effectively manage projects that may vary in nature and scope. All Crowley positions require proficiency in Microsoft Excel, Outlook and Word. Some positions may also include proficiency in other Microsoft Office applications. Bachelor's degree from a Maritime Academy with a USCG Unlimited License. At least 10 years in the maritime industry may substitute for degree.

WORKING CONDITIONS:
Works outside in conditions of both hot and cold temperatures as well as inside in an office environment. Must be able to crouch and stoop to get into areas with restricted headroom, to climb ladders and to lift and carry 50-75 lbs. Exposed to odors, dust, dirt, mechanical hazards, high noise levels and potentially hazardous equipment. Ability to board vessels in rough weather and sea conditions. Long hours, ability to travel, weekend duties and 24-hour "on-call" status are essential job requirements. Must comply with all work rules, including those that pertain to safety and health.

COMPENSATION & BENEFITS:

We offer a competitive salary and benefits package including: Medical, Dental, Prescription, and vision insurance. Other benefits include:

Other benefits include:

- * Flexible spending accounts (FSA)
- * Matching 401k
- * Tuition assistance
- * Employee Assistance Program
- * Group Life Insurance
- * Short-term and Long-term Disability Coverage
- * Paid Vacation, Sick, and Holiday time
- * Employee activity, wellness programs, and discounts.

- * Tuition assistance
- * Employee Assistance Program
- * Group Life Insurance
- * Short-term and Long-term Disability Coverage
- * Paid Vacation, Sick, and Holiday time
- * Employee activity, wellness programs, and discounts.

CONTACT INFORMATION:

Crowley Maritime Corporation
Attn: Human Resources Dept.
E-mail resume to: resumes@crowley.com

Must be U.S. work authorized.

Crowley is an Equal Opportunity Employer. For affirmative action purposes and to assist in our compliance with federal government record keeping, we would request that you complete a voluntary self-identification information form. All information provided will be kept confidential and separate from your application data. This form can be accessed by going to this link: <http://www.crowley.com/careers/voluntary-information.asp>

Jenny Ridings
Crowley Maritime
Email: resumes@crowley.com

Vessels for Sale / Barges for Rent

TUGS/BARGES FOR RENT
BARGES SIZED FROM 8'x18' TO
45'x120' ALSO "SHUGART"
SECTIONAL BARGES
"TRUCKABLE TUGS" HERE

Smith Brothers Inc.,
Galesville, MD 20765
(410) 867-1818
www.smithbarge.com

**Southern Recycling emr**

We buy barges, ships, and other marine vessels and structures for scrap.
We adhere to the highest ES&H standards.
Serving the rivers and coasts of the U.S.

AMELIA • BROWNSVILLE • HOUSTON
• MOBILE • MORGAN CITY
• NEW ORLEANS

CALL 800 - GO SCRAP

RASMUSSEN EQUIPMENT COMPANY

Used Vertical Warping Capstans

 MODEL 5A1817-22H
18" Barrel, 22 hp, 1300
PSI/30 GPM, Sacrificial
steel doubler plates.
Location: Seattle, WA
Price: \$30,000 ea., As Is

Tel: 206-762-3700
Fax: 206-762-5003
www.rasmussenco.com

We've been serving the general & marine construction industries for over 70 years.

Vessels for Sale / Barges for Rent





www.geoshipyard.com

4817 South Lewis St.
PO BOX 9622
New Iberia, LA 70586-9622

Phone: (337) 367-1541
Fax: (337) 364-7493

**Survey Boats
Patrol Boats
Crew/Supply Boats
Pilot Boats
Passenger Ferries
Seismic Boats
Push/Tug Boats**

Building superb vessels since 1979
Email: david@geoshipyard.com

SUNY Maritime College is requesting sealed bids from bidders to purchase a Water Barge named the SUNY No. 1 (a/k/a/ EX-Water Barge No. 42) in its current "as-is, where-is" condition at its current mooring. The minimum bid price for the sale of this Water Barge is \$25,000. The Water Barge is located at Olivet Pier - SUNY Maritime College - 6 Pennyfield Avenue - Bronx, NY 10465.

Bidders who would like to receive the Notice of Sale should email their information (name, e-mail, address, phone, fax, etc.) to jrodriguez@sunymaritime.edu

It is the State University of New York's policy to take affirmative action to ensure that New York State certified minority and women-owned business enterprises (M/WBEs) are given the opportunity to demonstrate their ability to provide the University with commodities and services at competitive prices.

Collection of the Water Barge must be February 15, 2012.

The industry's premier online news source

MarineLink.com

- contracts
- offshore
- security
- company news



Marine Marketplace

US Coast Guard Approved (STCW-95) Basic Safety Training

- Basic Safety Training
- Medical PIC
- Proficiency in Survival Craft
- Tankerman PIC
- Advance Firefighter
- Vessel Security Officer

EI Camino College
Workplace Learning Resource Center
13430 Hawthorne Blvd. • Hawthorne, CA 90250
Ten (10) minutes from LAX • Twenty (20) minutes from LA Harbor
Call for Information & Registration
(310) 973-3171/47 • www.businessassist.org/wplrc/coast.html




Marine Classified Sales

Well hello! We're glad to see you decided to read this. You just proved that Classified Advertising works. Marine News has the highest circulation serving the workboat industry giving your Classified Ad the highest exposure at the lowest cost.

★ Cost Effective Advertising ★ Lower Cost = Higher Frequency
★ Higher Frequency = More Visibility ★ More Visibility = Higher Sales
★ Higher Sales = Happy Advertisers

www.marinelink.com

RASMUSSEN EQUIPMENT COMPANY



Berger Fairleads • Anchor • Spud Winches • Skagit Clyde • Manitowoc • Deck Winches

(800) 227-7920 • equipmentsales@rasmussenco.com

Marine Marketplace

NEW PRODUCTS

DOR-MOR®
Pyramid Mooring Anchors



SINCE 1988

Sizes 15 lbs. to the NEW 4,000 lbs.
Designed to dig into the bottom and achieve holding power 10 times its weight at 3:1 scope
To hold boats, docks, nav. aids, nets, cables, aquaculture pens. One lb. of Dor-Mor can replace 10 lbs. of concrete.

Dor-Mor, Inc.
P. O. Box 461, Claremont, NH 03743
PHONE/FAX 603-542-7696
www.Dor-Mor.com
info@Dor-Mor.Com

ASA **FIPRO** **Thermax** **METAL CORE**
by **ARBORITE & WILSONART**

B-15, C, A-60 INTERIOR JOINER PANEL SYSTEMS
CERTIFIED by SOLAS, IMO, FTP CODE, EU MED, USCG, TRANSPORT CANADA

PANEL SPECIALISTS, INC.
Terry Mannion, Marine Division Manager
www.panelspec.com

Sales & Production
3115 Range Road
Temple, Texas 76504
Tel: (254) 774-9800
www.ThermaxMarine.com

Sales
Tel: (410) 963-1160
sales@ThermaxMarine.com

Inventory in the USA ready for immediate shipment



Thermax Panels
Non-Combustible, Non-Toxic

NEW PRODUCTS

USCG
License Software

Affordable - Merchant Marine Exam Training
<http://hawsepipe.net>

Freelance Software
39 Peckham Place
Bristol, RI 02809
(401) 556-1955 - sales@hawsepipe.net

CERTIFIED MARINE SEWAGE DEVICES (MSD) FOR ALL VESSELS!


FAST
a division of Bio-Microbics, Inc.

For more information
www.marineFAST.com



ATLASS INSURANCE
QUOTE LINE: 800-330-3370

TUGS | BARGES | RIGS | CREW
SIGHTSEEING | WORK & SUPPLY BOATS



ATLASS INSURANCE
ESTABLISHED 1981

WWW.ATLASSINSURANCE.COM


MARINE DUTY PORTABLE SURFACE PREP EQUIPMENT



Pressure Washer Systems Up to 7,000 PSI Shipped Worldwide

WATER CANNON **WATERCANNON.COM**
1-800-333-WASH(9247)

PORTABLE DIESEL FIRE PUMP



DIESEL AMERICA WEST with over 25 years of experience offers a QUALITY ocean service, lightweight, portable diesel fire pump that exceeds U.S.C.G. specifications

- #304 Stainless Steel Frame (1" welded sq. tube)
- Pump End w/Bronze Impeller
- Severe Service s/Steel & Viton Shaft Seal
- YANMAR 7 H.P. Diesel Aircooled Engine
- 2" x 2" N.P.T. • 150 G.P.M. • 90 P.S.I.
- Heavy Duty Vibration Isolators
- Long Life Marine Components Throughout

A Serious, Portable, Saltwater Service Fire Pump

Diesel America West Inc.
P.O. Box 968, Friday Harbor, WA 98250
Phone (800) 343-7351 or (360) 378-4182
Fax (360) 378-3315 (24hr line)
www.dawest.com

Many Styles Available

100% Glare Reduction
5 Mil. Thick

Block Curtains

Free-Association
MSD Certified

Porthole Curtains

IMMEDIATE DELIVERY ON SELECTED STYLES
(718) 983-5600 (800) 336-6657 Fax (718) 983-9127
Website: metromarine.com E-mail: sales@metromarine.com

METRO MARINE DESIGN ASSOCIATES MADE IN THE USA

Marine Marketplace

NEW PRODUCTS



Sea water intake filters,
strainers and screens
866 - 265 - 0502
Yankee Wire Cloth Products, Inc.
221 W. Main St.,
West Lafayette OH 43845
Fax: 740-545-6323
www.maritimefilter.com




MANDEL METALS
ALUMINUM USA
MARINE ALUMINUM
SHEET, COIL, PLATE
5052/5454/5083/5086
H116/H321/ABS/ASTM B928
20 MILLION POUND INVENTORY
NATIONWIDE DELIVERY
1-877-752-5052
FAX: 214-905-3900
E-MAIL: jayson@mandelmetals.com
WEB: www.mandelmetals.com

PROFESSIONALS



genoadesign
international Ltd.
"Production Lofting & Detail Design"
Servicing marine and offshore industries internationally.
• Barges • OSVs • Towboats • Tugs
• Ferries • Tankers • Workboats
www.genoadesign.com

PROFESSIONALS

BOOKS FOR THE SHIPPING INDUSTRY
www.nauticalmind.com

The Nautical Mind Bookstore
email: books@nauticalmind.com
toll free: (800) 463-9951

C. R. CUSHING & Co., Inc.
NAVAL ARCHITECTS • MARINE ENGINEERS • TRANSPORTATION CONSULTANTS
30 VESSEY ST. 7TH FLOOR. NEW YORK, NY 10007
SINCE 1968
Ph: (212) 964-1180 Fax: (212) 285-1334
info@crcco.com
www.crcco.com



GIBBS & COX INC.
NAVAL ARCHITECTS AND MARINE ENGINEERS
Arlington, VA 703.416.3600
New Orleans, LA 504.265.8316
Hampton, VA 757.896.0200
Washington, DC 202.863.3600
Philadelphia, PA 703.839.8954
New York, NY 212.366.3900
www.gibbscox.com Since 1929

PORTABLE DIESEL EMERGENCY PUMP

DIESEL AMERICA WEST with over 25 years of experience offers a QUALITY ocean service, emergency de-watering - transfer - trash pump that is portable rugged - & light weight.
• #304 Stainless Steel Frame (1" welded sq. tube)
• Heavy Duty "Non-Metallic" Trash Pump End
• Seal is Severe Service s/Steel & Viton Shaft Seal
• YANMAR 5 & 7 H.P. Diesels, Aircooled
• 2" x 2" or 3" x 3" N.P.T. • 42 P.S.I. Max
• Heavy Duty Vibration Isolators
• Long Life Marine Components Throughout
A Serious, Portable, Saltwater Service Emergency Pump
Diesel America West Inc.
P.O. Box 968, Friday Harbor, WA 98250
Phone (800) 343-7351 or (360) 378-4182
Fax (360) 378-3315 (24hr line)
www.dawest.com

2012 Update
GHS Version 13.00
GHS keeps getting better in response to feedback from the large user base. Well over 170 improvements during the last year have gone in to further the performance and reliability of this mature software. New features include vessel profiles drawn on Longitudinal Strength plots; a weight distribution report and graph, enhanced international character set support; multiple threads on multiple-processor machines; enhanced GROUP report including maximum FSM and permeability columns.
GHS Load Monitor (GLM), the onboard configuration of GHS, allows GHS users to configure onboard systems and provide their clients the best combination of features.
GHS
General HydroStatics
Ship Stability and Strength Software
GHS Full-featured naval architect's system
GHS Load Monitor (GLM) Onboard configuration
GHS/Salvage Salvor's package
BHS Basic hydrostatics and stability
Creative Systems, Inc.
Creators of GHS™
P.O. Box 1910 Port Townsend, WA 98368 USA
phone: (360) 385-6212 fax: 385-6213
email: sales@ghsport.com
www.GHSport.com
For 40 years, the software that naval architects love.

Available: Great Lakes Fishery,
Up to 30,000# Fish caught weekly.
44' Trawler, 20 nets, Huge Market
Henry Johnson, Broker
Ph: 989-684-7050
E: caesar11@sbcglobal.net

MARITIME PROPULSION
Powering the Maritime Industry
Maritime Propulsion is the online database for marine power and propulsion equipment. Find product reports, engine specifications, suppliers, and auxiliary machinery.
www.maritimepropulsion.com

Engineering And Design
Marine Casualty Response
Marine Survey And Inspection
Port Engineering Services
Updated! 
JMS
NAVAL ARCHITECTS
SALVAGE ENGINEERS
JMSnet.com • 860.536.0009
U.S. Navy Salvor's Handbook V.2
Expert engineering guidance in your iPhone
Go to: www.JMSnet.com

ADVERTISER INDEX

Page#	Advertiser	Website	Phone#	Page#	Advertiser	Website	Phone#
26	AHEAD SANITATION	www.aheadtank.com	(337) 237-5011	32	NABRICO	www.nabrico-marine.com	(615) 442-1300
29	ALL AMERICAN MARINE	www.allamericanmarine.com	(360) 647-7602	1	PATTERSON COMPANY	www.pattersonmfg.com	(800) 322-2018
34	AURAND MANUFACTURING	www.aurand.net	(513) 541-7200	37	PORT SECURITY OPERATIONS CONFERENCE & EXPO	www.portstar.com	Please visit us online
3	BRUNSWICK COMMERCIAL & GOVERNMENT PRODUCTS	www.brunswickcgp.com	(386) 423-2900	18	QUALITY SHIPYARD	jbadeaux@tdw.com	(985) 876-4846
27	ClearSpan Fabric Structures	www.ClearSpan.com/admn	(866) 643-1010	C4	R.W. Fernstrum	www.fernstrum.com	(906) 863-5553
29	DeFelsko	www.defelsko.com	(315) 393-4450	C2	SCANIA USA INC	www.scaniausa.com	(210) 403-0007
23	DonJon	www.donjon.com	(908) 964-8812	37	SEAWORK 2012 INTERNATIONAL	www.seawork.com	44 (0) 1329 825335
7	EASTERN SHIPBUILDING GROUP, INC.	www.easternshipbuilding.com	(850) 763-1900	17	SENECO MARINE	www.senescomarine.com	(401) 226-1042
19	GREAT AMERICAN INSURANCE	www.greatamericocean.com	(212) 510-0135	27	Skookum	www.skookumco.com	(503) 651-3175
11	GULF COPPER	www.gulfcopper.com	(281) 599-8200	22	Smith Berger Marine	www.smithberger.com	(206) 764-4650
14	H.O. BOSTROM	www.hobostrom.com	(262) 542-0222	28	SNAME	www.sname.org	(561) 732-4368
9	HANNAY REELS	www.hannay.com	(877) 467-3357	27	ST JOHN'S SHIPBUILDING	www.stjohnshipbuilding.com	(386) 328-6054
21	HOSE MASTER INC.	www.hosemaster.com	(800) 221-2319	42	Subsea Photo Contest	www.maritimephotographs.com	Please visit us online
19	KOBELT	www.kobelt.com	(604) 590-7313	27	SUNY MARITIME COLLEGE	www.sunymaritime.edu	(718) 409-7341
17	KONGSBERG MARITIME LTD.	www.km.kongsberg.com/cameras	011 44 1224 226500	5	TIDEWATER MARINE	www.tdw.com	(504) 568-1010
23	Kvichak Marine	www.kvichak.com	(206) 545-8485	C3	TUFLEX RUBBER PRODUCTS	www.tuflex.com	(800) 770-6008
18	LANDFALL NAVIGATION	www.landfallnav.com	(800) 941-2219	34	TUTOR-SALIBA	Please call us at	(818) 362-8391
35	MARINER'S HOUSE	www.marineershouse.org	(617) 227-3979	15	WARD'S MARINE ELECTRIC	www.wardsmarine.com	(561) 863-7100
25	McDonough Marine Services	www.mcdonoughmarine.com	(504) 780-8100	13	WATERMAN SUPPLY	www.watermansupply.com	(310) 522-9698
22	MOP'S Marine License Insurance	www.mopsmarinelicenseinsurance.com	(800) 782-8902	31	WILLARD MARINE	www.WillardMarine.com	(714) 666-2150

*The listings above are an editorial service provided for the convenience of our readers.
If you are an advertiser and would like to update or modify any of the above information, please contact: productionmanager@marinelink.com*



GSA

Contract Holder

May contribute to LEED® certification.
Made in the USA.

Insist on Tuflex Rubber Flooring for Your Fleet

- Superior sound dampening
 - Unparalleled durability
- Ease of installation and maintenance
 - Slip resistant and nonporous
 - Cushioned support under foot
- Also proudly offering IMO Certified products



“All our customers appreciate the sound absorption of Tuflex.”

– *Jim Tubor* –

Quality Shipyards
(A Tidewater Company)

“We’ve used Tuflex for 10 years. We’ve not had one problem.”

– *Mike O'Connor* –

Surface Systems, Inc.



Tuflex Rubber Products, LLC
Sports & Marine Division
World Trade Center Tampa Bay

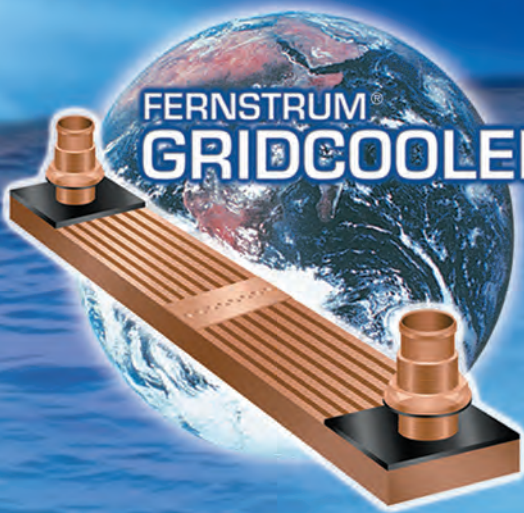
1101 Channelside Drive, Suite 244, Tampa, Florida 33602 U.S.A.

T: 800.770.6008 | E: marine@tuflex.com



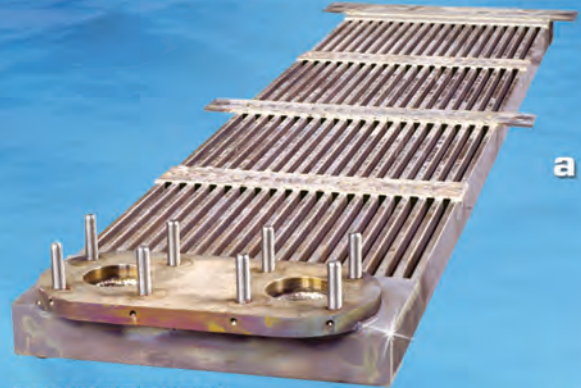
R.W. FERNSTRUM & COMPANY

FERNSTRUM®
GRIDCOOLER®

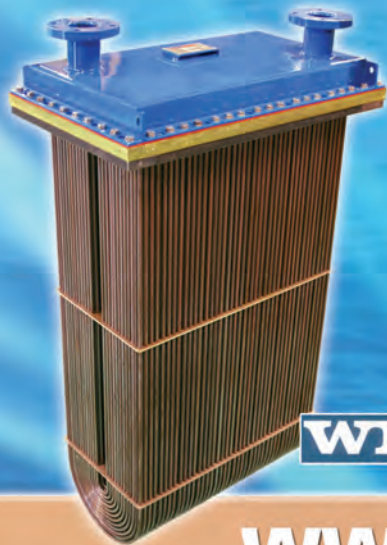


FERNSTRUM - WEKA - TRANTER®

R.W. Fernstrum & Company now offers more heat transfer products to the marine industry than ever before. With FERNSTRUM® GRIDCOOLER® keel coolers, Weka Boxcoolers, and TRANTER's Plate & Frame, Platecoil® and Shell & Plate heat exchangers, Fernstrum can provide a cooling solution to meet your needs.



FERNSTRUM®
GRIDCOOLER® KEEL COOLER



WEKA BOXCOOLERS



www.fernstrum.com

Phone 906.863.5553 • Fax 906.863.5634 • Export Fax 906.863.5203
E-mail sales@fernstrum.com