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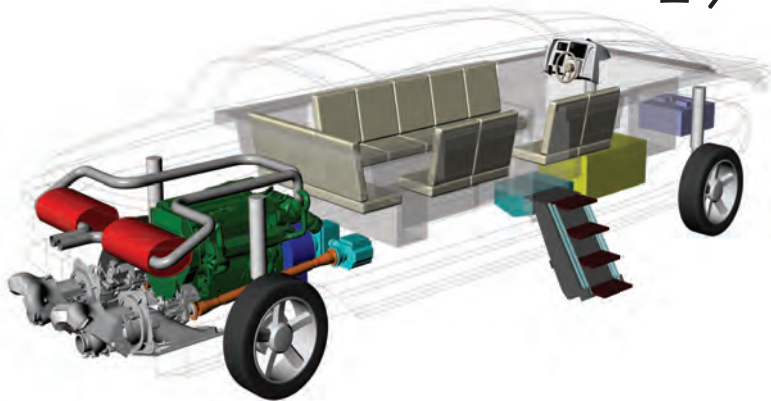
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POSTMASTER Time Value Expedite



On the Cover

28 Guarded Optimism for 2013 from U.S. Gulf Boatbuilders

The recent launch of the 299' PSV *Ted Smith* from *Chouest Gulfport, MS* shipyard, *Gulf Ship*. Gulf Coast yards are busy, betting on the offshore resurgence to continue. See Susan Buchanan's story starting on page 28.

Photo courtesy of Edison Chouest Offshore



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*Euroconsult Report, March 2012 and NSR, May 2012

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The New Year promises many positive, emerging trends for the commercial shallow draft, offshore, inland and coastal markets. And, since that's the collective market we serve here at *MarineNews*, you and I can look forward to an exciting year to come. We also enter the New Year with unanswered questions about the state of maritime transportation, business, and the variables that will eventually impact that metric. For example, 2012 ends with stakeholders exhaling a temporary sigh of relief as the port strike threatening to disrupt commerce from Maine to Texas was, for the moment averted. Separately, a second, last minute release of additional water by the USACE into the rapidly depleting Mississippi River forestalled the effective closure of the nation's most important inland river for at least another couple of weeks.

Both events, coming less than 12 hours apart, only delay what could have been a disastrous beginning to 2013 for the domestic waterfront. According to the American Waterways Organization (AWO) and the Waterways Council, Inc. (WCI), the full majority of towboats cannot operate at less than a 9-foot draft, so navigation could all but cease on or around mid-January without more water. As you read this, you'll know for sure. Of course, all of that could be a moot point if the port strikes – delayed for another 30 days until 28 January – move forward in the absence of a newly inked labor agreement. In that event, there won't be too many places for that inland commerce to go where it could be unloaded or transshipped overseas. Exciting (?) times, indeed.

It isn't all doom and gloom. Far from it. Buoyed by aggressive fleet renewal programs – inland, offshore and government – domestic boatbuilders ride into the New Year on a wave of new contracts and solid, if not fat backlogs extending for some well into 2014. With a weather eye on the likelihood of reduced DOD and DHS spending, savvy builders are hedging their bets with more commercial work, some of which is destined for foreign buyers. In certain markets, American manufacturers *CAN* compete. This is one of them. Follow along inside as Susan Buchanan provides a timely SITREP of the Gulf Coast, mid-tier boatbuilding climate.

Our focus on ferries and passenger vessels keeps the spotlight on the boatbuilders as domestic ferry operators and tourboat operators ramp up their fleet renewal projects. One such yard receiving the benefit of this trend – riding the wave of goodwill that attracts repeat customers – is the Gladding-Hearn Shipyard in Somerset, Massachusetts. In the case of two, recent major ferry deliveries, both vessels that the newbuildings replace or augment remain in service. All four are Gladding-Hearn hulls. Enough said.

Drilling deeper into the New Year, we see an expanding footprint for the offshore sector in the U.S. Gulf of Mexico and finally, just maybe, the advent of our first domestic, offshore wind farm. With the usual caveats that come with rapidly unfolding current events, we simply ask, "What's not to like?"

Happy New Year from *MarineNews*.

Joseph Keefe, Editor, keefe@marinelink.com

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Tug Boat Market Report

Easily one of the more interesting statistical comparisons and compilations that reach our desk every year is the periodic Marcon International Tug Boat Market Report. We've examined this type of report before and it is worth doing so again. Chock full of data on the availability and make-up of tugs for sale here and abroad, the report also drills much deeper than that. We've highlighted some of the more interesting aspects of their latest effort (November 2012). Table 1 lists the breakdown of available anchor handling coastal, ocean and harbor tugs, according to Marcon's records.

Market Overview

Of the 12,077 vessels and 3,750 barges that Marcon tracks, 4,600 are tugs with 758 currently on the market for sale worldwide, up 6.61% since August. 253 or 33.38% of the tugs worldwide, primarily foreign flagged, were built within the last 10 years, are newbuilding re-sales or currently under construction – compared to 32.63% at the last report. 63 (8.31%) are over 50 years of age and three tugs are 75 years of age or older. The two oldest tugs are both 82 years old - a 1930 built triple screw tug (later rebuilt) in the Netherlands and a 1930 built single screw tug (also rebuilt) in Sweden. These “old ladies” are balanced by 55 newbuildings up to 7,000HP range scheduled for delivery through 2013.

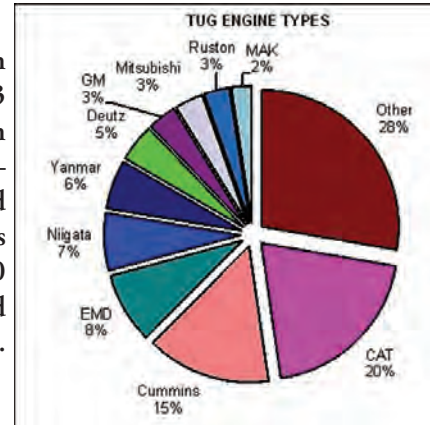


Table 1

| | 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 2012 - Worldwide | 91 | 172 | 161 | 163 | 86 | 42 | 16 | 15 | 8 | 4 | 758 |
| Nov 2012 - U.S. | 26 | 34 | 28 | 28 | 12 | 9 | 4 | 6 | 1 | 0 | 148 |
| Nov 2012 - Foreign | 65 | 138 | 133 | 135 | 74 | 33 | 12 | 9 | 7 | 4 | 610 |
| Avg. Age - Worldwide | 1974 | 1983 | 1988 | 1993 | 1995 | 1992 | 1993 | 1985 | 1994 | 1976 | |
| Avg. Age - U.S. | 1965 | 1969 | 1967 | 1972 | 1975 | 1969 | 1986 | 1983 | 1981 | | |
| Avg. Age - Foreign | 1977 | 1986 | 1992 | 1997 | 1999 | 1999 | 1996 | 1986 | 1996 | 1976 | |

| Category / Year | 2012 | 2011 | 2010 | 2009 | 2008 |
|-----------------|------|------|------|------|------|
| CAT | 148 | 137 | 121 | 97 | 56 |
| Cummins | 109 | 84 | 61 | 51 | 39 |
| EMD | 62 | 61 | 66 | 52 | 34 |
| Niigata | 50 | 46 | 54 | 45 | 17 |
| Yanmar | 43 | 31 | 27 | 34 | 26 |
| Deutz | 33 | 28 | 29 | 22 | 20 |
| GM | 25 | 24 | 27 | 24 | 19 |
| Other Engine(s) | 270 | 198 | 179 | 162 | 141 |
| Single Screw | 142 | 118 | 141 | 140 | 139 |
| Twin Screw | 461 | 377 | 326 | 274 | 205 |
| Azimuth | 121 | 108 | 116 | 89 | 34 |
| Voith Tractor | 26 | 27 | 25 | 16 | 11 |
| Number for Sale | 758 | 633 | 611 | 520 | 397 |

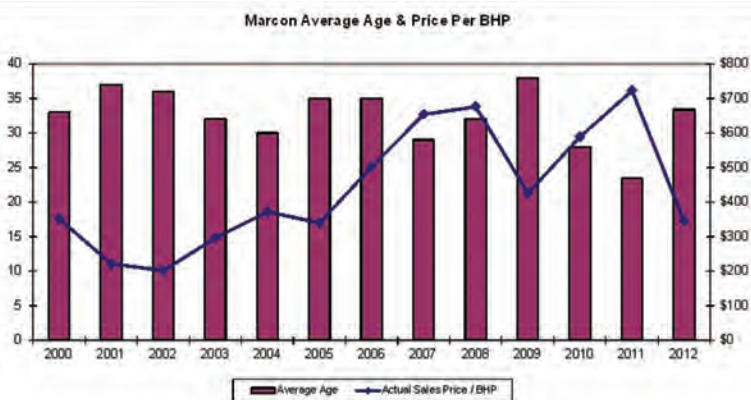
Five Years of Telling Data

Drilling deeper, it is interesting to note the evolution of the makeup of these offered vessels in terms of engine make, propulsion type, and numbers of boats actually on the market. And, while it is difficult to draw definitive conclusions from this five year running average, it is clear that operators everywhere are looking to replace older tonnage in increasing numbers.

The majority of tugs Marcon tracks for sale are in the U.S. with 145 tugs officially on the market (up from 144 last report), followed by Southeast Asia with 141, 121 each in Europe and the Far East, 75 in the Mediterranean, 47 Mid East, 31 Caribbean, 17 each in Canada and where location unstated, 12 each in Africa and Latin America, Southwest Asia 11 and 8 in the South Pacific. Marcon reports a record total of 758 tugs for sale worldwide, up a whopping 19.7% since November 2011, with virtually all of the increase in the overseas market with 47 additional tugs coming available for sale and 15 for charter within the last three months. While there have been a few U.S. flag tugs sold, a few more came on the market leaving the number of domestic tugs for sale flat. Slightly more activity in tug sales has been observed, especially with U.S. boats going foreign and Marcon expects this to continue over the next six months.



As of this report, the actual sales price compared to BHP (brake horsepower – a measure of an engine’s horsepower before loss in power due to other systems on board), is US\$ 344/BHP for a “generic” 1979 built tug. The accompanying graph does not take into account the vessel’s condition and whether azimuthing, twin screw, single screw or tractor; but is just a simple comparison of tugs sold built 33 years ago. 2012’s Price/BHP of US\$ 344/BHP to date is fairly close to 2005’s US\$ 339.5 for a generic tug two years older. It is unlikely that we will see any major improvement in second-hand tug prices, especially older units, within the near future. Condition, as always, and, more than ever, location are the key factors affecting the final sale price for second-hand tugs. It does not take much of a mobilization cost to make or break a sale in these times. According to Marcon, and taking into consideration today’s sale & purchase market, anything spent on certain second-hand tugs should be dependent only on the earning capability of the tug in existing trades and not on any expected improvement in resale value. For a tug regularly working and very likely to remain in that trade for a number of years, the only return on additional investment that can be counted on will come from continued employment and not from any increase in resale value.



Marcon International's Tug Boat Market Report – November 2012 is available on line at www.marcon.com. Contact Marcon at: (360) 678 – 8880 or at info@marcon.com

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Signet Continues Gulf Coast Fleet Expansion



Signet Maritime Corporation continues to expand its diverse fleet by awarding a contract for the construction of two Robert Allan Ltd. designed tugs to Patti Marine

Enterprises, Inc. in Pensacola, Florida. This marks the ninth Signet/Robert Allan Ltd. design in 5 years. Construction commenced in November 2012 with an expected delivery of December 2013 for the first vessel and March 2014 for the second vessel. Continuing the longstanding Signet tradition of naming vessels in honor of America's Cup winners, the new RAmports 3200 ASD tugs will be named M/V SIGNET INTREPID and M/V SIGNET VIGILANT. These vessels are the fifth and sixth ASD tugboats delivered for Signet in less than three years and will operate from the International Operations Center in Ingleside, Texas, where they will primarily be used to perform offshore and inshore rig escort, barge, and subsea support work. The tugs will comply with the Environmental Protection Agency's Tier III emissions regulations. The tugs will also feature C175-16 CAT engines, Markey Model DEPCF-52S winch, and Rolls Royce US 255 controllable pitch Z-drives. With 83 tons of Bollard Pull, these vessels will be powerful and offer improved reliability to handle the expanding needs of the marine transportation industry.

Kvichak Marine Industries, of Seattle, WA, has been awarded a contract for a 44.5' X 13.7' Response Boat Medium – C for operation by the Los Angeles County Sheriff's department. The RBM-C is the sistership of the highly successful USCG RB-M and has been adapted to meet the CBRNE Detection mission requirements of the LA County Sheriff's department. Kvichak has built four commercial RB-M vessels for various municipalities in the United States. Designed by Camarc Design, UK, the all-aluminum vessel is powered by twin Detroit Diesel 60 series engines rated for 825 BHP each. Rolls Royce Kamewa FF375S waterjets were chosen as the propulsors with Twin Disc MG5114SC transmission. This combination allows for excellent maneuverability and a top speed exceeding 40 knots. Delivery is scheduled for Spring 2013.

Kvichak to Build RBM – C for operation by LA County Sheriff



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For those in the marine insurance and underwriting communities, H. Elder Brown, Jr. needs no introduction. That's because over the course of the past 27 years, Brown has taken Continental Underwriters Ltd. (CUL) from a small family business to one of the largest brown water marine underwriters in the United States. More recently, Brown returned CUL to private ownership by purchasing CUL back from Houston Casualty Company in 2009. Today, CUL is an industry leader in part due to the company's excellent underwriting and claims handling. A 1974 graduate of Loyola University, Brown has steadily risen through the ranks of marine insurance, serving along the way in the Claims Department, as Assistant Underwriter, Senior Underwriter and eventually earning his current position as Chairman of the board of directors. Starting out as an Offshore Crew boat captain, Brown at one time operated and managed oilfield crew boats. As such, his knowledge of this unique market niche extends far beyond simple dollars and cents. This month, he weighs in for *MarineNews* readers on a host of issues affecting marine insurance and those who depend on those services.

How do you view the marine insurance marketplace at the current time? How about in one year? Five?

The quick answer is the current market has far too much capacity. However, there are a few signs of hardening on the horizon. Despite those signs, there are still replacement insurers willing to enter the market, which is a bit astounding given the very limited margins for underwriters. It is very difficult to time the market between hard and soft cycles. Those who track the markets will tell you that there

are far more soft markets than hard and the current soft market has lasted much longer than anyone would have predicted. Thus, to estimate the market cycle five years from now is incredibly difficult if not impossible. I would say that our underwriting model is and will always be bottom line focused. Good accounts will receive their just reward with favorable rates and conditions. Those accounts that are unprofitable to an underwriter will either need to rethink their risk sharing ability or risk placing their insurance with questionable security and those who seize upon naïve buyers.

Have we seen any improvement in safety? What is the role of insurance in all of that?

"Safety" has been the buzz word for years on end for a lot of operators. However, rather than simply paying lip service to safety, the better operators always spent part of their annual budget on a sound safety management system. Charterers have demanded that owners/operators must meet their own strict safety criteria or be dismissed from the charter opportunity. When safety hits the bottom line of a company, either by increased insurance costs, retentions or the loss of jobs, most vessel owners heeded the warning signs in a positive manner. The USCG has gotten serious about safety and their Subchapter M efforts will likely bear fruit when formally established. Although a long and painful process for many operators, these new safety standards will mean another layer of oversight, which we hope will become a meaningful tool for all operators. What we don't need is another governmental program that simply requires pencil whipping of monotonous forms and processes. The AWO's Responsible Carrier Program,

for example, is a work in process but is fast becoming a standard for the maritime industry. Complimenting the RCP is the ISM Code which will result in a hybrid safety management system. The jury is out as to what the long term effect of the new Subchapter M on vessel owners/operators, but we are encouraged that safety is a real hot button to be taken seriously by all.

Underwriting rates are always important. Where are rates today; especially in comparison to one year ago and where do you see them going in the near term? What's driving all of that?

Rates are flat to +10 on average. However, catch a cash flow underwriter at the right time and rates could be all over the map and generally lower. However, those types of underwriters attract a certain buyer and not generally one who prefers quality over price. While there is some talk of hardening, especially on the excess liability side of the business, the primary rates seem to be holding steady year over year. Claims costs are not getting lower and

operational costs are increasing thus, you would think that higher rates must follow suit. Unless there is a meaningful increase in reinsurance costs generally resulting from a string of large catastrophes, primary carriers are not likely to raise prices in double digits. The insurance market has lots of capacity and as such, rates are hard to rise in such an environment. Remember, marine insurance represents 1/10th of 1 percent of the world's insurance premiums. We are but a microorganism within a giant industry.

Underwriters push safety and LTI benchmarks as a way of keeping rates low and rewarding those clients who can do it. How do you foster that culture?

We are a leader in what we do; proactive within our specialty group and we think that our claims management and payment performance has few peers. Low rates are often times equated by some as "cheap" rates. What we aspire is a win-win relationship and a level playing field over time. Our clients know they can count on us, as their underwriters, to work closely with them in all areas

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of their operations that we insure to help keep their corporate premium costs reasonable while protecting their bottom line with their retention. No one likes to pay for insurance. The industry at times suffers from an identity crisis with the advertising of cheap rates everywhere you look. Professional marine insurers must stand to perform for those times that their valued clients have a claim. There is a base price to pay for the product we offer and better performing insureds are rewarded not just by rates but by enhanced coverage, and most importantly, given the benefit of the doubt when a claim arises. It is hard to put a price on the partnership that we establish with our clients over a long haul. If they are looking for “cheap” we aren’t their market, but there are “cheap” markets out there.

As one of the bigger players in brown water, you will no doubt be following the Subchapter “M” situation closely. How do you see the advent of subM on the inland markets affecting insurance premiums and underwriting metrics?

My father founded our company 43 years ago. I have been with the company for thirty-nine of those years and CEO since the late 80’s. Early on in my career I said I would never write an inland towboat account. Our experience in the early days was dismal. There was little to no safety management, no standards in vessel building or operation and quite frankly, lots of horrible things happening to the owners, their crews, equipment, third parties and the underwriters writing marine business. In my first thirty years in the business I counted one day close to 100 underwriters that I could recall that either quit underwriting the marine class or went out of business. That’s an incredible statistic. Safety was not an underwriting criteria early on in my career. Today, safety is a must. We ask about it, want to see a signed document that an insured or prospect has a real safety management system in place and we even send out experts to verify that safety management, as described, in fact exists. We recognize that underwriters are not the ones operating vessels and far be it from us to tell an owner how to operate their vessels. Thus, we try to partner with insured on safety and are willing to help out in any way to help it happen. I recall one particular account where we really wanted to keep the client insured but their claims were worsening almost by the day. We offered to bring in a reputable naval architect, at our cost, to see if there was a design flaw in the insured’s vessels. The insured accepted our offer, did what the architect suggested, and that type of loss was eliminated. Rather than moving on and cancelling long-

time relationships, we instead partner with clients to help ensure a safer vessel which equates to stabilization of rates.

Claims Management can be the key to profitability or conversely, a bad year. Describe your claims process and what sets it apart.

Our model requires hands on in all aspects of the underwriting process. Claims management is an integral part of that process. We put our claims managers in front of the client and establish a working relationship from day one or even prior to accepting the risk. The insured knows how focused we are on their claims success and appreciate the attention they receive from our senior people. Not all claims are alike and not all insureds are alike. We work tirelessly within varying marine cultures to satisfy our insureds that they get a good night sleep every night. There are difficult claims, which don’t always have insurance as a fall back. Although painful when that happens, we always try to give our clients the advantage. I would put our claims reputation and payment history at the very highest percentile possible. We are dealing with many highly successful insureds that demand and get the very finest claims management possible. We do look deeply into all aspects of a claim but in the end, our clients are exceedingly satisfied with the service and quality of protection they receive from us.

Tell us about the importance of an “A+ Security” firm profile? Where does your firm stand in that picture?

You would think that quality connotes a higher price. As incredible as it sounds, many buyers don’t understand the insurance they buy or the insurers that are backing their policy. The serious markets know the good from the bad which is why they spend an inordinate amount of time studying financial statements of insurers and reinsurers. Confidential financial reporting agencies offer almost daily analysis of the industry which aids in the overall screening of security. The easy thing to do is to rely on stale information being submitted, when asked for, by salesmen trying to make the deal. Remember, no one comes in with a bad deal; there are good deals that go bad. Insurance is no different. You can’t see, smell, touch or taste the product being offered. It is only a promise to pay and we have all seen broken promises in our lifetimes. Minimally rated insurers now will likely have more chance of going south than north over time. Ask any savvy, seasoned insurance veteran and they will tell you of the A+ XV insurers who have fallen from grace, with some going bankrupt. If someone is selling an insurance policy too cheap to be true,

don't walk away from it – run! Marine insurance is not generally covered by a State's Guaranty Fund nor do agents and brokers pay claims. When you need your insurance policy to respond, you don't want that insurer to be DOA. I can't tell you how many times I have heard a broker say that the insured made the decision to go with the failed company despite their offering the insurer to them. There is a fine line between good and very bad.

What Classes of Business are you engaged in, what's your biggest sector and where do you rank in the market?

Fidelis Group Holdings, LLC, also known as Continental Underwriters, Ltd., specializes in marine insurance for non-blue water vessels. Our coverages include hull and machinery, Protection and Indemnity with or without the hull insurance, Maritime Employers Liability, Marine General Liability, Terminal Operators Legal, Builder's risk, Ship Repairers Legal, Wharfingers Legal, Charterer's Legal, Port Risk Insurance, Cargo and Cargo Legal, Stevedores and many other special type coverages. We are in the top 5% of the market in our specialty. Although offering underwritten products, we also have partnerships with other highly rated market complimenting our portfolio of marine business. Brown Water is definitely our focus and our biggest line.

If experience is a key metric in any underwriter's office, drill down and give us a couple of instances where this has been a valuable asset for you and your firm.

You can't place a premium on experience. You can count on one hand the turnover that we have had in our key management positions for the past 40 years. Our employees are our greatest asset. I know this is an

overused statement but experience is more important in marine insurance that people realize. You need to know the right questions to ask and you need to know the right answers to receive when evaluating a risk. Seasoned experienced claims people will know where to look for coverage and how

to minimize a situation before it gets worse. For example, experienced claims people know the right attorney to use for a case. Buyers need to know that the marine insurance personnel entrusted with their most valuable assets have the years in the trenches to protect those assets.

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VSTEP's Nautis Desktop Simulation Trainer

VSTEP, a European-based developer of maritime simulators and virtual training software is offering a new option in Maritime Simulation with its Nautis Desktop Trainer. Designed to allow smaller maritime schools, corporate training departments and public educators access to dependable, affordable and portable simulation options, the product comes standard with three screens but can be configured for six or more. Customizable to each customer's requirements, the Nautis Desktop Trainer needs only one customized notebook or PC computer to operate it.

The portable, Six-Screen model, Nautis Desktop Trainer has been delivered to two domestic training schools, with both using it to train and assess mariners to the STCW-95 competencies. Assessments can include Basic Ship-Handling, Collision Avoidance, BRM, Emergency Procedures, separate RADAR, ARPA and GMDSS training modules and full integration with OEM Dynamic Positioning simulators. Customers using the Nautis Desktop Trainer include towing companies with offices and facilities at multiple locations, using its portability for "hands-on" training for their Mate Trainees "before they get to take the chair". The DNV Certified Maritime Simulator, which includes a Three Screen System, Vessel Control panel display, outside vessel view display, ECDIS/RADAR visual display and separate vessel controls can be configured for as many as 24 separate vessel models with scenarios in 18 worldwide ports with additional and custom port development possible.

Vessel control integration uses NMEA 0183 compliant standards, including Azipod, DP, wheel, joystick and flanking rudders and a separate Instructor Station and multi-bridge configuration. VSTEP's initial customer, TOS, uses the system for providing training and assessment of tugmasters at remote locations. Their trainer, himself an experienced azimuth tugmaster, travels to places where the demand for tugmasters with ASD tug experience is high, taking the simulator in a couple of suitcase. At location, the simulator can be set up by him in a few hours time. Assessments of tugmasters who claim to have ASD experience are given, and a test on the simulator will point out within 2 minutes whether the tugmaster's claim is true or false. Dependent on the rest of the assessment, the tugmaster can then get the first few lessons of ASD training on the simulator, after which the training moves on to a real ASD tug.

The new system puts a new slant of distance learning for the maritime world, and exercises can be designed to

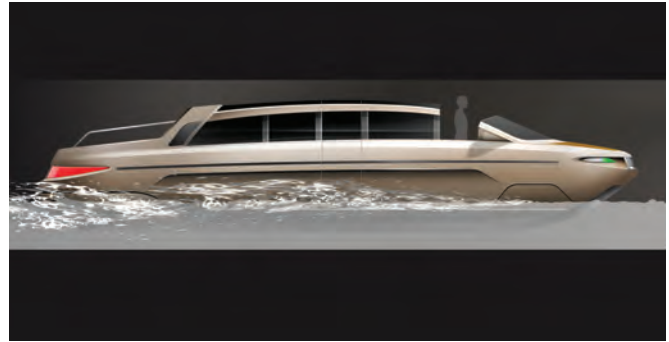
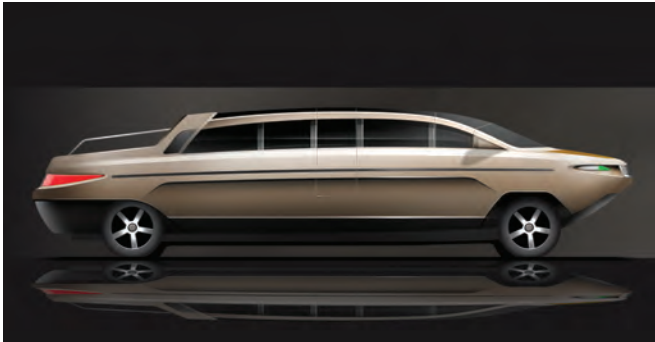
have instructor feedback built-in. An Exercise Logic Editor, with which highly interactive scenarios become possible, can involve target ships that start moving at a predefined moment, and they can be programmed to always run on a collision course with the trainee's vessel. VHF voice messages can be triggered by the exercise logic.

For smaller tug operators and educational facilities lacking the funds to build their own "brick-and-mortar" simulators, VSTEP's Nautis is an affordable and viable addition to the move towards remote training that saves companies money, and mariners time during scheduled vacation periods. The portable version of the NAUTIS Tug simulator provides high quality, realistic tug handling training – at any location worldwide. Depending on the options selected, the cost of set-up ranges from \$75,000 to \$150,000. Founded in 2002, VSTEP provides customer support from its headquarters in Rotterdam, supported by a global network of local partners. Founded in 2002, VSTEP has delivered numerous simulators worldwide for clients and governmental organizations.

Nautis Desktop Simulator with instructor



The Nouvoyage Limousine Tender 33



Patented Technology for the World's Premiere Luxury Amphibious Yacht

Nouvoyage, LLC – a designer of amphibious craft for luxury and commercial market sectors – has introduced the Limousine Tender 33, the first-of-its-kind luxury amphibious yacht. While also working on military and commercial applications of its technology, Nouvoyage has analyzed marine sectors, with particular attention to the superyacht market in order to identify a compelling application for its amphibious platform. The result is the world's first amphibious limousine tender, capable of delivering owners and guests to both water and land destinations in ultimate luxury and style.

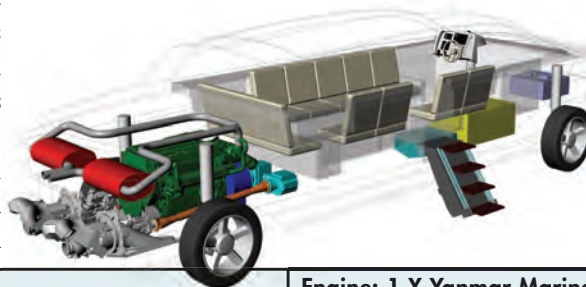
According to Martin Bodley, Nouvoyage's Chief Executive Officer, Nouvoyage recognized that amphibious vehicles have historically been plagued with reliability and performance issues, usually emanating from complex mechanical systems, which also limited performance of this type of craft; ashore and afloat. The Nouvoyage patented design combines mechanical simplicity with state-of-the-art technologies drawn from leading commercial, military and racing industry advancements. Bodley insists that the new platform will not only benefit existing amphibious vehicle markets, but also open doors for many new applications and industries. For example, amphibious vehicles have until now been notoriously slow and cumbersome, in the water and

out. In contrast, the Limousine Tender 33, with its full planning hull, dual waterjets and catamaran undercarriage arrangement, is designed for a maximum speed in the water of 30 KT and Bodley says it can reach 85 MPH on land.

Nouvoyage's quantum improvements include dramatically higher speeds, increased land and water range, simple and reliable drivelines, better fuel efficiency, open water classification, climate controlled spaces, convertible roofs and windows, luxury interiors, a restroom onboard, to name but a few.

Under the hood, the vessel sports a Yanmar Marine diesel (530 hp) with a diesel electric design that delivers 130 HP to each individual wheel on land. An on board battery array stores power to give the vessel limited range in all electric mode, if necessary. Close attention was given to providing an environmentally designed with rugged commercial series diesel electric drivelines enabling significantly less fuel consumption.

The revolutionary design realizes considerable reliability resulting in worry-free operation and maintenance savings compared to similarly sized vehicles. While the Nouvoyage Limousine Tender 33' is targeted for the superyacht and resort properties markets, the custom vehicle will have many bespoke design areas allowing the owner to personalize the fit out.



| | |
|---|---|
| Overall Length: 33' (10 m) | Engine: 1 X Yanmar Marine diesel (530 hp) |
| Beam: 8'-6" (2.6m) | Water Propulsion: 2 X Hamilton HJ 241 |
| Height: Land: 9'-6" (2.9 m), Stowed: 7'-6" (2.3m), | Land Driveline: 4 x Remy electric motor (130 hp) |
| Draft: 2'-3" (0.7m) | Features: luxury seating (12), head/galley optional |
| Weight: Dry: 13,500 lbs | Features: Gullwing/auto-stair side entry |
| Hull: Advanced composite | Features: retracting cockpit roof |
| Maximum speed: 28 knots water, 85 mph land | Amenities: A/C and heat |
| Capacity: 12 passengers + 2 crew | Certifications: USCG, ISO Category B, DOT, NHTSA, CE |

Harness the Energy: Deliver the Prosperity

By Jeff Vorberger

A new year brings resolutions and renewed optimism for better times, and sometimes a wish for things to at least not get any worse. For the offshore energy industry, 2013 brings a combination of all. The economy is showing signs of life and exploration and production are making a comeback in the Gulf of Mexico. After much upheaval and turmoil, the Bureau of Safety and Environmental Enforcement (BSEE) and the Bureau of Ocean Energy Management (BOEM) are filling their ranks and an era of more predictability and consistency appears to be on the horizon. Energy companies have a better idea of what is expected of them in the various permit application processes and the Federal agencies are reducing the time it takes to review and either approve or disapprove of the various permits.

2012 proved to be the year of more: -- more documentation and paperwork needed for permit applications and more time needed to evaluate the additional material. More will likely be the new norm; there will be more inspections, more requirements and more rule making. However, it appears there will be more coordination, cooperation and communication between industry and the regulators to clarify what is expected and what is demanded as we head into 2013. To following is a list of key issues to watch.

JOBS AND THE ECONOMY

Of course, the first is the most difficult. First, you don't single out and punish the industry that was one of the few bright spots of economic development for the past 2 years, that being the oil and natural gas industry. This sector outpaced the nation's average job growth rate and has put the United States on the verge of being a natural gas and an oil exporter. It is difficult to find an economic expert who isn't saying Congress and the Administration need to revamp the entire tax system. Such a worthwhile endeavor will not be easy and was never meant to be easy, but we are past due for such an overhaul.

A successful overhaul effort means all industries are at the table, and a full discussion is held on the appropriate corporate tax rate across the board, including, but not limited to, the traditional and nontraditional energy, technology and manufacturing sectors. In addition, all areas of government spending should also be scrutinized and we need a frank and honest discussion of what our government should and should not provide. Will there be

hard questions? Yes. Will there be hard answers? Absolutely, but the American people should demand such a process.

SAFETY

The taxing and spending process may leave time for little else, but there are also areas in which the Congress need not tread at this time. Critics of the offshore oil and gas industry lambast Congress for not doing more to make sure offshore energy exploration and development is safe. However, the fact that Congress has not enacted drastic changes to the existing laws and regulations does not mean that the offshore world is not safe. Safety is always the number one priority and companies are continually striving to improve the safety of operations. Most of the people who work offshore live in coastal areas, particularly in the Gulf of Mexico. It is their home. The workers are their family and neighbors, all sharing a common goal of wanting to return safely from work and live and recreate in a productive and natural resources rich environment. The Gulf of Mexico not only provides a work place, but also a place to boat, swim, dive and fish. The oil and natural gas industry recognizes the Gulf as a treasure and has no desire to poison the well.

Industry has the knowledge and technology to make changes in safety, and has been doing so. According to the latest statistics from BSEE, incidents involving fatalities, injuries, fires and number of spills have been on a downward trend over the last five years. Of course, this is an industry that operates in a difficult environment and often harsh conditions. The risk of an accident will likely never be completely eliminated, but it appears the actions taken by industry are working. All accidents should be thoroughly investigated and analyzed in a cooperative manner between the company and the Federal regulator to determine what went wrong and why. Any sweeping changes in either safety or liability by Congress should not be made hastily or without thorough understanding that flexibility and promotion of technological advances can often be stunted by statutory mandates that might be outdated in a few years.

INCREASE ACCESS

Now, what else could Congress do? Congress and the Administration should add more offshore areas for oil and natural gas exploration and development. Federal policies limit exploration and development to about 15%

continental shelf (OCS). That means 85% of the OCS is closed to exploration. Are there marketable amounts of oil and natural gas in that 85%? If the Gulf of Mexico is any indication, there certainly is. But we don't know the true amounts, and won't know, without looking. The current five year plan does not open up any new areas for oil and natural gas exploration, but Congress could open up more areas through legislation and should do so.

There is strong political support for opening up areas off the coasts of Virginia and South Carolina. Those areas would be a good start. Opponents of increased offshore oil and natural gas development often claim that it would take ten years or more before we saw any production from those new areas. In some cases that might be true, but had we started ten years ago, we wouldn't be having this argument. In addition, energy forecasts indicate that oil and natural gas will continue to be dominant components of our energy supply for generations to come. We will need those presently untapped supplies, not only for our energy reliability and security, but also to fulfill predictions that the U.S. will become a leader in oil and natural gas production around the end of this decade. Opening up new areas, coupled with increased development of nontraditional sources of energy, such as offshore wind, wave and current will contribute greatly to our long term economic stability and well-being.

Elections have consequences, yes. Yet Americans expect their leaders, even if they didn't vote for them, to make America a better place in which to live and work. Recognizing and harnessing the value of existing and prospective offshore energy resources to our nation's prosperity is not too much to ask.



Jeff Vorberger is Vice President of, Intergovernmental & Political Affairs, National Ocean Industries Association (NOIA). NOIA is a national trade association representing all segments of the offshore industry with an interest in the exploration and production of both traditional and renewable energy resources on the nation's outer continental shelf.



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AWO's Best Practices on Mariner Credentialing

American Waterways Operators (AWO), a 350-member trade association tells members to foster a cooperative relationship with the Coast Guard and to support the mariners, wherever possible.



The American Waterways Operators (AWO), the 350-member trade association representing the nation's tugboat, towboat and barge industry recently released recommended best practices to assist both companies and mariners in navigating the U.S. Coast Guard's mariner credentialing and medical review process. AWO compiled the best practices based on feedback from industry members through its Working Group on Mariner Licensing and Medical Standards, as well as input from the Coast Guard's National Maritime Center (NMC).

Among the best practices suggested to companies, AWO recommends gaining familiarity with the Coast Guard credentialing process, designating a representative to interact with employees and the NMC, and offering to review a mariner's application before it goes to the NMC. Additionally, AWO encourages employers to view the Coast Guard as a partner in the medical credentialing process and to take the time to develop relationships with NMC staff. Companies should also take steps to promote mariner wellness as part of their workplace culture.

By the same token, mariners are encouraged to be proactive about their own health and to view their license as their livelihood. AWO also suggests that mariners with common medical conditions like heart disease, diabetes, and sleep apnea become familiar with what the Coast Guard requires in the event of these conditions and use their employer as a resource to help navigate the credentialing process.

AWO President & CEO Tom Allegretti said in October, "These best practices are drawn from the experience of AWO members who know what works to help companies and mariners work through a sometimes confusing

credential application and renewal process."

The following best practices were compiled by The American Waterways Operators based on the experience of member companies. These best practices can assist companies in working with their mariners and with the Coast Guard's National Maritime Center to make the credential application and renewal process less confusing and ensure that their mariners' applications are processed as efficiently as possible.

I. SUPPORT YOUR MARINERS


- Most mariners only deal with the NMC once every five years and find the process confusing and intimidating.
- Designate a person in your company who can act as a resource for your mariners and a liaison with the NMC.
- Clearly describe necessary competencies, including physical demands of the job, in position descriptions.
- Educate mariners on what they need to do when applying for or renewing a credential, then stand by to help.
- Encourage mariners with known medical conditions to complete the testing and provide the information required by the Coast Guard along with their application. This will reduce the likelihood of a response from the NMC requesting additional information from the mariner.
- Offer to review a mariner's application before it goes to the NMC. The most common causes of credential processing delays are incomplete or improperly completed applications.
- Foster a policy of open communication and trust. Encourage your mariners to sign a third-party release allowing you to work with the NMC on their behalf, especially when they are on board the vessel.

II. FOSTER A PARTNERSHIP WITH THE COAST GUARD

- Treat the Coast Guard as a partner, not as an adversary.
- Take the time to understand the Coast Guard's credential application and appeals process so you can advise your mariners appropriately, and develop an understanding of relevant Coast Guard regulations.
- Take advantage of opportunities to meet and build relationships with NMC staff. The NMC has representation at many industry events throughout the year, and encourages direct outreach from their customers.
- Visit the NMC website (www.uscg.mil/nmc) often and sign up for the Mariner Medical listserv to receive the latest updates from the NMC. To subscribe to this and other available lists, go to <http://cgls.uscg.mil/groups.php>. To contact the NMC Mariner Information Call Center, dial 1-888-427-5662.

III. PROMOTE MARINER WELLNESS

- Adopting company policies that foster a culture of health and wellness will help your mariners retain their credentials and navigate the renewal process more efficiently.
- Develop an education program to promote healthy living beginning with employees in entry level positions.
- Consider modifying your benefits plan to cover the costs of preventative medical procedures and tests.
- Provide resources and incentivize cooks to prepare healthy meals.
- Consider requiring mariner physicals more frequently than once every five years as a matter of company policy. Early awareness of a medical issue that may complicate the renewal of a mariner's credential can provide critical lead time to address the issue.
- Establish a relationship with a reputable medical practice (or several such practices in different parts of the country).
- Get legal advice on how to ensure your company is kept informed about pertinent mariner medical issues, including medical waivers.




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Communications & Single Point Failures: What's Your Back-up Plan?

By Katharine Sweeney



A THOUSAND QUESTIONS

How well prepared is your company for a natural disaster? How quickly could you get your operations up and running after the storm or other event hits? How about your vendors and suppliers?

Emergency contingency plans (aside from vessel emergencies where oil has entered the water

– that merits its own article and won't be covered here) can start with a streamlined communications process. For emergencies ashore, how are you set up to handle business if the office is no longer accessible? Having people work from home can be an effective plan, but have you considered how communications will work? If internet and cell phone service is not available, have you thought about other ways to communicate with your fleet? How about getting word to the critical vendors you use? How are they set up to handle such a crisis themselves? Have you established a protocol to pass word when the office is back up and running and when operations can return to normal?

When conducting an audit of an office's management system I often ask these questions of the executive staff and of the lower level administrative staff to see how well they are complying with the International Safety Management (ISM) code requirement for emergency preparedness and response. Often, plans account for all sorts of disasters that could occur on the vessels and include check lists and drills. Sometimes however, less thought is given to how well the office will respond to an emergency.

I will normally ask what would happen in the event of a fire. Where does the office staff muster? What if there is an earthquake? These are the same types of questions I ask while on board a vessel. The company obviously expects its crews to hold drills as appropriate, so it should also hold emergency drills in the office. Drills need to test any communication protocol, ensuring phone numbers are correct before an actual emergency occurs. Key people will be assigned duties within a contingency plan. Are they still at the company, and if so, are they still in the same role? All too often, I will find the plan has not been updated since 'so-and-so' got promoted. Testing the contingency plan at least once a year is a good start toward ensuring key information stays up-to-date.

IDENTIFYING – AND CORRECTING – SINGLE POINT FAILURES

Emergency communications protocol should focus on

removing single point failures. I worked aboard a ship which had duplicate systems for many things, however one critical piece of equipment in the vessel's engine control room relied on a single uninterrupted power supply (UPS). This power supply had no inspection or maintenance requirement in the vessel's planned maintenance program. Had the vessel lost power and this UPS failed, we would have also lost the ability to restart equipment using automation. Classification societies are watching closely for this type of single point failure.

Finding single point failures in your plan isn't necessarily rocket science. If your emergency contingency plan relies on mobile phone service, do you address what to do if cell service is unavailable? Do you have a way to power mobile phones if electricity is out, such as a hand crank charger? If your mobile phone is no longer working but you have (minimal) access to a land line, you can call your mobile phone and update the message to indicate the situation and when you expect to be able to answer calls. *(This tip would have been very handy to one crew person I had who ended up in jail. The jailors took his cell phone, but allowed him one call. Unfortunately, all the ship numbers were in his mobile phone. If he had called himself and changed the message to indicate his circumstance, his time in the pokey could have been greatly reduced, but I digress.)*

COMMUNICATIONS ARE NOT THE ONLY THING REQUIRING BACK UP...

I came across another single point failure recently when I was asked to attend a vessel during its initial ISM ABS (external) audit. The vessel's first internal audit went well and the report included an "atta-boy" to the Second Mate for squared away files and recordkeeping. The first question the ABS surveyor asked the Second Mate during the external audit was to explain how the Coast Pilot, Sailing Directions, and similar pubs were kept up to date. The Second Mate explained the great system they had in which all publications were electronic and all were updated automatically each time the vessel received its weekly updates. However, the program to view and apply the updates, and the publications themselves, were stored on only one computer.

Earlier, I had asked the Second Mate if the program was installed on any other computer on the vessel — like the Master's office, for example. The Second Mate replied that you didn't need to do that, as this was navigational information you'd only use on the bridge. Of course, during the external audit, the ABS surveyor asked to see the great system about which the Second Mate spoke. Unfortunately, the computer

had crashed and was ashore being repaired. Then, the ABS surveyor asked to see the passage plans for the last voyage and the record of chart corrections. But these were on the broken laptop as well. Needless to say, the ABS was not impressed and the laptop constituted a single point failure.

As more and more vessels go to electronic records, these records must still be maintained and accessible, and backed-up somewhere on the vessel. Sometimes I see inspection records all kept electronically. While I understand the need for less paper, at some point someone needs a list to go around and check off everything they are inspecting. In the case of chart corrections, someone must keep track of the corrections that were completed and the ones left to be done. So, if a piece of paper is used, it must then be scanned, adding another step. Worse, if the paper copy gets transcribed into a computer system (even more time consuming) there is the added bonus of transcription errors.

Increasingly, companies want everything entered into a database viewable from the office. And, if this adds value to the operation, then so much the better. However, I have a hard time understanding why so many deck safety inspections should be transcribed into these databases. I suspect that simply entering the date of the inspection on a monthly spreadsheet attached to the maintenance program would ensure these items were being completed in a timely manner. Let the vessel keep records of the inspection results and deficiencies rectified on board.

Single Point Failures: don't let these problems, ultimately be yours. The audit is coming. A good lawyer never asks a question that he/she does not already know the answer to. Anticipate the questions, eliminate the single point failures and yours will be a more compliant and ultimately a safer vessel.

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Gladding-Hearn Delivers with Repeat, Proven Business in 2012

By Joseph Keefe, editor

When the long-time operators of the National Park Service passenger route from Key West, Florida, to Dry Tortugas National Park were looking to keep that contract and further upgrade the quality of their offerings in that market, they did what most satisfied customers would do: they went back to the builder of their current vessel, Massachusetts-based Gladding-Hearn Shipbuilding. The original boat used by Yankee Fleet in this service, built in 1998, provided reliable service over the years, but new contract requirements and changes in certain regulatory regimes ultimately made its replacement necessary.

With the new Yankee Freedom III now in service, having been delivered in October of 2012, the Yankee Freedom II has been sold to a northeast operator and is currently undergoing modifications at – you guessed it – the Gladding-Hearn Shipyard in Somerset, MA. In

addition to being repowered with new engines, the vessel will receive some internal refurbishment before continuing with its service life in New England.

INCAT-CROWTHER DESIGNED YANKEE FREEDOM III

After inking a new 10-year contract with the National Park Service (NPS) for passenger service between Key West, Fla., and the Dry Tortugas National Park, Massachusetts-based Yankee Fleet ordered the new 250-passenger, high-speed catamaran to replace the ferry operator's interim vessel, Yankee Freedom II. Although the newer, larger vessel, designed by Incat-Crowther, closely resembles the Yankee Freedom II in order to retain Yankee Fleet's strong brand presence in this trade, the new hull boasts many improvements.

NPS requirements dictated that Yankee Freedom III provide a higher level of service and more seating options.

The new contract requirements exceed that of the previous hull and the vessel design includes many of the “green” features required by the NPS, such as zero discharge, an oil boom on board, and energy-efficient LED lighting throughout the vessel. Additionally, a high-efficiency HVAC system augmented by the engines’ waste heat, solar-charged emergency batteries, metal-free bottom paint (Sherwin Williams SeaGuard), and a zero-VOC vinyl marine film applied to the exterior house instead of paint. The vinyl coating is lighter than paint and promises lower maintenance costs for the operator.

Yankee III Specifications

| | |
|--|--|
| Owner: Yankee Fleet | Main Engines: 2 x Caterpillar 3512C |
| Designer: Incat Crowther Pty. Ltd. | Gears: 2 x Twin Disc MGX-6848SC |
| Certification: USCG, 250 pass. Warm Water, Oceans | Propellers: 5-Blade Ni-Br-Al |
| Material: All Aluminum | Generator: 2 X 58kW CAT C4.4 |
| Length: 33.5 M(109.9') | Speed Loaded: 28 knots |
| Beam: 9.65 M(31.65') | Fuel Consumption: 582 L/H(154 G/H) |
| Draft: (loaded) 2.0 M(6.56') | Range: 330 miles |
| Fuel Capacity: 75601(2000 US gal) | Interior Sound Level: < 70 Db |

SPECIAL FEATURES: LEAN, GREEN & FUNCTIONALITY

Gladding-Hearn immediately set about making the vessel greener, but also enhancing its long term viability. Of particular note was fitting of 2 Caterpillar 3512C engines that were sized to fit performance requirements, but also minimize fuel burn. There was no need for outsized, “too-large” engines, according to Gladding-Hearn President Peter Duclos. Nevertheless, top speed of the ferry is an impressive 28+ knots.

The LED lighting saves capacity on generators and the ferry is fitted with some solar panels. The multi-mission, catamaran vessel is also poised to respond to oil spills in the park, if necessary. Even the on board showers are fitted so as to collect gray water to protect the local environment.

Although the new vessel usually only carries 150 (limited by requirements of the Park Service), the vessel’s design capacity of 250 passengers allows for contingencies in the event of evacuations and/or special circumstances for those already on island camping, seasonal staff, etc. According to Duclos, the vessel complies fully with the new USCG passenger weight rules, which he says are primarily related to displacement issues. Nevertheless, the vessel also boasts an active ride control system (Vosper/MDI) which dampens movement at sea and provides more freeboard for the long offshore run (+60 miles). A large back deck area allows for plenty of room for camper’s gear and kayaks, etc.

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AVA PEARL - RHODE ISLAND FAST FERRY

As it turns out, Yankee Fleet isn't the only satisfied customer in the Gladding-Hearn portfolio to return to the fold in the past calendar year. That's because Hull number 392, also delivered in 2012, was the M/V Ava Pearl, a 150 passenger, 34 meter excursion vessel which was added to the Rhode Island Fast Ferry fleet. Operating from Quonset Point, RI to Oak Bluffs, Martha's Vineyard, the new vessel is specifically designed for improved economy during off-peak times, and complements the 400 passenger, 37 m Incat/Gladding-Hearn catamaran Millennium which has been operated by Rhode Island Fast Ferry for the past nine years. Delivery of the new vessel in July 2012 – also designed by Incat Crowther – allows Rhode Island Fast Ferry to service the same 52-mile route as the operator's other Gladding-Hearn-built (1998) ferry, Millennium. Accommodating lighter passenger loads, with a lighter displacement, and driven by propellers, the new fleet addition results in significant fuel saving during off-peak times.

The all-aluminum catamaran draws seven feet (2m) draft and is powered by twin, continuously-rated MTU 12V4000M53 EPA Tier 2-approved diesel engines, each delivering 1851 Bhp at 1800 rpm and turning ZF Marine Ni-

Br-Al propellers. The twin gearboxes will be ZF Marine model 5055 with "Super Shift" feature. The ferry is additionally equipped with two Cummins/Onan 55 kW generators.

Incorporating Incat Crowther's proprietary "S" bow, the vessel provides excellent seakeeping, directional stability and high tolerance to shifts in trim and displacement. In addition, a large Naiad Dynamics active trim-tab ride-control system and higher freeboard further improve the ferry's seakeeping ability and passenger comfort. Top speed is over 30 knots in moderate seas, with a deadweight of just 24 tons.

AVA Pearl Specifications

| | |
|---|---|
| Owner: Rhode Island Fast Ferry, Inc, | Main Engines: 2 x MTU 12V4000M53 |
| Designer: Incat Crowther Pty. Ltd. | Gears: 2 x ZF 5055 with "Super Shift" controls |
| Certification: USCG, 150 pass., Lakes, Bays & Sounds | Propellers: ZF 5-Blade Ni-Br-Al |
| Material: All Aluminum | Generator: 2 X 55 kW Cummins/ Onan |
| Length: 33.5 M(110.') | Speed Loaded: 30 knots |
| Beam: 9.1 M(29.85') | Fuel Consumption: 652 L/H(176 G/H) |
| Draft (loaded): 2.0 M(6.56') | Range: 330 miles |
| Fuel Capacity: 7560 l (2000 US gal) | Interior Sound Level: < 75 Db |

HISTORY: RELIABILITY, SERIES BUILD & LOYALTY, TOO

Founded in 1955 and well known on a regional basis, but not perhaps outside of its core markets, Gladding-Hearn Shipbuilding (a Duclos Corporation) has for more than 50 years built steel and aluminum commercial

(Photo courtesy of Gladding-Hearn Shipbuilding)



vessels. Located on the Taunton River in Somerset, Mass., the family-owned and operated shipyard counts almost 400 vessels built as proof of its longevity and vessel reliability. George Duclos, CEO and chairman, co-founded the yard with Pret Gladding and Richard Hearn, and eventually bought out his partners in 1983.

The domestic pilot boat market cannot be discussed without also mentioning that Gladding-Hearn has more launches operating in the United States than any other shipyard. Notably and after building pilot boats for more than two decades, the yard joined forces with designer C. Raymond Hunt Associates in 1978 to build the first launch with a deep-V hull, soon to become the industry standard. Today, Gladding-Hearn's portfolio includes the construction of tugs, fire and patrol/rescue boats, research vessels, and by the mid-1980s, high-speed catamaran passenger ferries. As a licensee of designer Incat Crowther in Australia, Gladding-Hearn has since built the lion's share of fast cats on the East Coast and the Great Lakes. Beyond this, and while Gladding-Hearn often uses other designs for their newbuild vessels, they also employ a full service, in-house design shop.

Referring to the Ava Pearl and Yankee Freedom III projects, Duclos told *MarineNews* in December, "These were real projects. No subsidies or grants were involved. Both made the economy grow and the buyers in both cases had to borrow and take risks." No doubt that risk (and the anxiety that often goes with it in these uncertain times on the water) was considerably lessened simply by the knowledge that both buyers had already established a track record with Duclos' Shipyard and that previous deliveries had performed well, exceeding expectations and were

both still in the water.

U.S.-based, smaller shipbuilders are finding their niche in a competitive, but upbeat domestic market. That said; thin margins make for a complicated 'bid and build' environment. On this scale, the difference between success and failure can often be measured

in simply in the quality of the last boat delivered. Proven quality, repeat business and competitive pricing – whether it comes in the pilot boat markets or for cutting edge designed ferries – are proving to be the key to Gladding-Hearn's success. And, that's not hard to understand, is it?

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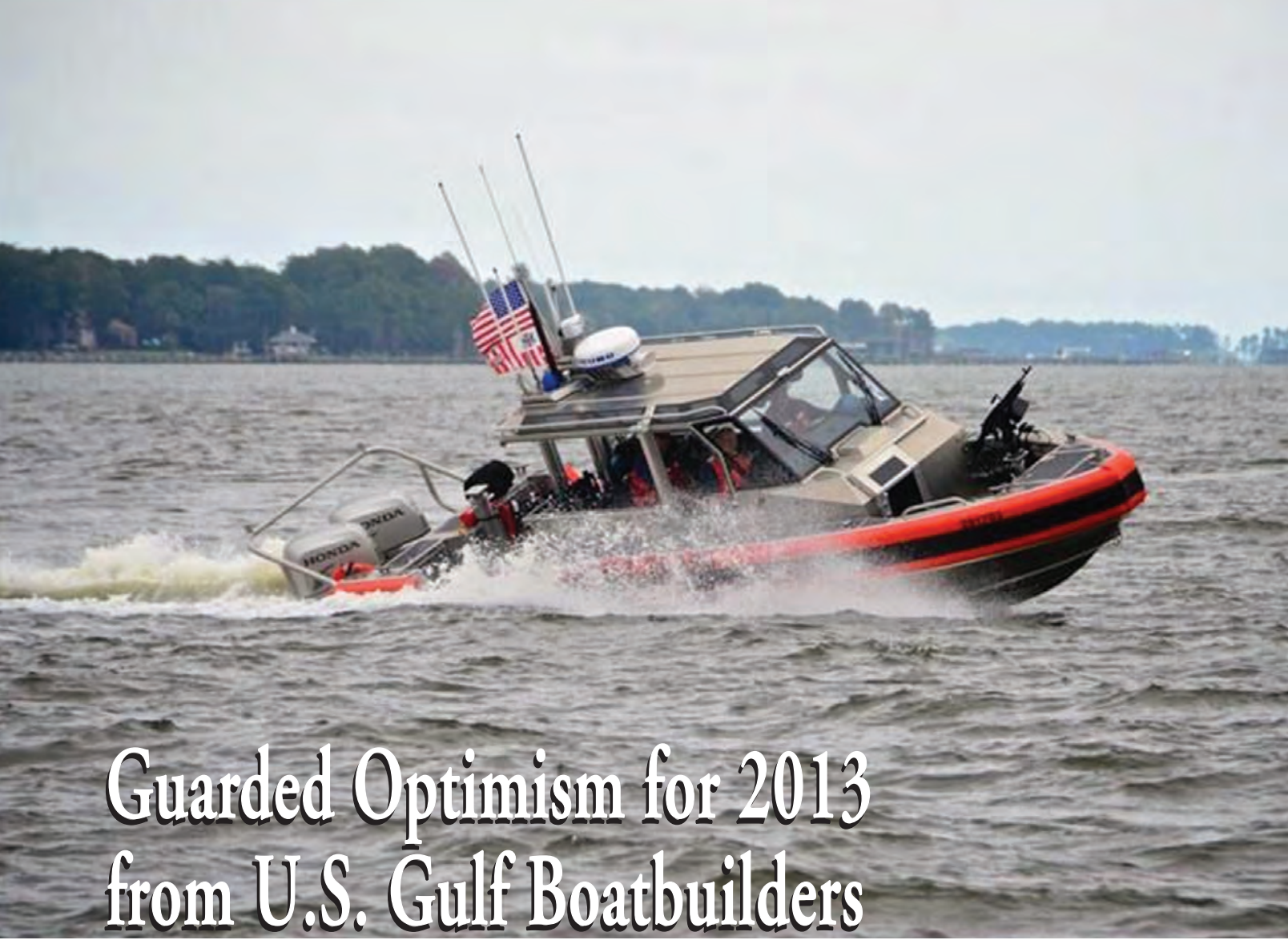
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Guarded Optimism for 2013 from U.S. Gulf Boatbuilders

Caveats and some doubts remain.

By Susan Buchanan

Marine companies along the Gulf of Mexico will be busy in 2013 producing offshore vessels to meet expected growth in the region's deepwater drilling sector over the next several years. Vessel repairs will be active too. Worker training will be stepped up to address a skilled labor shortage. And nearly three years after BP's spill off coastal Louisiana, safety will remain a priority. But with the nation teetering on a fiscal cliff – which may spur tax increases and government spending cuts – demand for official and military vessels could be affected, industry members say.

GULF'S DEEPWATER RIG COUNT SLATED TO EXPAND

New York-brokerage International Strategy and Investment, with an office in Houston, predicted on December 10 that the deepwater rig count in the U.S. Gulf would grow from a current 36 floating rigs to roughly 50

such rigs by mid-2014 and 60 or more during 2015 to 2017. ISI senior managing director and oil-services research head Jud Bailey said the deepwater GOM is in its early stage of an extended growth cycle after being almost left for dead following BP's Macondo blowout. Further exploration in the GOM, along with development of discoveries – including Anadarko Petroleum-operated Lucius, ExxonMobil-operated Hadrian, Chevron-operated Big Foot and Jack/St. Malo, and BP-operated Tiber and Kaskida – should fuel that growth, Bailey said in early December. Separately, and buoyed by that optimism, Gulf Coast builders and operators have stepped up their activities, hiring and output.

BOLLINGER BUSY WITH BACKLOG

In Lockport La., Chris Bollinger, executive vice president of new construction at Bollinger Shipyards, Inc., said

“2013 looks promising for the U.S. shipbuilding market overall, with order books filling for new-generation, platform supply vessels and support vessels, as well as OPA 1990 tank barges and support tugs.” Certain vessels must comply with the Oil Pollution Act of 1990, intended to prevent spills after Alaska’s 1989 Exxon Valdez disaster.

Bollinger said the company’s “new construction activity will continue with a backlog of activity for both our government programs and our commercial activity. Our Lockport facility continues to progress with our U.S. Coast Guard contract to build eighteen fast-response cutters, with options on up to 34 of these cutters. Backlogs at our other facilities exist for several tugboats, sludge ships, large PSVs and barges.” The company is evaluating new opportunities to build offshore vessels, dredgers, tugs, barges and government boats. He added, “Our eight repair facilities continue to successfully pursue regulatory repairs for a diverse customer base. “Recently, we were awarded major conversions for a fleet of six PSVs. We anticipate a strong year for our repair group, and we’re looking to expand our footprint in Port Fourchon, and other key locations.”

Bollinger said to meet current and future demand, the company is focused on developing skilled workers. “We grow our most important resources by training and educating our workforce, both on and off the job,” he said. “Our Quality, Safety, and Environmental programs are essential to our day-to-day business, and we continue to improve these systems to make sure we get them right. Our employees, along with our subcontractors and vendors, are the company’s heartbeat, and their safety is paramount to our success.”

CHOUEST BUILDS DEEPWATER OSVs

Edison Chouest Offshore or ECO in Cut Off, La. will continue its aggressive new-build campaign in 2013. ECO, which has 25 vessels under construction worldwide, said in September it would build an additional eight, Jones



Photo courtesy of Bollinger

B. No. 250 delivered from Bollinger Marine Fabricators, Amelia La.

Act-class, deepwater OSVs for delivery within 24 months. Hulls 14-21 in that series of 300’ class OSVs are in early-construction stages, with steel and equipment having been ordered. Those eight builds will take place at four Chouest affiliate yards on the Gulf – North American Shipbuilding in Larose, La., La Ship in Houma, La., Gulf Ship in Gulfport, Ms. and Tampa Ship in Tampa, Fl. The eight builds will be on speculation because the company has enough confidence in the market and state of the industry to start construction before customers have signed on the dotted line.



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Chouest's 2012 deliveries included platform supply vessels built in Brazil at its affiliate Navship yard in Navegantes, along with well-stimulation vessels, fast supply boats, a Norwegian-built PSV and the ice breaker Aiviq. The latter vessel is now working in Alaska.

Chouest is expanding international orders to replace Jones Act tonnage that will soon return to the Gulf of Mexico after moving away during the U.S. drilling moratorium in the Gulf two years ago. That segment includes six boats under construction at Remontowa S.A. in Gdansk, Poland, and eleven vessels – nine PSVs and two anchor handlers – at Navship in Brazil.

ECO also has four 194' fast-supply vessels that are under construction at Breaux Brothers Enterprises in Loreauville, La., and are expected to work in the Gulf of Mexico.

CANDIES PRODUCES OFFSHORE SUPPORT VESSELS

At Otto Candies LLC in Des Allemandes, LLC, president Paul Candies said "from our yard in Houma, we'll take delivery on a 280' dive support vessel in first-quarter 2013, under contract for Petrobras Brazil. Also from Houma, we'll take delivery on a 290' PSV in the first quarter, under contract here in the Gulf. We have two more 290' PSVs under construction in Houma, one for delivery in third-quarter 2013 under contract for the Gulf of Mexico and one for delivery in second-quarter 2014."

Candies also insists, "If necessary, we will expand our launch facility in Houma this year to accommodate larger vessels. Our staffing should remain about the same in 2013." He added, "We will continue to expand our safety programs in 2013. Safety is the most important aspect of

our activities." Every Candies employee is authorized to stop a work activity if an unsafe situation is observed.

"We will continue to learn from 2012 and from every day," Candies said. He said the company has a reputation for finding new ways to tackle old problems. Candies has expanded its fleet beyond DP or dynamic positioning, offshore supply vessels and ocean tugs to state-of-the-art IMR or Inspection, Maintenance and Repair dive-support vessels. The company does pipeline and sub-sea inspections, repairs and installations with ROV or remotely operated vehicle-IMR equipped vessels, certified for saturation diving.

Otto Candies also provides customers with marine and engineering consulting services. Using its high-horsepower, Z-Drive tugs, the firm is experienced in TLP or Tension Leg Platform and SPAR (deep draft caisson-type vessel) tow-outs and offshore installations of drilling platforms.

METAL SHARK BUILDS GOVERNMENT BOATS

At Metal Shark Boats in Jeanerette, La., vice president Greg Lambrecht said "our yard is currently working on a U.S. Coast Guard RB-SII 28 Defiant Class, a USCG Cutter Boat Aton Large- 23' Courageous Class and a USCG Cutter Boat Aton Medium- 18' Relentless Class vessel. We're working on a multinational riverine project- 24' Relentless Class; and multiple, foreign military projects; 24' through 45' patrol, fire and ambulance vessels and on multiple U.S. state and local police, fire and law enforcement vessels-18' through 45'."

Labrecht continued, "Our 2013 projects are underway and/or planned. Recent infrastructure expansion allows us to meet all current and planned projects, and infrastructure enhancements will continue in 2013 in anticipation of



The recent launch of the 299' PSV Ted Smith from Chouest Gulfport, MS shipyard, Gulf Ship

and on multiple U.S. state and local police, fire and law enforcement vessels-18' through 45'."

Labrecht continued, "Our 2013 projects are underway and/or planned. Recent infrastructure expansion allows us to meet all current and planned projects, and infrastructure enhancements will continue in 2013 in anticipation of further growth." In 2013, Metal Shark expects to expand its staff from 150 employees in late 2012.

Lambrecht said vessel builders will be affected by the nation's financial climate in 2013. "The current outlook for government spending is showing a decrease in available funds for out-year projects and the looming fiscal cliff is a serious concern," he said. "Metal Shark has expanded its international presence to help mitigate some of this risk."

EASTERN FULFILLS CONTRACTS FOR HARVEY GULF, HORNBECK

In Florida, Eastern Shipbuilding Group, Inc. is under contract to build fifteen large, diesel-electric OSVs in its "Tiger Shark" series for customers in the United States and in Brazil. On Dec. 12, Eastern launched the HARVEY DEEP-SEA, the fourth of its Tiger Shark Class OSVs being produced for Harvey Gulf International Marine, LLC in New Orleans. Eastern is also under contract to build ten 302'x64'x26' OSVs for Hornbeck Offshore Services in Covington, La. Because of upcoming manpower needs, Eastern has expanded its training programs. With two shipbuilding facilities in Panama City, Fla., Eastern builds, converts and repairs steel and aluminum vessels of all types.

GOM OUTLOOK TIED TO REGION'S OFFSHORE SECTOR

The health of the GOM's oil-and-gas sector is critical to the region's marine industry, though vessel builders also cater to domestic and foreign governments. A deadly oil platform explosion off Grand Isle, La. on Nov. 16 underscored the need for safety and recently tightened regulations on offshore oil. The marine industry watched closely as a federal trial in New Orleans kicked off late last year, intended in part to ultimately determine BP's 2010 spill liabilities. Also of interest is the U.S. Bureau of Ocean Energy Management's oil-and-gas lease sale, slated to be held in New Orleans on March 20, offering 38 million acres in offshore Louisiana, Mississippi and Alabama.

On balance, the Gulf marine industry expects to thrive in 2013, with several companies planning to expand their payrolls to fulfill vessel contracts. Uncertainties remain, but the uptick in GOM activity is expected to continue, regardless of what happens on a federal level in Washington. And, that's because Oil & Gas and the marine sector that supports it remain one of the few bright spots in the so-far tepid economic recovery.



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Salvaging Sandy

Donjon Marine's Emergency Response takes an interesting turn in the aftermath of the devastating hurricane

By Joseph Keefe, Editor

When Hurricane Sandy swept across the Caribbean, Mid-Atlantic and Northeastern United States in late October 2012, the Category 2 storm eventually became the largest Atlantic hurricane on record. Certainly, it ranks as one of the most costly and destructive. Estimates of losses due to damage and business interruption are still being compiled but are expected to exceed \$70 billion. Hundreds died as a result of the ferocious storm.

In the United States, at least 24 states were impacted, but the damage was particularly severe in New Jersey and New York. The storm surge slammed into New York City on October 29, flooding streets, tunnels and subways and cut power to a large swath of customers in the tri-state area. In advance of the storm, President Obama signed emergency declarations for several states, allowing them to request federal aid and make additional preparations in advance of the storm.

Eventually, New York's Metropolitan Transportation Authority (MTA) saw the destruction of 12 subway stations and major damage at other facilities and systems. Interstate commuter rail links were completely devastated by the flooding. And, for the first time ever, flooding occurred in four of six tunnels under the Hudson and East rivers for the first time in history. In response, Donjon Marine Co. Inc. of Hillside, NJ, was mobilized from its base in Port Newark, New Jersey, to provide an emergency pumping capability in response to the devastation resulting from

Hurricane Sandy. Usually engaged in water-based salvage operations, this response would turn out to be one of the most interesting – and successful – salvage operations ever undertaken by Donjon.

DEWATERING LOWER MANHATTAN TUNNELS

The 12 foot storm surge that inundated lower Manhattan, resulting in a catastrophic flooding of numerous subway and vehicle tunnels, was one of the more devastating effects of Hurricane Sandy. The day after the storm struck, Donjon's long-standing Emergency Marine Salvage and Engineering Services contract, held with the U.S. Navy, was activated. Donjon was contracted to bring as much pumping and marine equipment to bear to assist in pumping out the tunnels as fast as possible.

As part of the Army Corp of Engineering's tasking from FEMA to assist in the response, the Army Corps stood up their "Unwatering Team" and asked the Navy for assistance in bringing in large-scale pumping resources.

Over the course of nine days, in addition to a flotilla of support barges and cranes and its own pumping equipment, Donjon brought in 6 subcontractor companies to pump out an estimated 125 million gallons of debilitating seawater. The tunnels that Donjon's crews were specifically responsible for dewatering included the Battery Park Underpass, the PATH tunnels between Jersey City and the World Trade Center, and the 14th St and Montague subway stations. Donjon was assigned to a total of nine tunnels.

Image Above: Dewatering operation underway at PATH, Jersey City



“The speed of the mobilization and dewatering were testimony to the importance of these long-standing Salvage contracts”, said Donjon’s EVP, John Witte.

Working hand-in-hand with fire departments, tunnel maintenance teams, and subway personnel to plan and execute rapid and efficient dewatering plans, Donjon and its subcontractors worked around the clock for over 12 days to completely drain each of the tunnels, allowing them to be returned to service faster than anyone had predicted. “The speed of the mobilization and dewatering were testimony to the importance of these long-standing Salvage contracts”, said Donjon’s Executive Vice President, John Witte. “Donjon’s commitment to the Navy salvage contract was a primary reason for our success and the ability to respond with the depth and caliber of equipment and personnel that was brought to bear” he said.

More than 80,000 gallons per minute of pumping capability was provided within 36 hours of the initial call. In addition, Donjon mobilized a team of over 50 salvage personnel to place and operate the pumping and support equipment.

UNIQUE CHALLENGE: SPECIAL EQUIPMENT

Donjon mobilized over 30 pumping systems, ranging from 6” hydraulic submersible pumps to 18” centrifugal pump units. Each pump site brought its own unique challenges. Apart from the typical challenges of pumping water up and out from such deep depths (as much as 125’ below street level), Donjon also had to contend with compromised or non-existent ventilation requiring special personnel protective precautions to be taken.

“I could not have been prouder of the professionalism and selflessness displayed by the many pump operator crews,” said Witte. “They worked tirelessly for days on end until the job was complete and the tunnels could be returned



Donjon salvage personnel in action in wake of Sandy

to service. These operators are the unsung heroes to this disaster” he said.

In addition to the dewatering operations in nine tunnels, Donjon also assisted in dewatering an Amtrak electrical power sub-station in Kearney, New Jersey, eventually replacing dike valves that had failed during the storm. Donjon, in a separate contract with the U.S. Coast Guard, in later weeks, successfully removed a self-propelled barge that had been pushed up onto a highway on Staten Island.

The U.S. Navy salvage contract is managed by the U.S. Navy’s Supervisor of Salvage and Diving (SUPSALV) located at the Naval Sea Systems Command in Washington, DC. Donjon has held the contract (renewed every five years) for nearly 30 years, during which time they have responded to nearly every major U.S. disaster on the East Coast and Gulf that has involved a marine component, including the responses to Hurricanes Ike and Katrina. One of the contract’s primary purposes is to enable the U.S. Navy to quickly mobilize emergency salvage equipment and personnel in the event of national emergencies. In this case and by quickly mobilizing its equipment, Donjon was able to provide “soup to nuts” support to the US Navy response.

The effort showed how a well-organized salvage service provider, with well-maintained equipment and experienced personnel, can provide timely emergency services and related support when needed. Witte, Jr., added, “In spite of difficult conditions at home, the Donjon team mobilized and worked tirelessly throughout the emergency period. All the Donjon staff and subcontractors were a credit to themselves, Donjon and the communities they helped and supported.”

Power to the People

Passenger ferry and tour boat market segment has suddenly been revitalized and is on the verge of becoming hot.

By Joe Hudspeth



It is no secret: new vessel construction for the passenger vessel industry came to a virtual standstill in conjunction with the troubled economy. For many operators, just keeping the shingle hung, skilled crew at hand and something afloat at the other end of the mooring line has required the most scrupulous cost controls and strategy. With the results of the past election now set

and several years of waiting and seeing under their belts, passenger vessel operators now need to catch up, make the investment, and move forward with a new craft.

Boat builders are encouraged by current contracts for passenger ferries and tour boats and pending contracts for more of the same. This market segment has suddenly been revitalized and is on the verge of becoming hot. Shipyards like All American Marine, Blount, Gladding-Hearn, Kvichak, Nichols, and Vigor have all recently benefitted from new orders for passenger vessels. The phones are ringing, quotes are being calculated, and pages in the order books are getting filled.

IT'S A PEOPLE THING

Like any savvy customer, passenger vessel operators are expecting more from their new vessels. Purchasing a multi-mission platform that will attract ridership is the key. Ridership is everything and operators are always looking for ways to maximize passenger capacity. Vessel size plays a large part in capacity constraints, but the USCG also gets their say. By far, the majority of inspected passenger vessels fall into the Subchapter T category which sets a cap

at a maximum of 150 passengers on board. The recent change in stability regulations that requires passenger weight calculations to assume 185 pounds (up from 160) per passenger has also had a significant impact on the allowable number of passengers. Beyond this, aging baby boomers and the ADA's forthcoming vessel design recommendations will require that usable seat space to be reevaluated for greater accessibility. This can mean long ramps, access for scooters, and even elevators. That said; vessels built now, before further enforceable regulations are implemented, can utilize a more practical design for accessibility that won't significantly sacrifice headcount.

ALL ABOARD?

What do we need to do to get commuters out of their cars and onto a floating transit system? For passenger ferries, success is commonly found when there is no other suitable alternative; otherwise, the motivation has to come from cost savings, time savings, emotion, amenities, or a combination thereof. Factors like rising fuel costs will push people to seek a ticket to ride, but it is more likely to be the little things that will end up tipping the decision scales. For example, the airlines have discovered that something as simple as ambient mood lighting can be quite appealing for passengers. Setting the mood for commuters during the dark hours of early morning or evening can easily be accomplished with color changing and dimmable (energy efficient) single fixture LED's or LED rope lighting.

In today's 'e'-society, connection to the internet and access to a power supply is very high on the list of desirable amenities. Again, the airlines, commuter trains, and even contemporary buses seem to have a good handle on offering both of these features to their customers; yet marine transit seemingly lags far behind. Offering internet at sea will certainly come at a premium, but providing free recharging stations or power outlets can be relatively easy and affordable to install with negligible impact to operating costs.

Like her two sister ships, Island Packers new boat will haul passengers, campers, and kayaks to the Channel Islands National Park, but the new vessel will be even more versatile with configurable seating, cargo carrying capacity, and an extendable knuckle crane.



If possible, rethink the floor plan. For a unique arrangement, get out of the conventional box of long aisle ways with forward facing seats. Angled rows provide a more pleasant viewing opportunity. The view is the primary product offering sold by tour companies and window seats are always the choicest. Owners can get double vision potential by simply elevating the centerline sections of seats a mere 6". This layout works best when center seats face outboard towards perimeter windows.

New boat buyers like tour operator Harbor Breeze Cruises, are moving full speed ahead with a boatload of passenger-pleasing features including a fully accessible walk-around deck, stadium-tiered foredeck seating, and LED color changing lighting systems throughout the vessel. And, unlike most other staunchly white vessels, Harbor Breeze will really make a splash with a vibrant multi-colored paint scheme.

FREE RIDES ARE NEVER FREE

Thanks to MARAD, many public ferry operators can get significant portions of their new vessel paid for by the Ferry Boat Discretionary Program. The program presents several hoops to jump through which does end up overinflating the purchase price. Furthermore, many government funded ferries are constructed under the Field of Dreams philosophy of 'build it and they will come'. Building the boat is part of it, but schedule, ticket price, and the customer's perceived value are the other must haves for a successful passenger vessel operation. While agencies like MARAD can help operators procure a new boat, they do not have means to supplement operating capital, which can quickly leave a vessel high and dry. The misfortunes of the Spirit

of Ontario, Hawaii Superferry and M/V Susitna have proven to be very expensive lessons to learn.

KEEPING WATCH

While the future is looking quite bright for the passenger vessel industry, challenging obstacles remain to be navigated. Groups like the Passenger Vessel Association (PVA) provide a wealth of educational resources and advocacy to help their members

maintain successful and safe operations. PVA will be hosting their annual national convention, Maritrends, in Jacksonville, FL in February. Topics addressed at Maritrends and of general interest to passenger vessels operators in the year ahead concern ADA vessel design standards, re-interpreting the Guide to Structural Fire Protection (NVIC 9-97 change # 1), and what to expect during the transition from EPA Tier II to Tier III engines.

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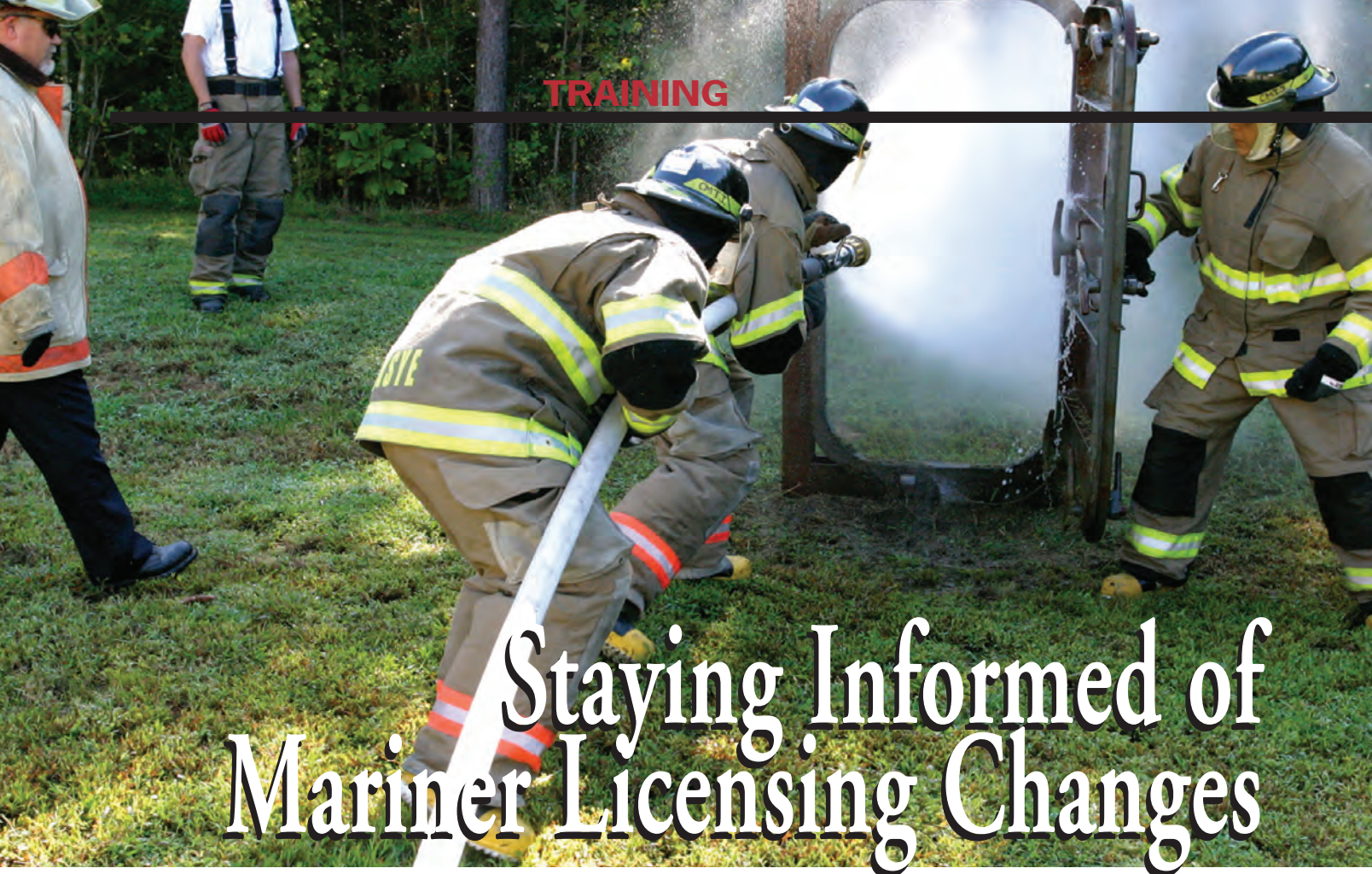
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Staying Informed of Mariner Licensing Changes

Quick Tips to save time, money, and cut through the red tape.

By Stephanie Heinatz

Whether it's ensuring you're in compliance with the International Maritime Organization's major revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, or keeping up with updates to U.S. Coast Guard policy letters, navigating changes in professional mariner training requirements can be daunting.

"But it doesn't have to be," said Capt. Guy Sorensen, president of the Virginia-based Chesapeake Marine Training Institute (CMTI). Established in 1992 by Sorensen, CMTI provides education and training to professional and recreational mariners. He adds, "From professional marine publications to training centers and up-to-date web sites, there are a few key ways mariners can stay up to date without feeling like they have to do a research project after being at sea for weeks or months."

Image Above: The Virginia-based Chesapeake Marine Training Institute developed its basic firefighting course - which includes both classroom and practical exercises - for mariners to meet U.S. Coast Guard and International Maritime Organization training requirements.

Mainly, Sorensen advises his students, save a few key web sites to your browser (listed below), subscribe to newsletter updates that come straight to your inbox and program your local maritime training center's phone number as a quick dial.

NATIONAL MARITIME CENTER – AND YOU ...

The U.S. Coast Guard's National Maritime Center (www.uscg.mil/nmc) issues more than 240,000 credentials to U.S. Merchant Mariners operating throughout American waters. With a goal to "ensure a safe and secure transportation system throughout the United States by implementing and enforcing all government mandates and U.S. Coast Guard policies," it's imperative they keep their web site up to date with any licensing requirement changes.

Head to the National Maritime Center's home page and look under "announcements." Frequent updates are posted there. While on the site, check out the other items to make your licensing process smooth. You'll find everything from checklists, policy letters, forms, applications and more. Sign up for the center's email distribution under the "helpful links" tab.

TRAINING

AND THE IMO, TOO ...

Sail outside the U.S. waters? Add the International Maritime Organization (IMO) homepage to your favorites (www.imo.org). The IMO is the “United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships.” Mainly, the IMO keeps international marine legislation up to date and accepted by as many countries around the world as possible. That U.S. Coast Guard web site mentioned above is the American arm that helps implement the international legislation the IMO adopts.

“Shipping is perhaps the most international of the world’s industries, serving more than 90 percent of global trade,” according to the IMO. “IMO plays a key role in ensuring that lives at sea are not put at risk and that the marine environment is not polluted by shipping as summed up in IMO’s mission statement – safe, secure and efficient shipping on clean oceans.” The IMO not only keeps the homepage populated with the latest news, but the media center link in the main menu is a valuable resource for everything from latest news, to IMO meeting summaries, multimedia and links to the United Nations.

STAY CONNECTED

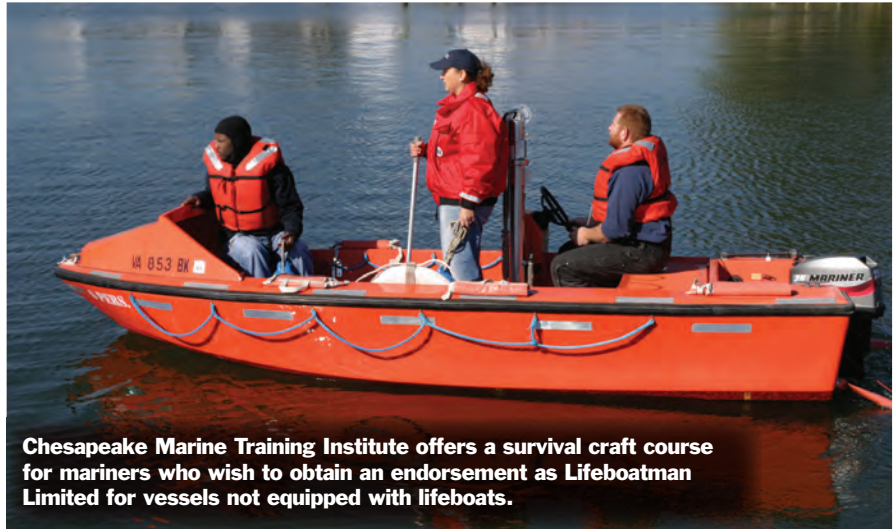
“Students may not often think about it while they are in class, but the training you receive at Chesapeake Marine Training Institute is meant to keep the mariner, the ship and our environment safe,” Sorensen said. “It’s not lost on us that the training our students receive here may be needed to save lives and property at sea.”

Where did you receive your maritime training? That’s the third, and likely, most important web source and phone number to save to your browser. Why? “It’s our job,” said Sorensen of his

Chesapeake Marine Training Institute, and his fellow maritime training centers. “We have a curriculum development department just for that reason. Between myself and the seasoned mariners who teach our classes, we keep up on the latest changes to ensure we are keeping our students up on the latest changes.”

CMTI, like other training centers,

encourages current and former students to call anytime with questions. “If there’s anything we understand, it’s that the life of a mariner is busy,” Sorensen said. “You often have a limited time to get things done while you are in port, so we do all we can to streamline the steps mariners have to take to get what they need to be safe at sea.”



Chesapeake Marine Training Institute offers a survival craft course for mariners who wish to obtain an endorsement as Lifeboatman Limited for vessels not equipped with lifeboats.

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Avoiding Collisions with the North Atlantic Right Whale

A Training Module for all Mariners

By Amy Knowlton, Patricia Gerrior, and William McWeeny

Professional mariners have a unique responsibility as they transit the world's oceans. Mariners see a part of this earth that the vast majority of humanity will never witness and, in turn, they become stewards of the ocean by following the numerous regulatory measures aimed at reducing the impact of shipping on the environment. These regulations include, but certainly are not limited to, the use of AIS to avoid collisions and harmful oil spills, ballast water discharge controlling the introduction of invasive species, ship emissions control, and a ban on dumping of plastics at sea.

One more recent addition to these regulatory measures has been the implementation of a suite of measures along the U.S. and Canadian eastern seaboard aimed at reducing the chance of a lethal encounter with the endangered North Atlantic right whale. These whales, once hunted nearly to oblivion, hang on by a tenuous thread with less than 500 remaining in the western North Atlantic. Vessel strikes have been one of the leading causes of mortality plaguing this small population for decades; if not longer. It is interesting to note that entanglement in fixed fishing gear is also a major source of human caused mortality for right whales. As our understanding of the frequency of lethal vessel strikes became clearer during the 1990's, the need to develop measures to reduce risk to these animals became a goal of the Federal governments of the U.S. and Canada in partnership with researchers, conservationists, port authorities and industry representatives.

Over a decade of hard work was conducted to review the scientific information available of where and when vessel strikes of right whales had occurred, discuss and solicit all possible management options with the impacted industries, and to eventually develop regulatory and voluntary measures throughout the right whale's range from Canada to Florida. These protective measures could

“Since implementation of mandatory seasonal speed restrictions along the U.S. east coast in 2008, the number of vessel struck right whales like this one has been dramatically reduced.”



make the difference to the survival of this small, but hopefully resilient population of animals. Finally, the efforts provided useful educational and outreach materials for the mariners that the 2012 Training Module includes.

Every person who works on a sea-going vessel of any size has a role to play in reducing the chance of an encounter with a large whale. The captain, mates, and AB's on the bridge, the lookouts on the bow, the engineers, or (any) staff who happens to be looking at the ocean, should keep an eye out for whale blows. The operators of the vessel should be aware of the required and voluntary measures needed to avoid collisions with large whales. Right whales and other large whale species found throughout the world's oceans will definitely benefit from prudent mariners following these actions.

According to David Gouveia of the National Marine Fisheries Service and Northeast Region marine mammal team coordinator, the educational process is essential. He adds, “To minimize vessel strikes of right whales, it is critical that mariners understand the breadth of the problem and what they can do to protect these endangered animals. We supported the development of these educational materials to equip future mariners with the information and training they need to safely navigate around right whales and reduce the number of collisions.”

To provide training for maritime academy students and on-board ship personnel, the New England Aquarium of Boston, MA with support from NOAA Fisheries Service has developed a clear and concise training module called “Avoiding Collisions with the North Atlantic Right Whale 2012.” This module is divided into four sections:

- I. Vessel Strike Problem and Right Whale Biology*
- II. Laws, Regulations and Rules*
- III. Voyage Planning and Watchkeeping*
- IV. The Right Whale Prudent Mariner*

Section I provides information about how vessel strikes are impacting North Atlantic right whales and some life history information about this endangered species;

Section II describes all the rules and regulations presently in place to protect right whales and the penalties for not complying with these rules;

Section III gives detailed information about implementing these operational measures within Voyage Planning and Watchkeeping; and

Section IV discusses the prudent mariners' responsibility towards right whales and stewardship of the ocean.

**Zelenock****Puscar****Narde****Oliver****Bowles****Biernat**

Volvo Penta Americas Leadership Changes

Volvo Penta announced three appointments to the newly formed Volvo Penta Region Americas organizational structure. Julia Zelenock has been named director of marketing. Marcelo Puscar has been appointed director of marine sales for Latin America with responsibility for sales of marine gas and diesel engines. Elpidio Luiz de Narde has been promoted to director of aftermarket sales and customer support for Latin America.

Oliver Appointed President of WPPA Board

The Port of Vancouver USA announced that Port of Vancouver Commissioner Jerry Oliver will serve as president of the Washington Public Ports Association (WPPA) Board of Trustees for 2013.

DLBA Promotes Bowles

Donald L. Blount and Associates, Inc. (DLBA), a naval architecture and marine engineering company, promoted Jeffrey Bowles to the position of Technical Director. Bowles graduated from Webb Institute in 2000 and went on to attain his Masters degree at Newcastle University.

EBDG Adds Staff in New Orleans

Elliott Bay Design Group (EBDG) said that Chris Biernat has joined its New Orleans office as a Naval Architect IV. Biernat is a recent graduate of the University of New

Orleans. EBDG also announced that two employees achieved Professional Engineer status. Naval Architect, Matt Wichgers earned his PE in Mechanical Engineering (WA). Taylor Herinckx, who already holds a PE in Naval Architecture, earned a PE in Electrical Engineering (WA).

VT Halter Names Prendergast EVP

VT Halter Marine, Inc. has named Rear Admiral (Ret.) John J. Prendergast, III to the position of Executive Vice President (EVP). Prendergast will be responsible for a broad range of functions including Government Contracts, DoD/DHS Interface, Procurement and Inventory Management. He earned a Bachelor of Science in Mechanical Engineering from the University of Notre Dame and is a graduate of the Naval Postgraduate School.

New Traders at Dan-Bunkering

Dan-Bunkering (America) Inc. appointed Michael Moschos as Bunker Trader and David Kazmierski as Bunker Purchaser. Dan-Bunkering opened for business earlier this year and the firm intends to strengthen the company's position on the American market and continue to recruit more traders to expand the newly opened office in Houston, Texas.

Brand Rejoins TITAN Salvage

Captain Dennis Brand has rejoined TITAN Salvage, Crowley Maritime

Corporation's marine salvage and wreck removal company, as director of global commercial operations.

Crowley Leadership Changes

Crowley Maritime announced that Frank Larkin has been promoted to SVP and GM of logistics, and will, in addition to managing the entire logistics enterprise, oversee U.S. sales, marketing, customer care and pricing for both logistics and liner services. Steve Collar, who is currently managing logistics, has been appointed SVP and GM of Latin America services. John Hourihan, who is currently managing Latin America services, has been appointed SVP and GM of Puerto Rico and Caribbean services. Crowley also announced the appointment of Nelly Yunta to VP of sales, marketing and customer care, and the promotion of Pete Noyer to VP of national accounts. Tim Quirk, most recently director of pricing, will assume Noyer's business development role, with responsibility for handling Northeast, Midwest and inside sales accounts.

Gulkus Joins Jensen Maritime

Jensen Maritime Consultants continues to grow its new office in the New Orleans business district with the hiring of Senior Administrator Lauren Gulkus. She will be responsible for project and departmental administrative duties.



Prendergast



Moschos



Kazmierski



Brand



Larkin



Collar



Hourihan



Gulkus



Yunta



Noyer



Quirk



Matsuda

YTD Cargo through Seaway up 3%

Continued demand for iron ore, coal, and general cargo for the industrial and manufacturing sectors lifted the tonnage numbers along the Great Lakes-Seaway System to the positive column. For the period March 22 to November 30, year-to-date total cargo shipments were 34.6 million metric tons, a rise of 2.67% over the same period in 2011. The St. Lawrence Seaway reported an 11% increase for total cargo shipments during the month of November – 5.1 million metric tons – compared to November 2011.

VT Halter Marine Breaks Ground on Pascagoula, MS Expansion

Mississippi Governor Phil Bryant and officials from VT Halter Marine announced a major expansion at the company’s Port of Pascagoula shipyard, breaking ground on VT Halter Marine’s new ship repair facility. The new ship repair facility is expected to be operational by March 2014. VT Halter Marine’s three Gulf Coast facilities build vessels ranging

from 200 to 720 ft. through modular fabrication to maximize productivity.

Marad Issues Enviro Grants

The U.S. Department of Transportation has announced a combined \$1.5m for three demonstration projects intended to reduce marine emissions by repowering ship engines to use alternative fuels and technologies. The funding is the first-ever awarded by the Maritime Administration (MARAD) for competitive selection of environmental innovation projects and will demonstrate innovative technologies and share data on the results. Foss Maritime will receive \$600,000 to convert the Los Angeles Harbor-based tugboat Alta June to a new fuel-efficient diesel hybrid engine. The Puget Sound Clean Air Agency will receive \$400,000 to replace the engine of the Seattle-based tugboat Island Chief with a low-sulfur diesel engine and to support a student internship program between the Puget Sound Clean Air Agency and Seattle Central Community College’s

Maritime Academy to provide students with field-based training and experience. The Southeast Missouri Planning Commission will receive \$500,000 to replace the engine of the Mississippi River-based towboat Jimmy Brown with an engine capable of running on biodiesel fuel.

Kirby Announces Changes to BoD

Kirby Corporation announced the retirement of C. Berdon Lawrence from the Kirby Board of Directors. Lawrence was the founder and former President of Hollywood Marine, Inc., an inland tank barge company acquired by Kirby in October 1999. William M. Waterman, the former President of Penn Maritime Inc., acquired by Kirby on December 14, 2012, was elected to the Kirby Board effective December 31, 2012. Kirby, based in Houston, Texas, is the nation’s largest domestic tank barge operator, transporting bulk liquid products throughout the Mississippi River System, the Gulf Intracoastal Waterway, coastwise along all three U.S. coasts and in Alaska and Hawaii.

L-3 DP Associates Liquid Cargo Handling Simulation Software

L-3 D.P. Associates L-3 DPA) has delivered upgrades of its Liquid Cargo Handling Simulator (LCHS) software to four maritime training academies and training centers. The upgrades include a new software platform and graphics engine and have been installed on existing LCHS training systems at Massachusetts Maritime Academy; Teekay Shipping Training Center and Italian Maritime Academy Philippines, both in Manila, Philippines; and Wärtsilä Land & Sea Academy. This PC-based system, which supports both individual and networked training, includes an instructor station connected to multiple student stations.



www.L-3training.com

Crew Safety Product from Succorfish

Succorfish has introduced the SC4 crew safety product. The search and rescue PLB/AIS SART beacon securely fastens onto an individual's upper arm or life jacket and offers worldwide coverage transmitting location over AIS and the global COSPAS SARSAT rescue network and has a local man overboard feature with a range of 25 miles from the vessel in clear conditions. The SC4 reliably operates in temperatures from - 20c to +55c, is waterproof to a depth of 100 meters and offers real time GPS positioning to one meter worldwide. The SC4 also provides an SOS L.E.D flashlight that is operational during all emergency transmission periods.



www.succorfish.com

Hartzell's Adjustable Pitch Propeller

Hartzell Air Movement has released their new medium pressure, adjustable pitch propeller for marine duty applications. The new die-cast aluminum propeller is engineered to enhance the operating performance of their Series 44M Ductaxial fan. The Series 44M with the new AM propeller is available in sizes 12 to 48 inches and produces up to 65,000 CFM and up to 4 inches of static pressure. The Series 44M is available for use in a variety of hostile environment applications, from engine room exhaust to cargo hold ventilation, in offshore oil rigs or workboats.



www.hartzell.com

John Deere's 4.5L, 6.8L Tier 3 Marine Engines

John Deere Power Systems (JDPS) has introduced the Marine Tier 3 PowerTech™ 4.5L and 6.8L propulsion and generator-drive engines. John Deere will meet U.S. Environmental Protection Agency (EPA) Marine Tier 3 emissions regulations that began to take effect in 2009 based on cylinder displacement and power per displacement with a complete lineup of PowerTech 4.5L and 6.8L propulsion and generator-drive engines. These engines also will achieve compliance with International Maritime Organization (IMO) Tier II emissions regulations and EU 97/68/EC. The PowerTech 4045AFM85 is the most powerful John Deere 4.5L marine engine ever launched.



www.JohnDeere.com/jdpower

GAC Unveils Eco Packaging Solution

GAC Packaging Solutions has launched a new ecologically-friendly and cost-effective packaging solution for liquid & dry cargo transportation. The 'g-drum' is a reusable, collapsible 55 US gallon drum with a 'bag-in-a-box' design that uses a product-specific flexible internal liner bag made from 3-ply Food & Pharmaceutical grade polyethelyn (PE) film to store not only liquid cargoes but also for dry flowable or high viscosity products. The patented g-drums deliver savings in overall operational costs compared to traditional steel drums as g-drum eliminates the need for pre-conditioning and post-cleaning disposal, and reduces responsible care premiums.



www.gac.com/solutions/packaging

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The economy of Yakutat, AK is rooted in commercial fishing and fish processing. HOSTAR's HST5500YS, 30-ton hydraulic yard trailer provides safe and efficient means of launching and retrieving boats on Yakutat Harbor's steel ramp. Capable of handling large commercial vessels, the trailer's hydraulically operated walking beam suspension allows operators to raise the frame and lower it to the ground, each side independently. Hydraulic arms stabilize the boats during launching or retrieval. Hostar Marine hydraulic trailers solve the problems of limited storage space, high transportation and handling costs, unwieldy cradles and time-consuming loading and launching procedures.



www.hostarmarine.com

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www.sname.org/events/callforpapers



SNAME²⁰¹³

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January

Training and Education

MARKET:
Passenger Vessels & Ferries

TECHNICAL:
Salvage & Response

PRODUCT:
Coatings & Corrosion Control

Ad Close: Dec 21

February

Bulk Transport Leadership Roundtable

MARKET:
Software for the Inland Operator

TECHNICAL:
Deck Machinery & Cargo Handling Equipment

PRODUCT:
Fire & Safety

Ad Close: Jan 25

March

Shipyard Report: Construction & Repair

MARKET:
Special Purpose Workboats

TECHNICAL:
Water Treatment & Technology

PRODUCT:
CAD/CAM / Design Software

REGIONAL FOCUS:
East Coast USA Ad Close: Feb 22

BONUS DISTRIBUTION:
CMA Mar 18 - 20 Stamford, CT
AWO Apr 16 - 18 Washington, DC
Workboats Exchange Apr 1-4 Amelia IS, FL

April

Offshore Service Operators

MARKET:
Oil Spill Prevention & Response

TECHNICAL:
Satellite Communications for Workboats

PRODUCT:
Marine Propulsion Buyer's Guide

Ad Close: Mar 22

May

Combat & Patrol Craft Annual

MARKET:
U.S.C.G. Regulatory Update

TECHNICAL:
Pumps, Pipes & Valves

PRODUCT:
Outboard & High-Speed Diesel Propulsion

REGIONAL FOCUS:
Europe Ad Close: Apr 26

June

Dredging & Marine Construction

MARKET:
Shortsea Shipping / America's Marine Highway

TECHNICAL:
Newbuild & Repair Trends

PRODUCT:
Dynamic Positioning & Thrusters

Ad Close: May 24

BONUS DISTRIBUTION:
OTC 2013 May 6-9 Houston, TX

BONUS DISTRIBUTION:
Seawork Jun 11-13 Southampton, UK

THIRD ANNUAL MARITIME PHOTO CONTEST

July

Propulsion Technology

MARKET:
Training & Education

TECHNICAL:
Cellular Communications for Inland / Coastal Ops

PRODUCT:
Winches & Ropes

Ad Close: Jun 21

August

Salvage & Response

MARKET:
OSV Technology

TECHNICAL:
Workboat HVAC Systems

PRODUCT:
Marine Fuels, Lubricants & Additives

Ad Close: July 26

September

Workboat Annual

MARKET:
Marine Coatings

TECHNICAL:
ITB's & Pushboat Equipment

PRODUCT:
Diesel Engine Tech Guide

REGIONAL FOCUS:
Gulf Coast Ad Close: Aug 23

BONUS DISTRIBUTION:
Offshore Europe Sept 3-6 Aberdeen, UK

BONUS DISTRIBUTION:
Int'l Workboat Oct 9-11 New Orleans, LA
OTC Brasil Oct 8-10 Rio de Janeiro

October

Manning: Recruitment & Retention

MARKET:
Workboat Designers

TECHNICAL:
On Board Comms / Handheld, Intercom & Headsets

PRODUCT:
Electronics & Navigation Trends

Ad Close: Sept 20

November

Fleet Optimization Roundtable

MARKET:
Regulatory Compliance Equipment & Technology

TECHNICAL:
Inland Regulatory Update

PRODUCT:
Cutting & Machine Tools

Ad Close: Oct 25

December

Innovative Products & Boats of 2012

MARKET:
Construction, Special Operations

TECHNICAL:
U.S. Coast Guard & Maritime Security Workboats

PRODUCT:
Training & Education Facilities

Ad Close: Nov 22

BONUS DISTRIBUTION:
SNAME Nov 6-8 TBA
Clean Gulf Nov 13-15 New Orleans, LA

BONUS DISTRIBUTION:
MARINTEC China Dec 3-6 Shanghai, CN

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manner. Vigor Marine facilities are currently located in Bremerton, Everett and Tacoma, WA; Portland, OR; and Alameda and San Diego, CA.

Vigor Marine is one of seven companies in the Vigor Industrial family. We are a fast paced, highly successful ship repair company. With West Coast-wide operations, Vigor Marine's projects range from voyage repair to complex dry-dockings. Job Purpose

This position successfully leads project based job results, specifically delivery under budget and on-time. This is accomplished by demanding a daily plan of the day that successfully supports overall project objectives. The incumbent assists the supervisors in mitigation strategies as soon as variances from schedule are identified. Daily progressing against daily plan is required to identify and mitigate variances. The individual will be required to learn and perform functions of project manager on smaller projects that do not necessarily require the services of a project manager. The role reports to the Project Manager on an assigned project, but remains a direct report of the appropriate Director level manager. Duties

1. Coordinates estimates into work plans and work schedules utilizing MS Project and ensures materials needed are ordered and delivered timely. Coordinates scope of work, Crafts workers and subcontractors needed to complete jobs on time and within budget.
2. Sequencing units of work to meet required delivery dates and maintain project profitability within or ahead of budget. Removes roadblocks identified

- by Production Supervisors / Manufacturing Supervisors and Production workers.
 3. Promotes a safe working environment using daily safety briefs; promoting/enforcing PPE, discussing job hazard analysis, and accident prevention.
 4. Supports supervisors in resolving any issues and eliminating barriers that may compromise the successful completion of the plan of the day and elevate those issues they are unable to resolve.
 5. Supports the estimating and planning phases of the project by attending meetings and supporting the creation of the estimate and the quality of the plan with the PMT and Trade Coordinator as needed.
 6. Responsible for identifying and aligning external resources to support the execution of the project. These groups include any and all departments that interface with production such as Engineering, Procurement, Manufacturing and Facilities.
 7. Primary liaison between the Project Manager and the working crews regarding communications relative to performance on safety, quality, budget and schedule.
 8. Manages subcontract production through subcontractor's onsite supervisors.
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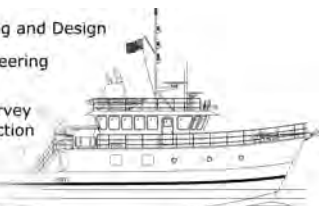


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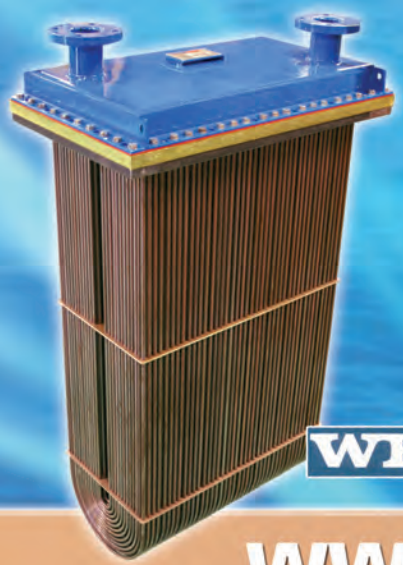
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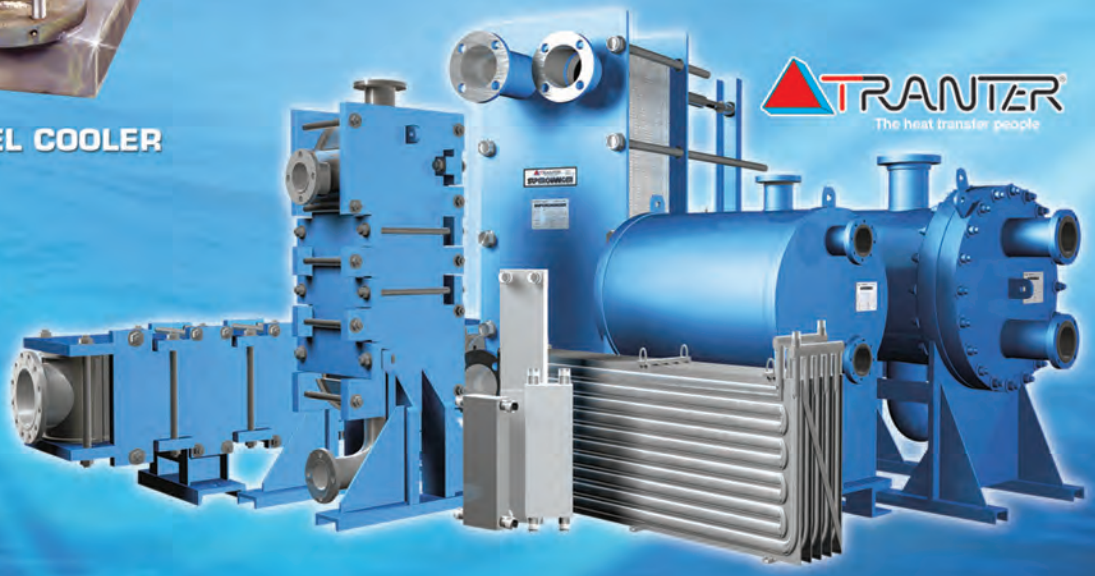
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