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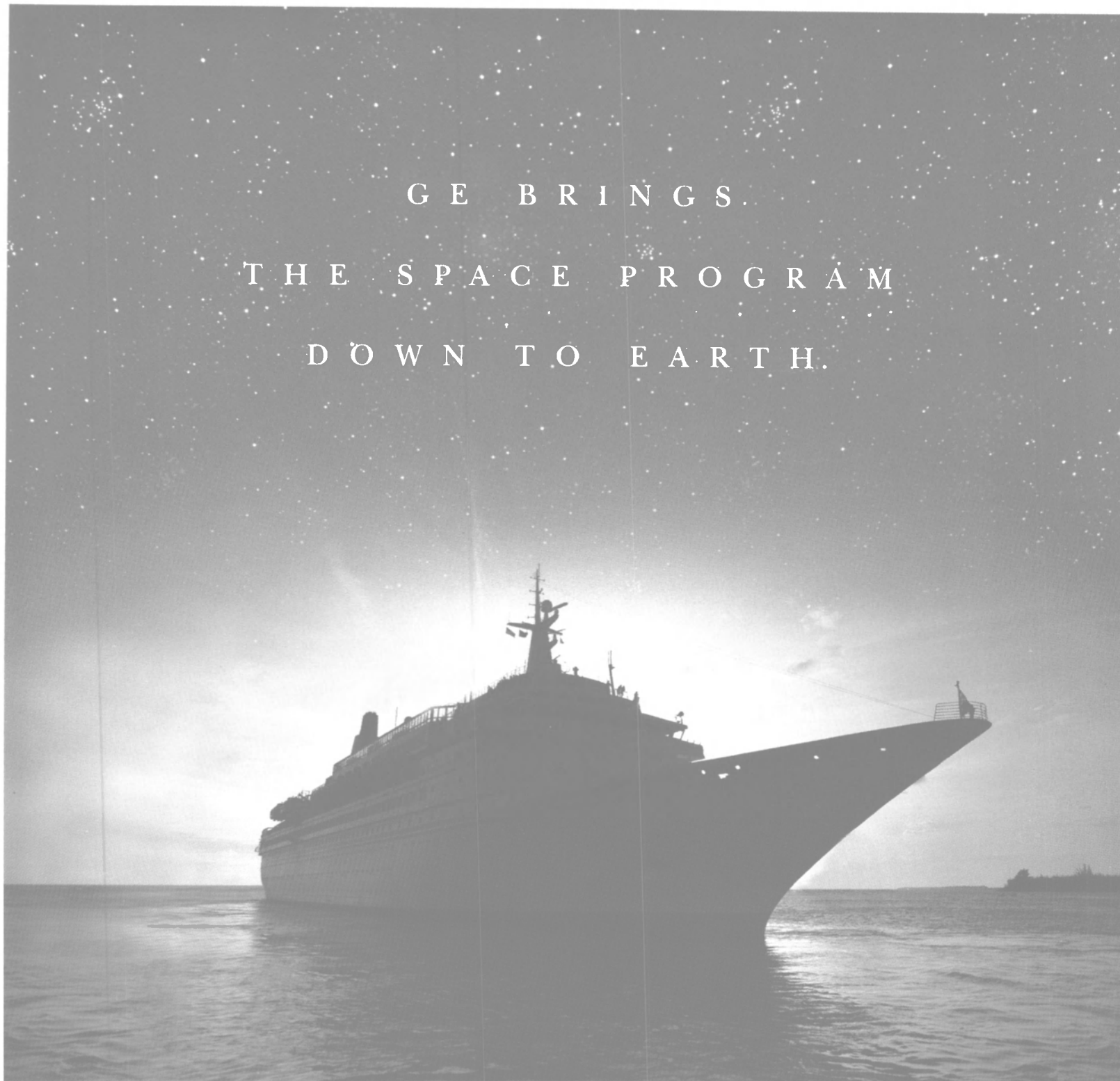
MARITIME REPORTER

AND
ENGINEERING NEWS

High & Dry: When Will the Cruise Slump End?

New Maritime Security Legislation Is Imminent
Will AMCV's Cruise Ships Be Drafted?
Elliott Bay and Bauer Interiors Create A "Prince" Among Ferries

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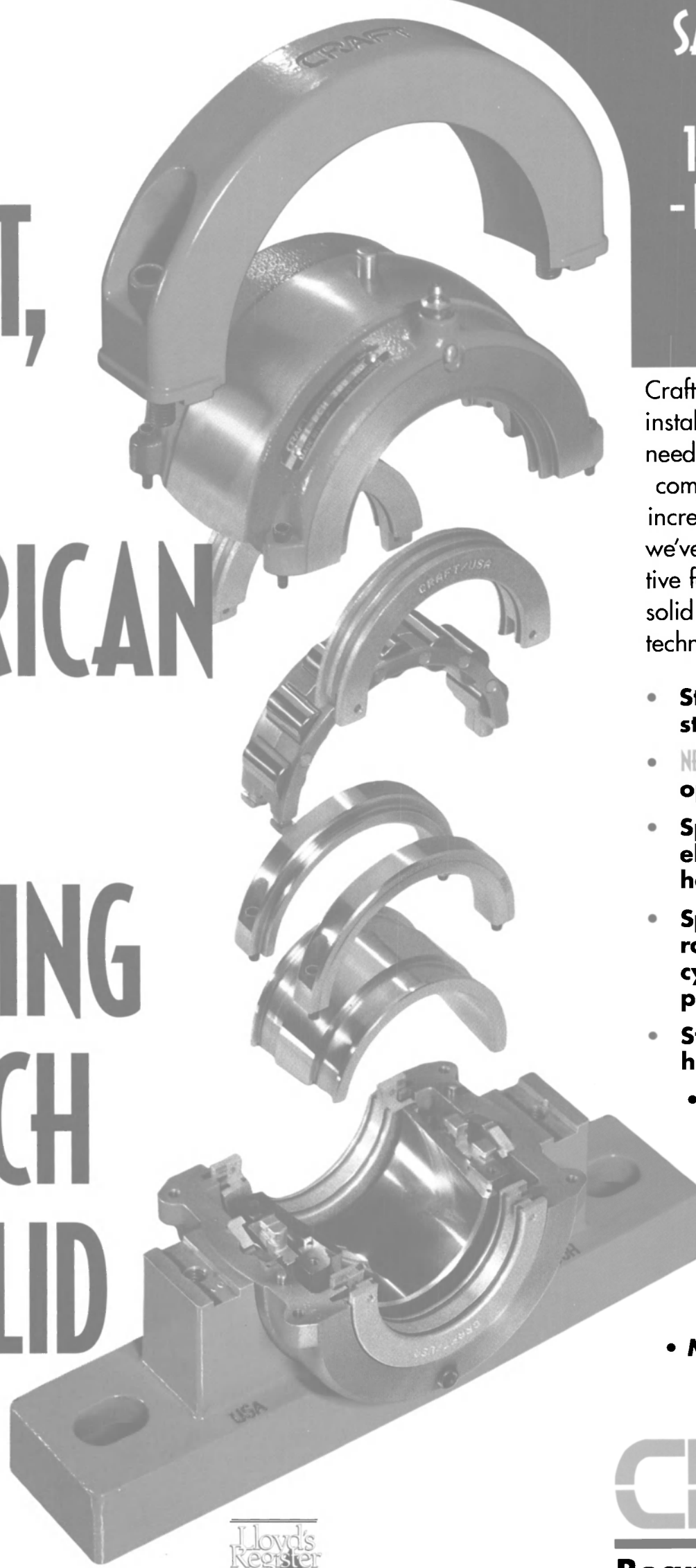
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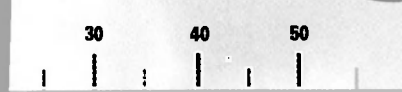
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News

Northrop Grumman Shakes Up Newport News' Engineering Dept.

Northrop Grumman Corporation's Newport News sector announced the appointment of **Matthew J. Mulherin** as sector vice president of the CVNX program, which includes design and engineering work associated with the new class of nuclear-powered aircraft carriers for the United States Navy.



Matthew J. Mulherin, sector vice president of Northrop Grumman Newport News' CVNX Program.

Mulherin is responsible for program management, engineering, production and planning for the CVNX program. "Matt brings to this position a high level of expertise in the nuclear shipbuilding arena and a good understanding of our customer's objectives in the design and engineering of the future class of carriers," said **Thomas C. Schievelbein**, corporate vice president and president of the Newport News sector. Prior to this promotion, Mulherin served as program director, CVNX.

Mulherin began his career at Newport News in 1981 as a nuclear test engineer. He has held increasingly responsible positions including Nuclear Project manager for Los Angeles-class submarines; director, Facilities; and director, Nuclear Engineering and Refueling. He holds a Bachelor of Science in civil engineering from Virginia Polytechnic University.

With Mulherin's appointment, Newport News has also restructured the sector's engineering organization. New aircraft carrier construction and aircraft carrier overhaul engineering and design departments will report to **Bob Gunter**, senior vice president, Aircraft Carrier Program. Submarine design and engineering departments will report to **Don Check**, vice president, Submarine Program. The CVN 77 warfare systems engineering and design, along with the Washington, D.C., engineering office, will report to **Irwin F. Edenzon**, vice president, Business and Technology Development. The test engineering organizations for all products will be consolidated under **Rolf Bartschi**, director and chief nuclear engineer. "This restructuring will align our engineering resources with the programs they support," said Schievelbein.

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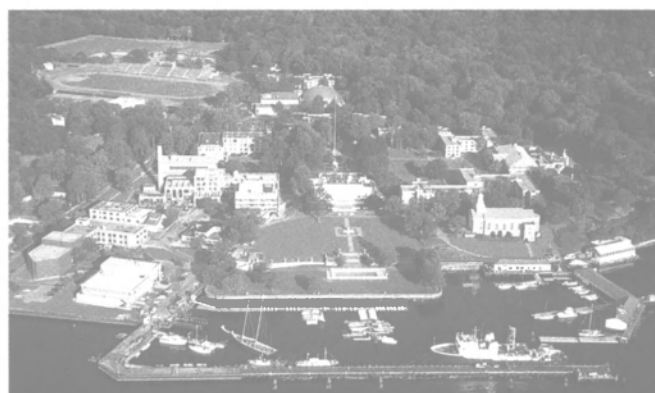
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Marine activities surrounding the security of U.S. shores will continue to present a ripe opportunity for business in 2002 and beyond. Simply put, significant political emphasis and commensurate amounts of tax dollars are starting to flow, as evidenced by President Bush's recent request for an additional billion dollars for the perennially cash-strapped U.S. Coast Guard.



The first half of 2002 alone should effectively shape the defense/government side of the marine business in the U.S. for decades to come, as decisions on both the U.S. Navy's DD(X) and the Coast Guard's Deep-water project are due in before the summer starts.

A news item that may have slipped under many radars, yet could prove vital to the health and well-being of U.S. ship repair facilities and suppliers serving the U.S. Navy, was news of the aircraft carrier John F. Kennedy's current condition. According to wire reports, upkeep and maintenance on the ship was deferred for a good many years, the likely victim of a repair and maintenance budget shrinking faster than the U.S. Navy fleet. The problem is, the ship was due to relieve another carrier serving ongoing operations in Afghanistan, and now it is in such shape that it will be unable to set sail for another nine months or so. It is assumed that this will serve as a wake-up call to Navy number-crunchers that adequate levels of financing to maintain an already shorthanded fleet is not an issue for compromise. The inability of a U.S. warship to perform when called to duty due to "deferred maintenance" is as astonishing as it is alarming.

On the commercial side of the marine market, business as usual — with all of the ups and downs — is the mood of the day. A particularly noteworthy event was held by Izar's Astillero de Sestao yard in Bilbao, with the launching of the 138,000-cu.-m. LNG Carrier Inigo Tapias.

Sliding down the building way into the water, the 933-ft. (284.4-m) ship made a splash in both the literal and figurative sense on January 29. It marks the return of the Spanish shipbuilding industry to a niche that of late has been dominated by shipyards in the Far East, and its hopes to leverage its massive, diverse and talented shipbuilding infrastructure to capitalize on what it terms "the decade of gas." Inigo Tapias is the first of five identical LNG carriers the company is currently contracted to build, and Izar is aggressively seeking to fill four additional building slots in the coming months. Also, the organization is doggedly pursuing cruise ship contracts.

Despite the prevailing poor market conditions, there are indications that a contract signing could be close at hand.

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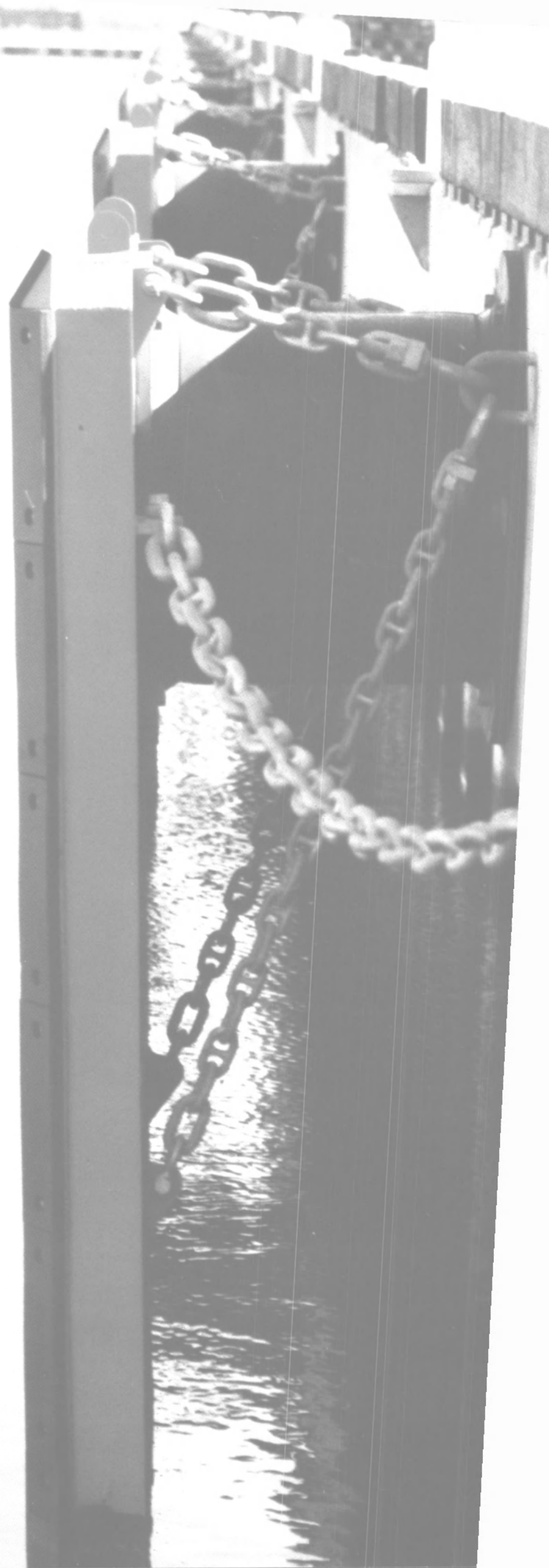
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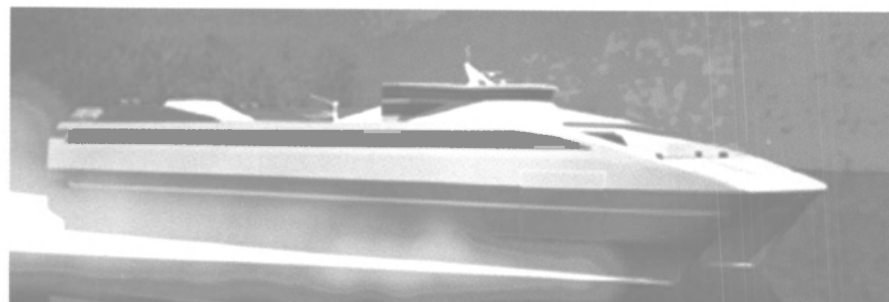
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Derecktor Shipyard To Build Two High Speed Ferries

Derecktor Shipyard was awarded the contract for the construction of the first two passenger /vehicle high-speed ferries for the State of Alaska's Marine Highway System. This project, funded by the Federal Government, allows the

State of Alaska to link Sitka to Juneau with fast modern boats, capable of a one-day round trip. The Alaska Marine Highway System has been operating year-round since 1963, with regularly scheduled passenger and vehicle service to 32 communities in Alaska. It carries more than 300,000 passengers every year.



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The new boats are designed by Nigel Gee and Associates (NGA) Ltd. of Southampton, U.K. to be safe, high-speed RoRo passenger ferries that minimize costs and can interface with existing AMHS docks and pier side facilities. The vessels are designed to carry 250 passengers on the main deck and 35 large vehicles, of the type mostly used in Alaska, on the cargo deck at a continuous-rating service speed of 35 knots and with great comfort up to sea state 6.

Powered by four diesel engines and four water jets, these 239.5-ft. (73-m) catamarans use a geosym of the Nigel Gee hull form employed in the 134.5-ft. (40.9-m) M/V Flying Cloud. A complete set of tank tests has been carried out, showing very low wake wash characteristics.

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Rozema Delivers Pair to CGA

Rozema Boat Works has delivered a pair of 46-ft. (14-m) boats to Clean Gulf Associates of New Orleans, La. identical to another built for CGA in 1998. The boats, Bastian Bay and Grand Bay,



are based in Houma and Venice, La. Each with a beam of 16 ft. (4.8 m) and a draft of 4 ft. (1.2 m), the boats are powered by twin CAT 3196 diesels rated at 660 hp, driving 34 x 42 in. props through Twin Disc 5114-IV reduction/reversing gears for a response speed of 28 knots and a loaded speed of 19 knots.

The Clean Gulf boats feature LORI brush skimming systems on both the port and starboard sides, a Desmi DOP 160 offload pump, a built-in dispersant system, a 2,000-lb. capacity mast and boom, and a 65-barrel recovered-oil tank. Each carries 950 gallons of fuel and 100 gallons of water.

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News

GE Marine Engines Extends MSS Agreement with MTU

GE Marine Engines has extended its Marine System Supplier (MSS) agreement with MTU Friedrichshafen (MTU), covering MTU's packaging and distribution of GE LM marine aeroderivative gas turbines.

GE LM gas turbines cover the power range from 4,500 kW to 42,700 kW. To date, MTU has packaged several GE LM gas turbines for commercial fast ferries and military vessels.

A recent commercial project on which GE and MTU collaborated is the Corsaire 14000-class fast ferry. This monohull uses two LM2500+ gas turbines supplied by MTU in a combined diesel and gas turbine configuration with two diesel engines. The 459-ft. (140-m) fast ferry, which is operated by Maritime Company of Lesvos, cruises at a speed of 42 knots on its route from Piraeus to the Island of Lesvos in Greece. It began commercial service in the summer of 2001.

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Southwest Marine To Perform \$7 Million Modification

Southwest Marine Inc., of San Diego, Calif., is being awarded a \$7 million modification to a previously awarded cost-plus-award-fee contract to exercise an option for the post-shakedown availability of the USS Howard (DDG 83). Work will be performed in San Diego, and is expected to be completed by April 2002.

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Kelvin Hughes, Announce Saab AIS Deal

Kelvin Hughes is now able to supply both Automatic Information Systems (AIS) and Voyage Data Recorders (VDR), as part of its fully compliant integrated bridge systems (IBS). Saab Transponder Tech, following an original equipment manufacture (OEM) agreement between Saab and Kelvin Hughes, will supply the AIS.

AIS systems are being made compulsory as part of the changes to SOLAS V, which go into effect in July 2002. The systems are designed to work in tandem with a ship's radar system to improve the identification and location of other vessels.

This OEM contract enables Kelvin Hughes to supply a complete range of fully compliant hardware for all compulsory equipment onboard new builds or for retrofits.

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U.S. Navy Awards Northrop Grumman DDG 102 Contract

Northrop Grumman Corporation has been awarded a \$369.8 million contract to build an additional DDG 51 Class Aegis guided missile destroyer for the U.S. Navy. The work, which will be per-

formed at the company's Ingalls Operations, represents funding for the 2002 fiscal year ship, DDG 102, included in a multi-year contract awarded to Ingalls in March 1998. This new contract requires Ingalls to build 25 Aegis destroyers -- 15 of which have already been delivered. A 16th destroyer, Shoup,

completed its initial sea trials in early January and will be commissioned this spring. According to Philip A. Dur, president of Northrop Grumman Ship Systems, delivery dates on DDG 51 destroyers at Ingalls extend into 2006.

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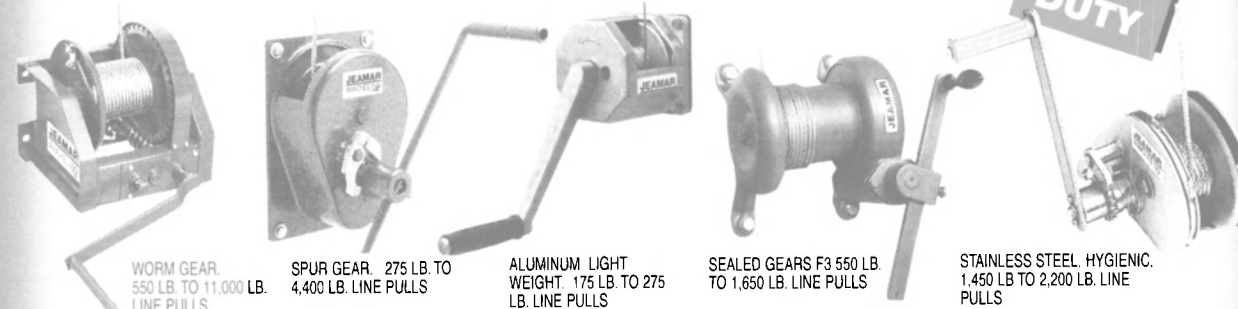
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Development of Security Legislation and Regulation Affecting Passenger Vessels

By Jonathan K. Waldron and Susan L. Watson,
Dyer Ellis & Joseph, P.C.

Following the attacks of September 11, the Congress and various federal agencies quickly realized that vessels and maritime facilities are vulnerable to large-scale acts of terrorism. By their very nature, ports are exposed, accessible and busy and passenger vessels carry increasingly large numbers of people. To reduce the threat of terrorism to U.S. ports and vessels operating in U.S. waters, federal personnel and equipment were immediately diverted on an ad hoc basis to security-related patrols, boardings, and other measures.

It now appears that Congress will enact comprehensive port and maritime security legislation in 2002 that will include many mandates directly affecting commercial U.S. port activities and passenger vessels. As a first step in the legislative process, the U.S. Senate passed S. 1214, the Port and Maritime Security Act of 2001 (also known as the Hollings Bill) on December 20, 2001; the House has drafted its own version, which remains in committee.

The U.S. Congress is not the only legislative body that is currently addressing maritime security. The International Maritime Organization (IMO) Assembly, the Organization's highest body, held its 22nd session November 19-30, 2001. At that session, the Assembly identified terrorism and maritime security as primary issues for the IMO. The Assembly adopted a resolution calling for a review of all pertinent IMO instruments with a view toward amending them to facilitate measures to prevent and react to terrorist acts. The Assembly also unanimously endorsed U.S. proposals to act vigorously to implement the resolution, and augmented the 2002 meeting schedule to enable early action on treaties and other measures designed to tighten maritime security worldwide. On January 15, 2002, the United States submitted its recommendations.

In addition to legislative action, the Coast Guard is moving forward on its own initiative to develop an expanded port security policy and implement appropriate regulations. It has held maritime security meetings and workshops to receive input on issues related to port security, physical security, operational measures, and access control.

Potential Impact of S. 1214 on Passenger Vessel Operations

While many of the Hollings Bill's provisions specifically address port authorities and facilities, Coast Guard operations, and other government activities related to security equipment and screening measures for ports, various sections will directly affect passenger vessel operations if the bill is enacted.

Provisions addressing international port security will have the greatest impact on passenger vessels. Vessel operators will be required to place security warnings on tickets and post warnings in their facilities if they provide service to certain ports. Enhanced documentation of passenger information and electronic transmission of that information will be necessary to receive clearance for entry into U.S. ports. Most importantly, the United States may limit or prohibit transportation between the United States and foreign ports with inadequate security.

Specifically, the United States will notify foreign entries of security problems with their ports and of recommended steps necessary to bring their security measures in line with U.S. standards. If the United

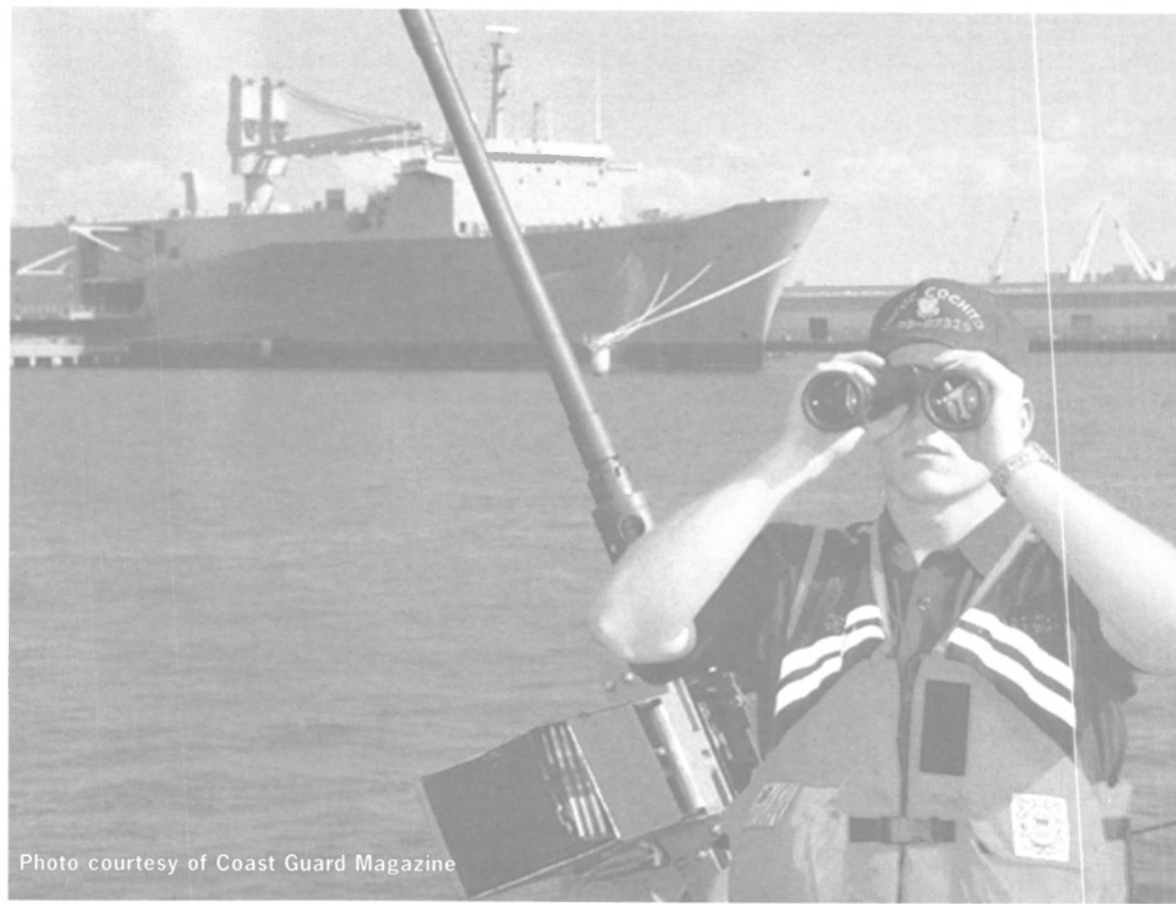


Photo courtesy of Coast Guard Magazine

States finds that a foreign port does not maintain or enforce effective security measures, it will develop measures to protect U.S. ports from risks to vessels arriving from such foreign ports, publish the identity of the port in the Federal Register, and require warnings on passenger tickets and in port facilities.

The United States may also prescribe conditions of port entry for any vessel arriving from or carrying cargo that originates from or is transhipped through a foreign port with inadequate security. The United States also may prohibit any vessel from providing transportation between a U.S. port and any other foreign port that is served by other vessels navigating to or from foreign ports with inadequate security.

Additionally, the United States may, without prior notice or hearing, suspend the right of any U.S. vessel or person to enter from or depart to a foreign port in which a condition exists that threatens the safety or security of passengers, vessels, or crew, or may suspend trade between the United States and that port.

Finally, an annual report must be submitted to Congress listing all nations whose flag vessels have entered U.S. ports in the previous year, with a breakdown of countries addressing issues that potentially affect U.S. security such as port state control matters, fraudulent information presented by ships, and inadequate vessel regulations and classification procedures.

The Hollings Bill requires passenger vessels to document and electronically transmit certain passenger information in advance of entry or clearance into a U.S. port. It also authorizes the United States to require any other pre-arrival message deemed necessary to ensure the safety and security of U.S. ports and waterways. The Coast Guard currently requires much of this information to be transmitted 96 hours prior to arrival at a U.S. port.

Moreover, passenger vessels will be subject to boardings, searches and seizures by Maritime Safety and Security Teams under the Hollings Bill. The bill authorizes the Coast Guard to dispatch trained and

qualified armed Coast Guard personnel — Sea Marshals-aboard vessels to deter, prevent, or respond to acts of terrorism or otherwise provide for the safety and security of the port and maritime environment. The legislation also authorizes the United States to require owners and operators of a vessel to provide an appropriate level of security, including armed security. It appears that vessels will not be financially responsible for Sea Marshals. However, owners and operators ultimately may have to provide on-board security personnel, resulting in additional costs to the industry.

The Hollings Bill establishes requirements for vessel security plans and programs for vessels calling on U.S. ports. There is no indication as to how such security plans would differ, if at all, from those currently required of passenger vessels.

Finally, crewmembers aboard vessels calling on a U.S. port would be required to carry and present upon demand such identification as the Secretary determines necessary.

Recent Coast Guard Initiatives and Proposals

The Ports and Waterways Safety Act currently grants broad authority to the Coast Guard to "carry out or require measures ... to prevent or respond to acts of terrorism." Accordingly, it seems clear that the Coast Guard can take appropriate action without additional statutory authority to tighten maritime security.

The Coast Guard has indicated that it considers passenger vessels to be a top threat due to their accessibility and the number of passengers on board. To date, however, Coast Guard initiatives have generally been on an ad hoc basis, pursuant to temporary rules or through the establishment of security zones. The implementation of permanent security measures required rulemaking with the opportunity for public comment.

Recent steps by the Coast Guard reflect its intent to move forward with such actions. Two public meetings were held in January to consider maritime security procedures and programs, both domestically and interna-

tionally. As a result of one of those meetings, the Coast Guard identified several security control measures including Automatic Identification Systems (AIS) for ships; security plans for vessels, port facilities and offshore units; systems for seafarer identification, verification and background investigations; and ship and company security officers.

Regardless of whether the Hollings Bill or other legislation is enacted, the Coast Guard can and will move forward. In addition, the Coast Guard is working closely with the Department of Justice to use enhanced security inspections as opportunities to scrutinize compliance with an array of other regulatory requirements.

IMO Action Plan to Address Maritime Security During 2002

Pursuant to the resolution passed by the IMO Assembly in November 2001, various IMO bodies will include terrorism and security measures on their 2002 agendas. The Facilitation Committee, Sub-committee on Standards of Training and Watchkeeping, the Intersessional Working Group on Maritime Security, Maritime Safety Committee, Legal Committee, and IMO Council will all convene during the year and will address maritime security issues.

Of note, at its February meeting, the Intersessional Working Group (WG) will conduct a review of existing safety instruments crucial in determining the course IMO should follow to address terrorism issues. Proposals to amend SOLAS will be the main focus of the WG's efforts, and they have asked governments to suggest actions that would further the purposes of the Assembly resolution.

The Legal Committee, during its meeting on April 22-26, will review the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA), 1988, and its companion protocol on offshore platforms (the SUA conventions) with a view toward revising them to address terrorism more effectively. Member States are obligated to comply with and enforce any resolutions, treaty amendments, or new free-standing treaties adopted by the IMO. Given the United States' leading role in the push for global maritime security action, it is likely that many U.S. domestic policies will be reflected in new IMO measures. If so, passenger vessels may well be subject to similar requirements found in the Hollings Bill and Coast Guard policy development.

Conclusions and Recommendations

Port and maritime security legislation—both domestic and international—and the development of Coast Guard measures will, in large part, be shaped by public

and private sector input. Those connected to the marine industry should follow developments both in Congress and at the IMO, and should participate in Coast Guard workshops and meetings. Be aware that the U.S. Coast Guard is the lead federal agency for IMO matters, and that opportunities will occur from time to time to provide advice and recommendations to Coast Guard officials

regarding domestic measures as well as the U.S. positions to be taken at IMO. Trade associations are often useful in keeping up to date on developments and for general input to the Coast Guard consultation process. U.S. and IMO decisions on maritime security will impose necessary but burdensome requirements on the marine industry for decades to come. Company personnel

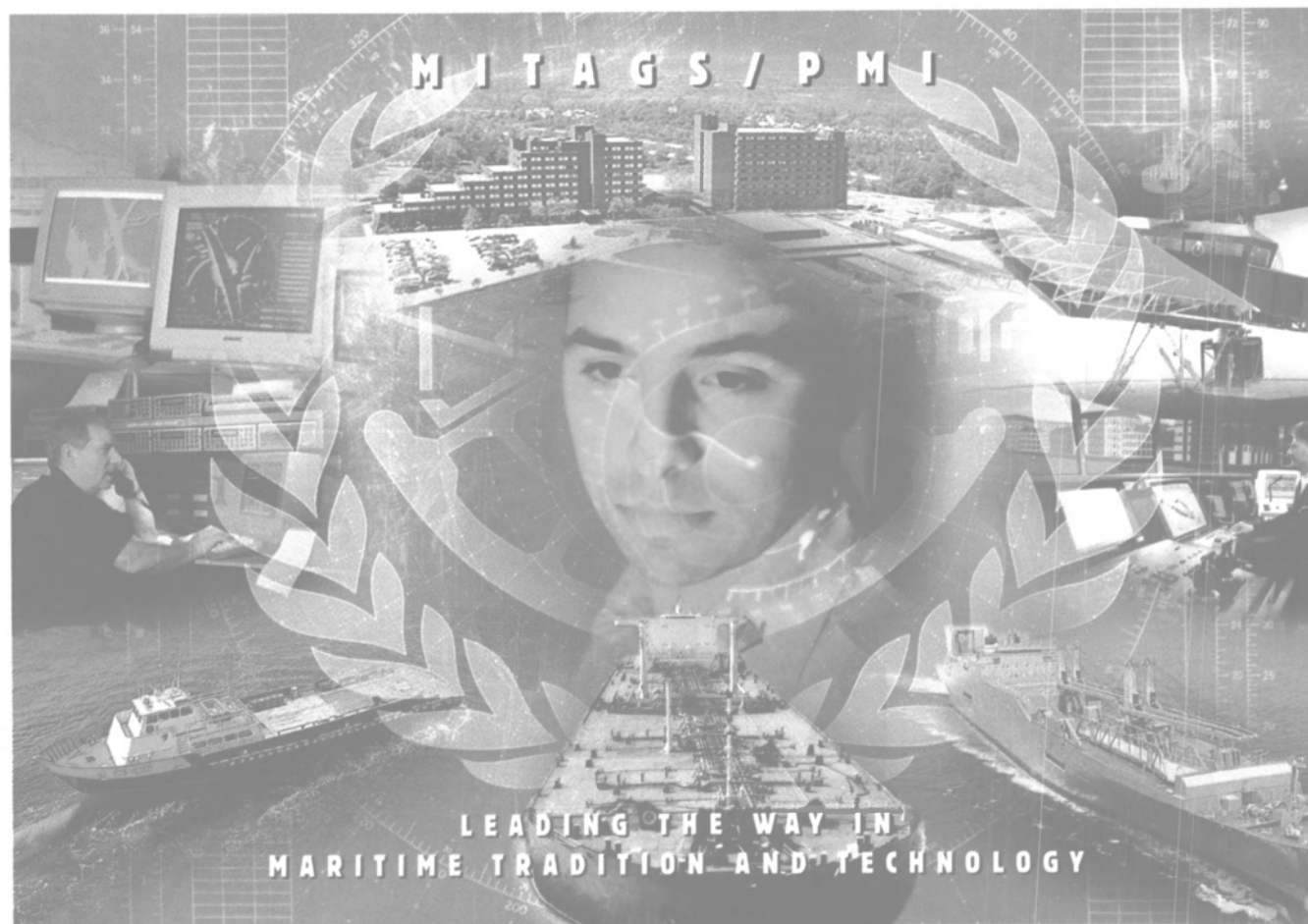
should be given enhanced training and advice on how to cope in this new environment.

Jonathan K. Waldron is a partner with Dyer Ellis & Joseph, P.C., a Washington, D.C.-based law firm.

Susan L. Watson is an associate with the firm.

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FBM Babcock To Build Training Vessels

FBM Babcock Marine has been awarded an order for six 86-ft. (26.2-m) aircrew training vessels by SMIT International (Scotland) Ltd. The order fol-

lows the U.K. MOD award of a contract following competition under the Public Private Partnership Program to SMIT International for the provision of aircrew training and firing range safety services. The FBM Babcock Marine vessels will be used by SMIT International to train military aircrew in marine survival techniques and be delivered within

16 months. The vessels will be funded by way of a structured lease with Lombard Corporate Finance, a member of the Royal Bank of Scotland Group plc.

The vessels are an adaptation of FBM Babcock Marine's 86-ft. (26.2-m) patrol vessel, with accommodation and layout modifications to fulfill SMIT International's operational requirements. The



design includes an aft docking well for a RIB or for torpedo recovery, a full width stern training platform and clear deck areas for helicopter winching drills.

Additional removable equipment profiles will be supplied to allow the simulation of a variety of typical helicopter winching conditions.

The vessels are of aluminum construction, powered by twin engines to propellers and an additional center-line engine to waterjet. The addition of the waterjet allows the vessels to operate economically at slow speed for long periods of time, whilst also providing outstanding maneuverability. Accommodation is provided for six crewmembers.

Construction will be split between Babcock BES's Rosyth dockyard and the FBMA Babcock Marine yard in the Philippines, while design and project management is being undertaken from FBM Babcock Marine's Southampton Head Office.

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Rolls-Royce Will Propel Ferry

An order has been placed for the first example of a new concept in double-ended ferries. On delivery, this aluminum vessel will go into service with Rogaland Trafikkselskap on a route between Stavanger and Tau on west coast of Norway. The concept is highlighted by a new Azipull azimuth thruster design with pulling propeller developed by Rolls-Royce. The Norwegian ferry is designed to carry 400 passengers and 120 cars, or mix of vehicles with axle loads up to 15 tons. The length is 262 ft. (80m); the beam 65 ft. (20m).

A slender catamaran layout with symmetrical hulls has been chosen, and these hulls have hydrodynamically integrated propellers, the new Ulstein Aquamaster Azipull units developed by Rolls-Royce, with one unit placed at each end of each hull.

Locating one azimuth thruster at each of the four corners of the vessel gives excellent maneuverability, helped by the Rolls-Royce joystick system which enables the captain to control all propellers with a single movement.

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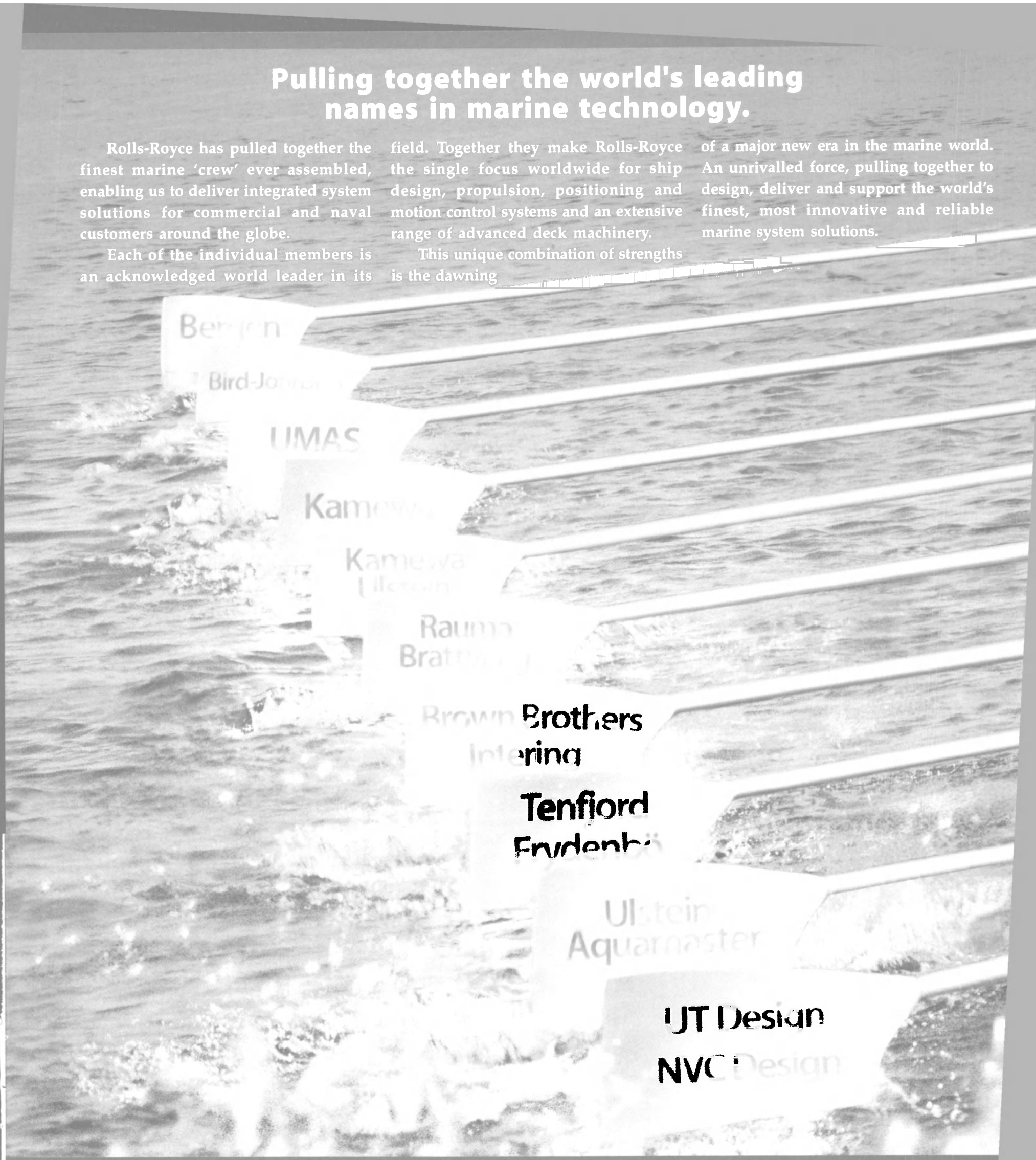
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American West's Sternwheeler Will Be Built By Nichols Bros.

Nichols Brothers Boat Builders has been selected to build the Empress of the North, a 360 x 60-ft. (109.7 x 18.2-

m) sternwheeler that will be the Whidbey Island, Wash. yard's largest single-boat contract. The vessel, which will accommodate 236 overnight cruise guests and 84 crewmembers, will be utilized for cruises in season in southeast Alaska and the Columbia/Snake River complex. Reportedly, the Empress will be the first sternwheeler on the Inside Passage in more than 100 years.

With construction and outfitting costs reportedly expected to exceed \$50 million, MarAd will provide a loan guarantee to facilitate funding of the project. Guido Perla & Associates designed the "Empress, which is said to be a "stretched" version of the "Queen of the West, a sternwheeler now operated by American West Steamboat on Columbia and Snake River Cruises. Nichols Bros.



also built this vessel, which went into service in 1995.

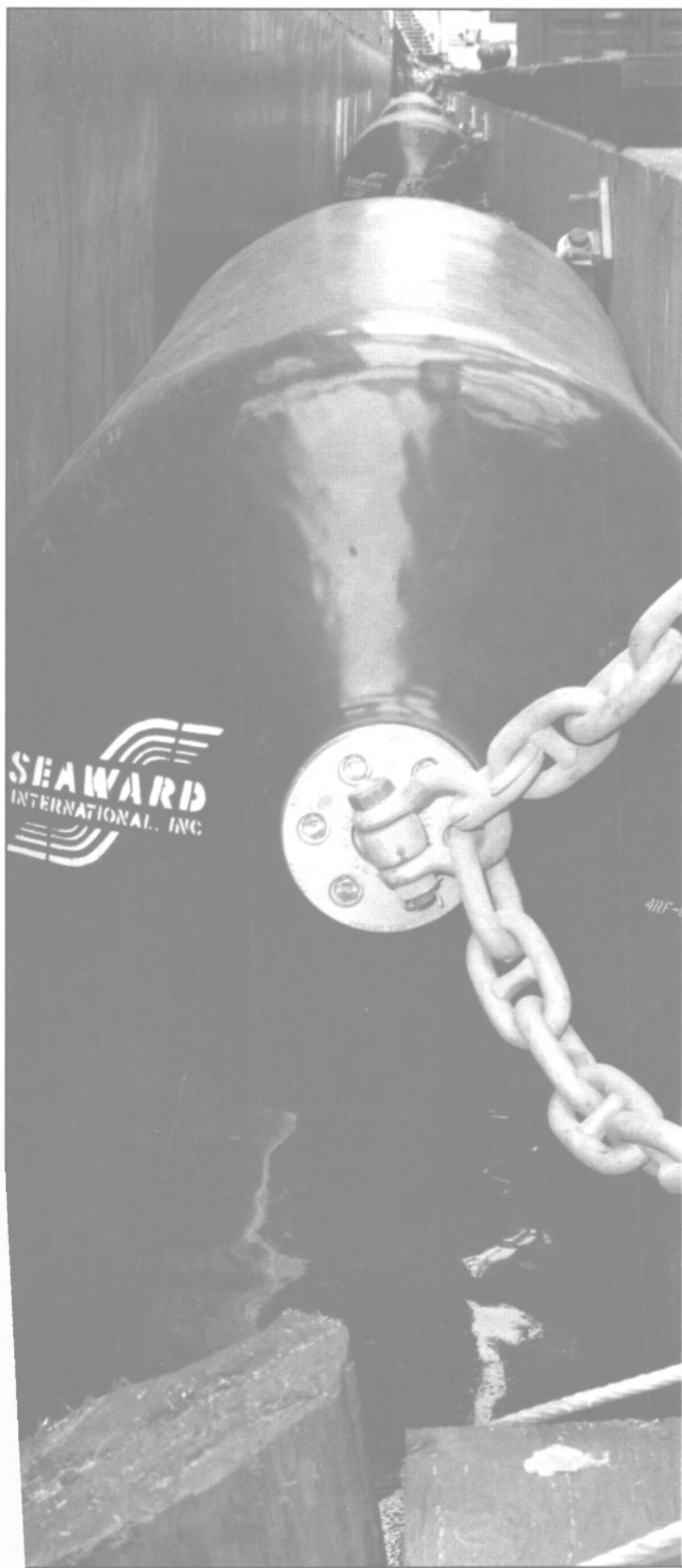
The Empress will be delivered by May 2003 in time for a full Alaska cruise season, and it will be repositioned to Portland, Ore., in September for inaugural cruises on the Columbia, Snake, and Willamette rivers to begin the three-year celebration of the Lewis & Clark Bicentennial.

An all-diesel-electric vessel, basic power for the vessel will be supplied by four 1,800-rpm Caterpillar 3516B diesel engines with KATO generators putting out 1,825 kW each. The service generator will consist of an 1,800-rpm 3406 Caterpillar diesel with a 315 generator. **Matt Nichols**, president of the shipbuilding firm, said that all engines will meet regional and International Maritime Organization (IMO) emissions and antipollution standards.

Two DC2000 General Electric motors will drive Schottel STP 1212 200-hp twin-blade Z-drives for primary propulsion while a DC1000 General Electric motor will power the paddlewheel. Another 1,000-hp GE motor will supply electricity to a Schottel jet pump bow thruster. Service speed of the vessel at full load draft is expected to be 14 knots.

The vessel was designed in accordance with American Bureau of Shipping (ABS) Rules for Building and Classing passenger vessels intended for service on coastal routes. The design draft will be 12 ft. (3.6 m) with a full load draft of 12.5 ft. (4.1 m). Depth to the main deck amidships will be 20 ft. (6 m); an air draft from the design load waterline to the crown atop the wheelhouse will measure 52 ft. (15.8 m). The vessel, which will be under 250 gt, will have a displacement at design draft of an estimated 3,614 long tons; at full load draft, 3,812 long tons. Capacities include 75,350 gallons of fuel oil at 96 percent and 57,154 gallons of fresh water at 100 percent.

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Marine Industry Continues to Suffer From September 11

Still more than five months later, the maritime industry continues to feel the effects from the terrorist attacks on America, as the events of September 11 have accelerated hardening market conditions in the marine sector. Prior to September, capital providers were beginning to force the upward trend of the cycle. This trend was underpinned with some withdrawal of capacity and reduction in the overall number of players through mergers or withdrawal from the class.

Much of the recent aviation war losses (Air Lanka and WTC) are to be paid by the marine war market in which they were underwritten. It is therefore unsurprising to see a strong impact on the appetite and rating of marine war business.

Annual marine hull war rates have moved from, typically 0.01 percent to 0.02 per cent prior to September 11 to 0.04 percent to 0.05 percent, irrespective of where the vessels trade, although even harsher rating has

been imposed in the cruise vessel sector.

At the same time, the trading warranties have been amended to exclude a wide range of destinations in respect of which additional premiums are charged. There is, however, a competitive market developing in war business. We anticipate that even the best fleets will attract some level of increase as the market contracts. These same conditions are expected to apply to the marine liability market as reinsurance costs and limited capacity drive rating levels upwards.

With the main protection and indemnity (P&I) renewal date being February 20, the main focus of concern has been in connection with the P&I Clubs' stance on war risks. The P&I Club market has explicitly stated that P&I war cover offered by them is only in excess of any underlying war P&I cover, bought with the hull insurance, or in excess of the hull insurance value, whichever is the greater.

However, the combination of anticipated increases in reinsurance cost, together with reduced investment income has led to a hardening in the general increases that will be charged at renewal. Prior to the events of September 11, such increases were being predicted in the range of 10 percent to 15 percent; the range is now 20 percent to 30 percent. The perceived deterioration in the political situation in certain parts of the world since September 11 has resulted in a revised war risks rating schedule for marine cargo risks. The practical application of these war rates has translated into general premium increases for cargo owners, depending on the destination of their goods.

February, 2002

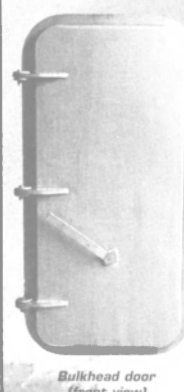
Additionally, where composite rates had previously been charged, underwriters have now called for these to reflect the additional cost of war/strikes coverage. Also, the reductions in capacity

over the past few weeks have contributed further to the general upward cycle. In the principal marine markets outside London, the situation is much the same. While some of these markets,

such as Norway, will not have been directly affected by the events of September 11, there has still been hardening of rates combined with some uncertainty as to what capacity will be available at January 1, 2002

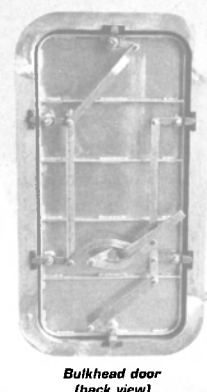
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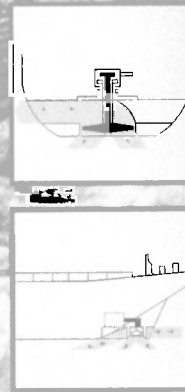
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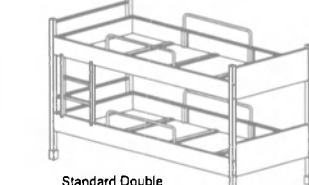
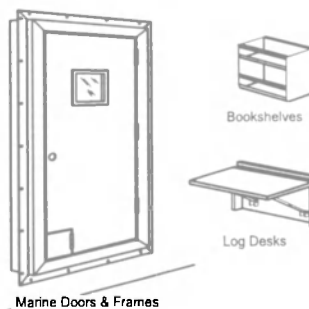
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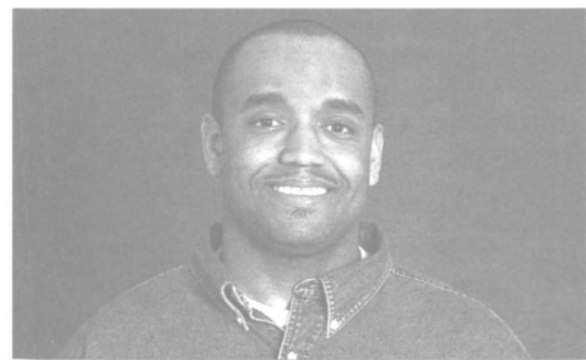
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News

Ocean Carriers Get Marginal Impact From Capacity Cuts

Capacity Change in the 3 Main East/West Container Trades

Weekly capacity (adjusted)	January 2001	October 2001	January 2002	% change Oct. 01 to Jan. 02	% change Jan. 01 to Jan 02
Total Asia/North America trade	190,999	207,809	196,330	-6 percent	3 percent
Total Asia/north Europe/Med trade	130,082	137,216	142,576	4 percent	10 percent
Total North America/north Europe trade	60,425	61,594	61,623	0 percent	2 percent
Total of 3 main east/west trades	381,506	406,619	400,529	-1 percent	5 percent

Source: ComPair Data Inc., January 2002 World Liner Supply report
 Note: the October 2001 to January 2002 percentage change figures measure the change over the three-month period and are not annualized.

Total container capacity supply by ocean carriers on the three main east/west shipping trades rose by an average of five percent in 2001 despite the recent attempts of several carriers to remove excess capacity, according to a report released this week by ComPair Data Inc., a global ocean shipping research and information technology firm based in Jacksonville, Fla.

Several ocean carriers in the transpacific and Asia/Europe routes made capacity cut-backs in the last three months of 2001, according to the January 2002 World Liner Supply report from ComPair Data, leading to an average 1-percent reduction in east/west capacity. But those reductions did not outweigh the addition of substantial new vessel capacity early last year or the ongoing expansion of other carriers, which led to the overall annual capacity increase. Results of the January 2002 World Liner Supply report show that transpacific shipping lines have expanded capacity by three percent between January 2001 and January 2002. Transpacific capacity currently amounts to over 196,000 TEUs a week (equivalent to a yearly one-way capacity of 10.2 million TEUs), down six percent from the corresponding figures in October 2001, but up from capacity offered in January 2001. "Capacity growth has slowed down, but there are still concerns about a further rise in over-capacity in the major trades," said **Hayes H. Howard**, president of ComPair Data. "Intermediaries, shippers and carriers are now carefully watching the competitive pressures and vessel delivery and layup trends that are driving over-capacity, as this will have a major impact on the bottom lines of their providers and, ultimately, their own companies," he added. In the Asia/north Europe/Mediterranean trade, ocean carriers continued to add capacity in 2001, reaching a total one-way capacity of about 143,000 TEUs a week (equivalent to 7.4 million TEUs a year) at the beginning of January. The report does not incorporate changes in capacity due to be implemented by carriers during January and February.

The alliances that have added the most capacity during the last 12 months are: the COSCO/"K" Line/Yang Ming alliance in the Asia/Europe trade (+35 percent) and transpacific trade (+18 percent); the Evergreen/Lloyd Triestino group in the transpacific (+20 percent); the New World Alliance (APL, Hyundai and MOL) in the Asia/Europe trade (+21 percent); and Mediterranean Shipping Co. in the transatlantic (+7 percent).

These are just some of the highlights from the latest World Liner Supply report, which tracks capacity, service and partnership changes for all liner carriers and their ships operating on 12 major trades worldwide.

For a more in-depth analysis of global capacity trends, please contact: **Philip Damas**, Director, ComPair Data: +44 20 8970 2623, London, U.K., reports@compairdata.com.

Or **Hayes H. Howard**, President, ComPair Data: (904) 355-2601, Jacksonville, Fla., hhoward@compairdata.com

Blount/Barker Delivers Buchanan Tug



A new 85-ft. (25.9-m) tug, Mister T built by Blount/Barker Shipbuilding was delivered to its port of New York City on December 11.

The vessel, which will be used for harbor and ocean towing of bulk material barges, is a 2,400 hp twin screw tug powered by two Cat 3512 engines; 4:1 twin gears and two kW generators will supply ships service power.

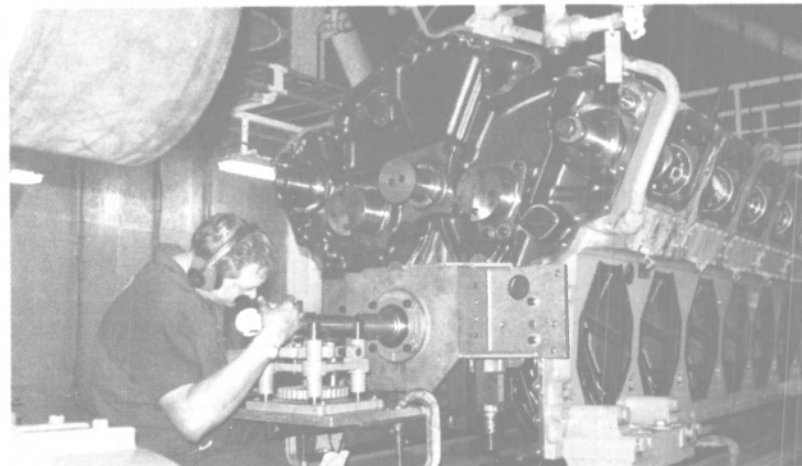
The tug is keel-cooled and equipped with two four-blade propellers measuring 78 in. in diameter, and is also equipped with two pushing winches and a 100,000 lb. Almond Johnson towing machine. The construction of this vessel was based on the classic Blount design of the tugs Pathfinder and Usher built in 1969; the hull and superstructure was modified by Bristol Harbor Group utilizing CNC cutting technology for lofting and cutting.

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Main Particulars	
Builder	Blount Barker Shipbuilding, LLC
Naval Architect	Bristol Harbor Marine Design
Operator	Buchanan Marine, New Haven, CT
Length	85 ft. 3in. (26 m)
Beam	24 ft. (7.3 m)
Depth	11 ft. 9 in. (3.7 m)
Design Draft	9 ft.
Air Draft	26 ft.
Crew Quarters	4 Double bunks
Tank Capacities	
Fuel Oil	20,000 gal.
Fresh Water	4,000 gal.
Ballast	4,000 gal.

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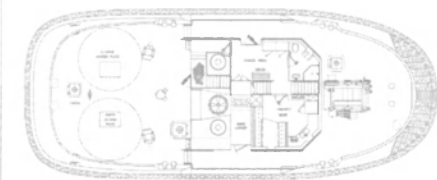
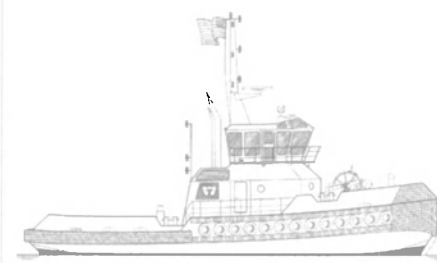
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Capt. Harry Delivered To Wilmington Tug

On December 19, 2001, Washburn & Doughty Associates, Inc., of East Boothbay, Maine delivered Capt. Harry, a 4,200 hp Z Drive tug to Wilmington Tug of Wilmington, Del. Designed by

Robert Allan Ltd., this ASD 25/55 Class Tug measure 80 x 32 ft. (24.3 x 9.7 m), and will be used primarily for ship docking; however, an extended keel will allow for operation as an escort tug in the indirect mode. Wilmington Tug operates five tugs, and in 1977 became the first operator in North America to operate a Z Drive Tug.

Wilmington Tug's newest vessel is the ninth Z Drive Tug built by Washburn & Doughty since the Fort Bragg was constructed for Cape Fear Towing in 1998. Two Detroit Diesel model 12V4000 main engines rated at 2,100 hp at 1,800 rpm power the vessel. The engines drive modular Ulstein Aquamaster 1350 HZ Drives that are removable through soft



Capt. Harry, a Z-drive tug built by Washburn & Doughty Associates, was delivered to Wilmington Tug on December 19, 2001. It was designed by Robert Allan Ltd.

patches in the aft deck. The main engines are keel cooled with Fernstrum grid-coolers. The vessel has a 20,000-gallon fuel oil capacity, a 250-gallon lube oil capacity and 1,200 gallon fresh water capacity. The main hydraulically-powered hawser winch forward, supplied by Timberland, carries 400 ft. (122 m) of synthetic towline.

Fendering on the vessels will be a combination of Viking soft loop style fenders, and aircraft tires, the latter of which will be mounted on fabricated rims welded to the shell plating. These particular fenders eliminate chains and similar fittings that chafe and rust.

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Main Particulars - Ramparts Class Z-Drive Tug	
Length, (o.a.)	80 ft. (24.3 m)
Beam, (molded)	32 ft. (9.7 m)
Depth, (molded)	17 ft. (5.1 m)
Hull draft	9 ft. (2.7 m)
Maximum draft	13 ft. (3.9 m)
Main engines	Detroit Diesel 16V 4000
Z-Drives	Rolls-Royce/Ulstein 1350H

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Pacific Gulf To Operate Unique Vessel

Pacific-Gulf Marine has finalized an agreement with Patriot Shipping LLC to manage and operate the heavy lift vessel, Industrial Challenger, under U.S. Flag. Built in 2000, the 8,000 dwt multi-purpose vessel has lifting capacity of 400 mt, a 16.5-knot service speed and is ideally suited for project and heavy lift cargo. It is expected that the vessel will operate in the U.S. to South America trade while pursuing other opportunities to move both commercial and/or U.S. government cargoes from the U.S. to worldwide destinations.

The vessel will be manned by Licensed officers from the American Maritime Officers (AMO) and unlicensed personnel provided by the Seafarers International Union (SIU); it will be enrolled in the Voluntary Intermodal Sealift Agreement (VISA) program sponsored by the U.S. Maritime Administration & the Department of Defense's sealift program.

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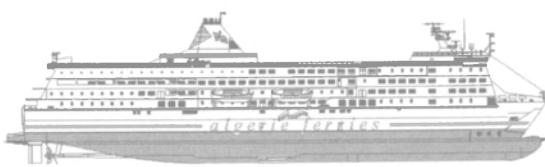
Northrop To Supply Navigation Systems

Northrop Grumman Corporation's Sperry Marine unit has been awarded a contract by BAE SYSTEMS to supply inertial navigation systems for three new 7,200-ton, 318-ft. (96.9-m) Astute-class submarines for the U.K. Royal Navy. Each of the new submarines will be fitted with dual enhanced NATO Ship's Inertial Navigation Systems based on Sperry's ring laser gyro (RLG) systems technology. Equipment deliveries under the \$5.8 million contract are scheduled to begin in late 2002 and will be completed in 2004.

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Algeria Confirms Ferry Order

Algerian state-owned shipowner ENTMV (Entreprise Nationale de Transports Maritimes de Voyageurs) has placed an order with IZAR to build two RoRo passenger ferries.



Instead of initial plans for splitting the order between IZAR and its former subsidiary H.J. Barreras, both 145-ft. (44.1-m), 2,900 dwt vessels will be built by IZAR at its Seville yard. The first vessel is scheduled for delivery on January 2004 and the second, four months later. ENTMV will operate the ships between Algiers and Marseilles, with a call on the way at Alicante.

Each vessel, which has a design draft of 20 ft. (6 m) will accommodate up to 1,300 passengers and up to 130 crew, with a 1,350 lineal meter lane equivalent to 300 cars or 42 lorries. There will be 132 first class cabins plus 77 tourist class cabins, plus 85 crew cabins; passenger public spaces will total 4,900 sq. m.

These fully automatic vessels will each have a control system simultaneously monitoring 1,200 stations and will be supplied with a 24-hour unattended engine room.

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Stolt-Nielsen and Jo Tankers Announce Service Agreement For U.S. Gulf to Asia

Stolt-Nielsen Transportation Group Ltd. (SNTG), has signed a co-service agreement, with Jo Tankers (JOT), scheduled to commence on February 1, 2002, for operational matters for the transportation of bulk liquids from ports in the U.S. Gulf to ports in Asia.

The purpose of this agreement is to improve service levels for SNTG and JOT customers and increase operational efficiencies while maintaining the commercial independence of SNTG and JOT. To accomplish this goal, SNTG and JOT will identify ports and berths where safety improvements and operational efficiencies such as more efficient loading, discharging, transshipping or barging operations can be achieved by working together to allocate cargoes to particular ships.

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Raytheon Granted \$9.7 Million Power Supply Contract

Raytheon Systems Co., Defense Systems Segment, Naval & Maritime Systems, Sudbury, Mass., was awarded a \$9.7 million modification to a previously awarded firm-fixed-price contract to exercise an option for one set of SPY-ID(V) Aegis transmitter group high volt power supplies. Work will be performed in Sudbury, Mass., and Andover, Mass., and is expected to be completed by February 2005.

The Naval Sea Systems Command, Washington, D.C., is the contracting activity.

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Six-Month Grace Period For STCW 95 Compliance

IMO has issued advice to port state control officers that, for a period of six months after the February 1, 2002 implementation deadline for the revised Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW 95), ships whose officers

do not hold STCW 95 certificates or flag state endorsements need not be detained.

The move comes in recognition of the fact that many seafarers have not yet been able to obtain the necessary certification required by the convention and

that Parties to the convention have had difficulties in concluding the arrangements required to process reciprocal recognition endorsements. In a circular letter issued by the 33rd Sub Committee on Standards of Training and Watchkeeping (STW), it is recommended that,

until July 31, 2002, port state control officers issue only a warning in cases where a seafarer's documentation complies with the requirements immediately before February 1, 2002 but is not in accordance with the requirements of STCW 95. Port State control officers are recommended to issue the warnings to the shipping companies concerned only and to notify the seafarers and inform the flag State accordingly.

Many delegations expressed their disappointment at the measure, but there was agreement that it in no way altered the implementation date of the Convention and was simply a pragmatic response to what had become a lengthy administrative process. The Sub-Committee was particularly concerned and regretted the fact that, so close to the end of the transitional period, seafarers were reportedly unable to obtain STCW 95 certificates and/or the necessary flag State endorsements required by regulation 1/10.

However, it was recognized that the 1995 amendments had introduced radical changes to the STCW Convention and that these had been a significant factor in the delay.

The sub-committee also recognized that major ISM Code non-conformities could be raised if a seafarer's documentation is not in accordance with STCW 95. It therefore recommended that flag States should inform recognized organizations responsible for issuing ISM Code certificates that, until July 31, 2002, it would be sufficient to inform the flag State of such cases when assessing compliance with the ISM Code. Certificate-issuing parties and flag administrations were urged by the sub-committee to do their utmost to ensure that seafarers are issued with the appropriate certificates and necessary endorsements with the minimum of delay.

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USCG Will Get Budget Increase

In order to ensure anti-terrorism coastal patrols, revive enforcement in needed areas, and maintain some of the extra patrols initiated post-September 11, the Coast Guard will receive a major budget increase of up to \$1 billion, if approved by Congress. Of the \$12 to \$13 billion in extra Homeland Security spending that the President will propose on February 4, it is reported that the Coast Guard will be among the biggest recipients. The Coast Guard would receive an extra \$900 million to \$1 billion for 2002-2003, which amounts to about a 20 percent increase in its \$5.2 billion annual budget. The proposed budget increase is the first part of a three-year plan, which also includes adding to the 36,000 active and 8,000 reserve personnel.

MTN Will Provide For Heerema Marine Contractors

Maritime Telecommunications Network, Inc. (MTN), announced that it has entered into an agreement with Heerema Marine Contractors (HMC), making MTN the exclusive provider of global telecommunications services aboard Heerema's DCV Balder. MTN will supply Heerema Marine Contractors with 128 kbps of high-speed bandwidth to enable communications for the DCV Balder, which operates in the Gulf of Mexico. MTN's services will allow Heerema's personnel to interact via advanced satellite network capabilities. High-speed data, fax, telephone and Internet solutions will be readily accessible to Heerema employees with more convenience and improved efficiency. MTN provides superior communication solutions including C-Band Global Satellite Service and Ku-Band International Spot Beam technology.

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Aker Granted \$560 Million Contract For Statoil Platform

The Aker Stord subsidiary of the Aker Maritime group has been awarded the main contract for the new platform for Statoil's Kristin development in the Norwegian Sea. Worth approximately \$560 million, this assignment covers design and hook-up of the whole installation as well as construction of part of the topsides.

Aker Maritime could apply its expertise with floating platforms to bidding for the Kristin unit. It also built further on good and well-tested project execution methods developed by the group, which were applied not least to the successful delivery of Snorre B floater in the Norwegian North Sea last year. Implementation of the Kristin project will be made even more efficient by exploiting the opportunity to concentrate all construction and hook-up work at one site.

The contract covers design and procurement for the semi-submersible platform hull as well as the topsides, including the utilities, process and riser modules and the flare boom. Aker Stord will also fabricate the utilities and process modules as well as hooking up the whole topsides, including the remaining modules. The west Norwegian yard is also responsible for mating topsides and hull. Statoil is due to go out to tender later this year for construction of the hull as well as the living quarters, riser module and flare boom. Engineering will begin in mid-January, with construction work set to start in January 2003. The platform will commence regular production on October 1, 2005.

Keppel Wins \$400M Power Contract

Keppel FELS Energy has won a "take-or-pay" contract to supply electricity in northeastern Brazil.

The Power Purchase Agreement (PPA) was signed between Nordeste Generation Ltd., Keppel FELS Energy's wholly-

owned subsidiary in Brazil, and Commercializadora Brasileira de Energia Emergencial (CBEE) on January 10, 2002. The PPA is on a take-or-pay basis and payments are indexed to the U.S. Dollar, with fuel cost as a pass-through. Based on estimated contract capacities, the total revenue for the contract period is expected to exceed \$400 million. The

Brazilian government will guarantee all obligations of CBEE under the PPA.

Under the PPA, Nordeste Generation Ltda will install and operate a 190MW Barge Mounted Power Plant at the Port of Aratu, Salvador in northeastern Brazil. Commercial operations will commence by June 2002 and end by December 2004.



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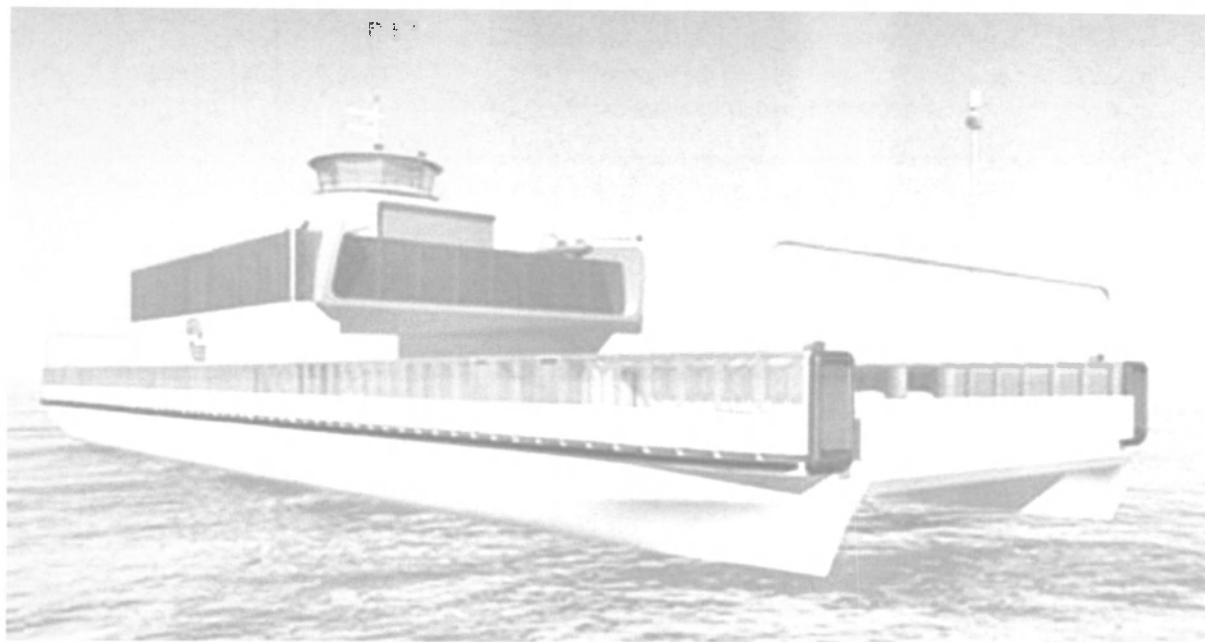
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The Double Ended Ferry — (Norwegian Style)



Norwegian endeavors to revolutionize the double-ended ferry concept have reached an important new stage with the confirmation of an opening order for the innovative FerryCat design to serve a busy route on the country's fjord-indented coastline.

Developed by Fjellstrand, one of the European fountainheads of fast catamaran ferry technology, the FerryCat 120 offers a much higher speed and improved power efficiency relative to conventional double-enders. It promises a service speed up to 22-knots compared with the 11-15 knots typical of existing, Norwegian fjord ferries, with all, which implies for productivity and fleet requirements.

Service users will benefit from shorter transit times, quicker embarkation and disembarkation and a more comfortable journey. FerryCat will enable Rogaland Trafikkselskap, the first company to endorse the design, to cut the crossing time on the commuter route between Stavanger and Tau to 25 minutes from the present 45 minutes. Furthermore, the vessel will allow the operator to phase out two existing, traditional double-enders, while maintaining a schedule based on departures every half-hour.

Central to the performance attributes of the FerryCat is an all-aluminum, catamaran hull form in combination with hydrodynamically integrated propulsors. As well as providing Fjellstrand with a breakthrough deal

for a vessel type, which denotes a new direction in production at its Omastrand yard, the Rogaland contract also represents the first commercial success for the Ulstein Aquamaster azipull azimuth thruster.

A product of the considerable Scandinavian dimension to U.K.-owned Rolls-Royce Marine, azipull is distinguished by a pulling propeller turning ahead of the streamlined leg, giving the proven advantages of an azimuth thruster in maneuvering with the bonus of optimization for speeds in the 16-24 knot range. Due to be handed over in April 2003, the \$22.4-million FerryCat 120 will have an azipull unit at each 'corner'. While a joystick system will enable the master to control all four propulsors with a single movement, the units will be completely independent, such that the vessel could remain operable with a single azipull working.

Rogaland's mold-breaking ferry will convey a maximum 400-passengers and 112-cars, or a mix of vehicles having axle loads up to 15 tons. The design thereby encapsulates a comparatively large capacity and deck area within main dimensions of 262 x 66 ft. (80 x 20 m), a small displacement in relation to deadweight, and high transport efficiency. By comparison, traditional double-ended ferries are heavy displacement craft, having a large structural weight relative to

carrying capacity.

A central console has the navigation system, steering, controls and monitoring equipment placed in a logical layout. When the ferry's direction of travel is changed, the entire console including seats swings through 180-degrees to face the other way. The result is good visibility regardless of course and the elimination of duplicated systems. The lightweight aluminum construction not only makes for a faster vessel but also improves acceleration and deceleration properties.

A spur to the development of the FerryCat was the strategic decision by the Norwegian Public Roads Administration to increase the departure frequency of ferries on trunk highway routes in the country's fjord service infrastructure.

Obviously, though, the concept holds good for applications elsewhere.

Although born into the Finnish environment, and regarded as a symbol of Finnish innovation in maritime technology, the Double Acting Tanker (DAT) concept is drawing added strength from its exposure to Japanese shipbuilding know-how. The DAT principle, whereby a ship is designed to run astern in heavy ice conditions while remaining hydrodynamically efficient for forward propulsion in open water, is being harnessed in a new generation of Baltic crude carriers ordered by Fortum Oil & Gas. Shipbuilding contractor Sumitomo Heavy Industries entrusted research firm SSPA Sweden with model tests for the two Afrabalt tankers, and the Japanese firm's hydrodynamics team

(continued on page 51)

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Rear Adm. Yount To Head Avondale Facility

Northrop Grumman Corporation has named Rear Adm. **George R. Yount**, USN (Ret.), as vice president of the company's Ship Systems sector, with responsibility for operations at the Avondale facility.



Rear Adm. Yount, who joined Ship Systems' senior management team in mid-January, will have responsibility for 5,000 craft and ship management personnel involved in ship construction as well as production planning, scheduling and facility engineering. He will also serve on the Ship Systems Policy Council, which influences all future Northrop Grumman Ship Systems business decisions.

Rear Adm. Yount served 33 years in the United States Navy, retiring in September 2001, following an assignment as deputy commander for Integrated Warfare Systems, Naval Sea Systems Command.

He earned a Master of Science degree in mechanical engineering from the Naval Postgraduate School, and is an engineering duty officer and is qualified as a surface warfare officer, as an engineering duty officer qualified in submarines, and as an acquisition professional. Commissioned into the Navy when he graduated from The University of Wisconsin, Stout, in 1968, Rear Adm. Yount has held sea assignments aboard USS Towers, USS Bauer, USS Ulysses S. Grant and USS Dixon.

His shore assignments include director, Supportability, Maintenance and Modernization, on the staff of the Chief of Naval Operations; commander, Naval Ordnance Center; and commander, Puget Sound Naval Shipyard. Additionally, Rear Adm. Yount has served at the Mare Island Naval Shipyard; Portsmouth Naval Shipyard; Norfolk Naval Shipyard; Supervisor of Shipbuilding, Newport News, Va.; and the Engineer and Repair Department, Naval Submarine Base, New London, Conn.

February, 2002

Northrop Grumman Finalizes Merger With Newport News Shipbuilding

Northrop Grumman Corporation announced that it has completed the acquisition of the shares of Newport News Shipbuilding Inc. common stock not previously purchased in its tender

offer that expired on Nov. 29, 2001.

As a result of the statutory merger completed last month, Northrop Grumman now owns 100 percent of Newport News.

Newport News shareholders who surrendered their shares in the merger will receive either 0.7193 shares of Northrop Grumman common stock or \$67.50 in

cash, subject to proration procedures and other limitations described in documents previously provided to Newport News shareholders.

Northrop Grumman is expected to announce sometime later this month, the proration calculations in connection with the completion of the merger.

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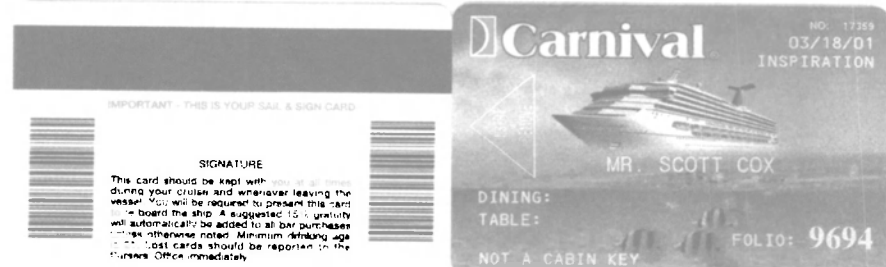
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SISCO's A-Pass (Automated Personnel Assisted Security Screening) system is a high-speed interactive photo identification and access control solution specifically designed to provide tracking, screening and identification of passengers and personnel.

Imagine having your picture taken as soon as you board any cruise vessel. While cruise lines have been observing this practice for many years for entertainment purposes, a new kind of photo has since come into play — the high speed interactive photo I.D. Developed by Security Identification Systems Corporation (SISCO), A-Pass (Automated Personnel Assisted Security Screening), provides a picture of each guest — even before boarding the ship — via a kiosk that stores each passengers photo upon insertion of their boarding card. Everyone who boards, even ships' officers are

required to observe this practice, which was presented before a Senate Subcommittee on Capitol Hill on January 9.

By Regina P. Ciardiello,
managing editor

The A-Pass, which had already been installed onboard vessels belonging to major cruise lines prior to the terrorist attacks of September 11, has proven to be a vital tool not only for security purposes, but also to ensure that everyone onboard is accounted for before the vessel enters and departs each port. The

system, which allows ships' personnel to monitor who gets on and off the ship, also records how many times each person leaves and enters the vessel. Gone are the days where passengers could just flash their photo I.D. such as a driver's license and would be waved through by ship's security personnel. In fact, this "soft" procedure is one that drew SISCO's president, **Anthony Zagami** to the development of A-Pass and its function when he observed a firsthand account of just how onboard security was handled. "Security was always taken lightly," Zagami said. "Now because of the recent events that occurred (September 11), the government is taking a full-fledged stand on security and is taking every threat seriously."

Zagami, who, when vacationing on a cruise with his wife in 1994, saw how easy the boarding process was, decided to come out of retirement to develop SISCO, the West Palm Beach, Fla. security company that he has headed since 1996. No stranger to the industry, as he had headed a security company for 25

Carnival Cruise Lines
M/S IMAGINATION



004



Just visiting? Cruise lines featuring the A-Pass system will require you to be a card-carrying member as well.

years in New York prior to retiring, Zagami, who also worked for Lockheed Martin in its aerospace division, wanted to develop a product, that was cruise specific and that would record real-time data for not only the cruise line itself, but also for the government agencies. Another benefit besides its function as a tracking device is that it can detect if someone is missing from the ship — a problem that has plagued cruise lines

(continued on page 53)

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U.S. Navy To Benefit From U.S. Lines' Demise?



United States Lines

Top: The USS Coronado (AGF 11) the flagship for the 3rd Fleet. (U.S. Navy photo by Photographer's Mate 2nd Class Todd R. Cromar).

Could these ship be replaced with the U.S. Lines Cruise vessels that were to built by Litton Ingalls for AMCV?

Bottom: The Amphibious Command Ship USS Blue Ridge (LCC 19) makes a turn in Sydney Harbor on its way to the Naval Dockyard at Woolloomooloo and a well deserved port visit to Sydney. (U.S. Navy photo by Photographer Mate 3rd Class Adam Eastman).



The vessels, which would have to be modified and reconfigured to U.S. Navy ramifications and standards would be used to replace the current Joint Command vessels, such as USS Blue Ridge, USS Coronado and USS LaSalle, performing joint command and joint control functions in forward areas.

According to the U.S. Navy, currently there are programmed funds available to acquire two such JCC (X) vessels — in 2004 and 2005, respectively.

"At this point we're considering all our options regarding the possibility of using the Project America ships," said Navy spokesperson, Lt. **Bill Speaks**. "We're taking into consideration an analysis of alternatives, as well as what their (the ships') capabilities might be."

Speaks added that it was too early for him to discuss if the Navy would make a firm commitment with Northrop Grumman for the ships' purchase due to the premature nature of the Navy's "analysis of alternatives."

Belote of Northrop Grumman agreed with the Navy in that it would be too soon to say that a deal between the two organizations has been firmly planted. "Ultimately this issue will be decided by both Congress and the Navy," Belote said. "I think, however though that the intent (the purchase of the ships) would be to look at this as a viable alternative for the Navy - the ships are still in the yard and we are continuing to discuss all our options with MarAd." — **Regina P. Ciardiello**

In an effort to utilize the now defunct U.S. Lines cruise ships, Congress has recommended that the U.S. Navy purchase the vessels, for possible use as replacement Joint Command Ships.

The two 1,900-passenger vessels, which were to have been delivered in 2003, at a price of \$440 million each, were on their way to becoming "an American dream." With the first vessel approximately 55 percent complete, the second vessel was about to have its keel laid. And according to Northrop Grumman Litton Ingalls, the company who was to build these ships, more than 90 percent of material had already been committed. An added blow occurred a few days after AMCV had filed bankruptcy, when the yard announced that it would discontinue all work on the vessels, resulting from MarAd's decision to suspend its \$60 million loan guarantee when it became quite apparent that AMCV had little chance of being able to provide the dollars for the construction of these vessels.

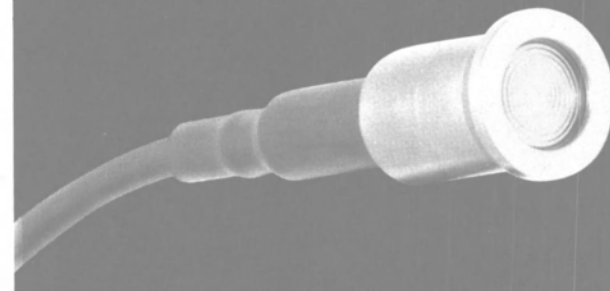
However, according to **Randy Belote**, Northrop Grumman's director of Corporate Public Affairs and International Public Relations, every effort was being put forth by Northrop Grumman to keep the project moving. Belote added that the yard has been in discussion with potential buyers for the vessels and is "currently taking a look at a variety of options regarding Project America."

One option may be selling the ship pair to the U.S. Navy for use as new Joint Command or Joint Forces Command and Control ships. Currently, the Navy has four vessels of this type deployed in various waters. The ships, which typically can stand to run anywhere from 30 to 36 years are in dire need of being replaced as most were built in the 1970's.

The Navy, who has been conducting a study on determining the most efficient way of replacing these vessels with a new class of command ships, has expressed its interest to Northrop Grumman as possibly purchasing the U.S. Lines vessels for its JCC (X) program.

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Queen Mary 2 Commences Production With First Steel Cut

Pamela Conover, Cunard Line's president and COO, made history last month when she pressed the button to start the cutting of the first steel for Queen Mary 2 - slated to be the largest, longest, widest, tallest and most expensive pas-

senger ship ever.

Queen Mary 2, the first liner to be built in over three decades, will enter service in January 2004 and will be the fastest passenger ship built since QE2 entered service in 1969.

Constructed by Chantiers de l'Atlantique in Saint Nazaire, France, birthplace of such famous liners as Normandie, France (now Norway) and Ile

de France, the 150,000-ton QM2 is destined to become the benchmark by which all other passenger ships will be judged.

The ship will feature classic Cunard hallmarks such as sweeping staircases, expansive promenades, stylish restaurants and gracious public rooms of an imposing scale. The size of the vessel has enabled Cunard to create a variety of



Pamela Conover, Cunard Line's president and COO, celebrates the first cut of Queen Mary 2's steel with Patrick Bossier, president of Chantiers de l'Atlantique.

passenger spaces — from a majestic, three-story dining room to the first sea-going planetarium.

With a passenger capacity of 2,620 (lower berths), QM2 will have a space ratio

per passenger of 57.2, making it among the roomiest of the world's larger passenger ships. Spacious staterooms, nearly three quarters of which will have their own private balcony, will offer a level of luxury unprecedented at sea.

Technologically, the vessel will feature the latest innovations - mainly a powerplant that include two gas turbines and four diesel engines. More than two-thirds of this energy will be used to power a state-of-the-art Mermaid Pod Propulsion System, comprised of two fixed and two azimuthing pod units. The first four-pod installation to date, the powerful new system will provide a speed of nearly 30 knots with low noise and vibration levels and maximum maneuverability.

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KMSS Upgrades Fire Detection For Sea Goddess

Kongsberg Maritime Ship Systems (KMSS) has won the contract to upgrade the Fire Detection System for cruise ships Sea Goddess I and II - supplying its Autronica fire detection system to these identical sister ships. The order follows the recent demand from the NTSB for an integrated Local Buzzer in each cabin smoke detector.

This buzzer, which does not require any extra cabling as it is powered from the detector loop, has an added safety feature in that it will turn itself off after 30 seconds, allowing the passenger to hear the Ship's PA system after the local alarm. The upgrade, which will replace a system from Thorn Security that was installed in 1994, consists of approximately 400 detectors and other field devices per ship, with delivery expected early 2002.

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Atlantic Marine-Mobile Completes Variety of Cruise Ship Jobs

Atlantic Marine-Mobile was granted myriad of cruise ship refurbishment contracts throughout 2001, beginning with Holland America's Maasdam, which spent approximately 14 days last January at the Alabama yard's drydock. During this period, the vessel underwent steel prefabrication and installation of a new 2,400 sq. ft. teen room, which was put in place via the yard's 275-ton bridge crane Goliath. The yard also completed a major cruise ship conversion to a Zenon system on Holland America's Zaandam in order to achieve the highest level of environmental compliance. The vessel, which is the second Holland America ship to undergo voluntary installation of a Zenon system, is now in the fullest compliance with federal and Alaskan regulations, including the Coast Guard Reauthorization Bill, Title VII, regarding the disposal of graywater in Alaskan waters. The Zenon system allows the ship to discharge treated black and gray water so that it is near drinking quality.

Since it was imperative that Zaandam be out of service for the least amount of time possible, Atlantic dispatched a riding crew to St. Thomas to meet the vessel so that they could begin work while the vessel completed its cruise to Fort Lauderdale, Fla. The crew then rode the ship into Mobile, Ala., where the completion of the work (as well as routine maintenance) was performed in a record four days time. The yard also received a contract trio from Carnival Cruise Lines for work on Celebration, Jubilee and Imagination. Celebration, which was at Atlantic's Alabama drydock for the fourth time, spent approximately one week in September for a standard docking.

Jubilee made its premiere visit to Atlantic in late October 2001 for the installation of a new waste management system, which included an incinerator and recycling capability. The work on the 733-ft. (223.4-m) vessel was completed in just 11 days. The last of the Carnival trio — Imagination — entered the yard in late November for a full 14-day drydocking. Atlantic provided hydro-blasting capability to meet the owner's requirements for paint removal. This type of blasting also increases the yard's efficiency as it permits the additional machinery work on the rudders, tailshaft and thrusters to be completed at the same time without any contamination of the work area.

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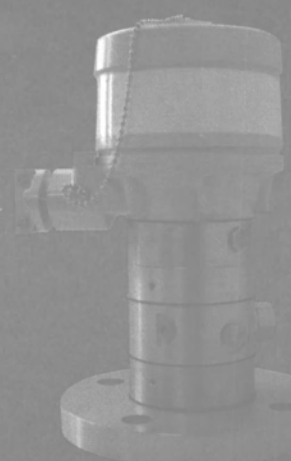
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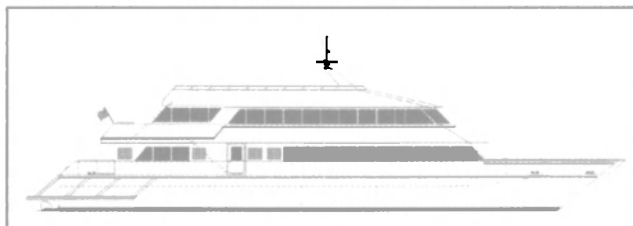


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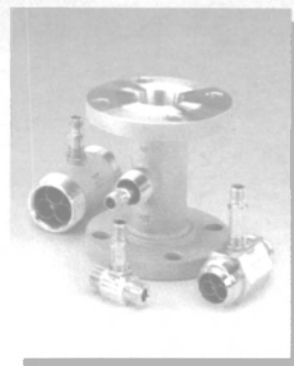
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Cruise Notes

Kvaerner To Construct Resort Cruise Vessels For Canyon Ranch Spa

Canyon Ranch, a leading health resort group based in Tucson, Ariz. has signed a memorandum of understanding with Kvaerner Masa-Yards for a pair of luxury health resort cruise vessels of approximately 37,000 gt. The two vessels, which will be constructed for approximately \$397.6 million each, are scheduled for delivery in 2004 and 2005.

A final shipbuilding contract will be signed subsequent to Canyon Ranch's completion of financing of the acquisition, as well as the finalization of additional conditions.

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NORSHIPCO Performs Pod Repair

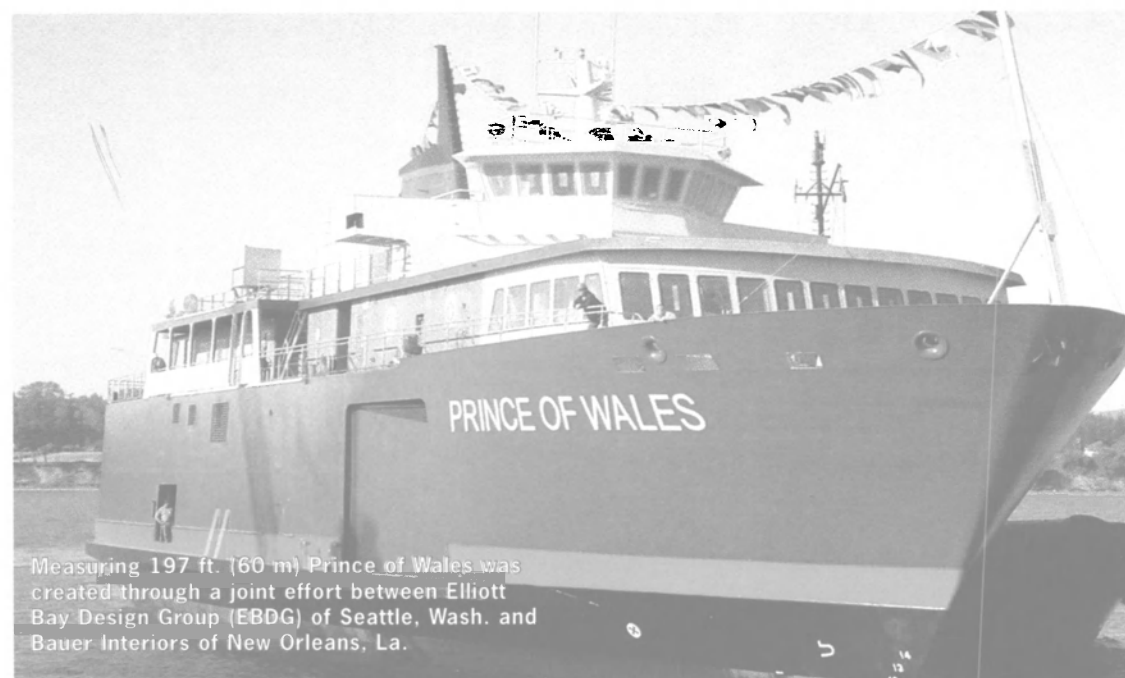
Holland America Cruise Lines contacted NORSHIPCO regarding dry-docking, repairs and modifications on the MS Amsterdam in late November 2000. The 61,000-ton Amsterdam, which was built at the Fincantieri shipyard and measures 780 ft. (237.7 m), can carry 1,380 passengers. When contacted by Holland America to discuss the vessel's drydocking, NORSHIPCO then began to train its personnel to complete warranty repairs on the azipod propulsion system in an extremely short availability on the drydock.

The vessel's azipod propulsion system, manufactured by ABB, are self-contained systems capable of rotating 360 degrees, which consists of an electric motor, associated power transmission equipment and a propeller, thus allowing for fine control in ship movement required by today's cruise vessels. Since this was the first modification to an azipod system that NORSHIPCO would undertake, planning sessions were held early in 2001 to address resource requirements including facilities support, equipment needs and special tooling.

Drydocking was scheduled for October 2001, and a crew of skilled mechanics from the Mechanical Division (Machine Shop and Rigger Shop) were designated and trained by ABB in September. In late September, 2001 however, a conflict developed with the drydock due to need emergent repairs. An alternative dock was located in Bayonne, New Jersey where repairs could be completed. At the insistence of Holland America and ABB, arrangements were made to have the trained NORSHIPCO personnel still perform the azipod modifications at an alternative shipyard — Bayonne Drydock and Repair located in Bayonne, N.J.

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Elliott Bay Design and Bauer Interiors Create A "Prince"



Measuring 197 ft. (60 m) Prince of Wales was created through a joint effort between Elliott Bay Design Group (EBDG) of Seattle, Wash. and Bauer Interiors of New Orleans, La.

When a naval architect and interior designer sit down to design a commercial vessel, they must blend together a multitude of considerations that delicately balance form and function. The naval architect's job is to ensure that the vessel meets a variety of government safety regulations and marine engineering codes, from ADA compliance to Coast Guard fire protection. The interior designer arranges colors, lighting, fabrics, and finishes in such a way to ensure the owner realizes that their needs are met with the final product.

"There are several phases in the construction of a vessel, and in each one the most critical element to the success of the project is the interaction of the naval architect and the interior designer," said **Grace Bauer**, president of Bauer Interiors of New Orleans. "All communication is shared, reviewed, reworked, revised, and then forwarded to the owner for review. Discussions can be continuous and lengthy in order to understand an owner's needs and desires, as well as budget and regulatory issues."

In most cases when the owner is a government entity, both the naval architect's and the interior designer's choices are limited by budget constraints. One notable exception when both architect and designer were able to combine their skills to achieve a higher-than-usual level of comfort and safety occurred when residents of Prince of Wales Island commissioned their own car ferry.

Prince of Wales Island, the third-largest island in the United States, was accessible only by small aircraft, floatplane or an infrequent car ferry operated along the Inland Passage by the Alaskan highway system. "The highway system had an overnight ferry that stopped semi-weekly at Prince of Wales Island as one stop along many others," said Will Nickum, senior naval architect at Elliott Bay Design Group (EBDG), Seattle, Wash. When residents wanted more frequent service, they formed the Inter-Island Ferry Authority, whose efforts resulted in the construction of a new car ferry. Hence the completion last January, of the 197-ft. (60-m) Prince of Wales performed its inaugural sail between the island community of Hollis and Ketchikan on the mainland; its 12-cylinder Caterpillar engines able to push its full load dis-

placement of 1,100 tons up to 15 knots/hr. across the Clarence Strait.

"As the vessel's designer, our primary task was to set the structural, mechanical, electrical and safety boundaries for the ship," said **Will Nickum**, senior naval architect at Elliott Design Group (EBDG) in Seattle. "In this case, we were able to apply them at a higher, slightly more stringent level."

"The entire project is a perfect example of out-of-the-box thinking," said Bauer, who provided design consultation for the project. "It was an unusual situation where the owners were the people who would be using the ferry and they were involved from start to finish." Construction of the car ferry required EBDG and Bauer to collaborate closely to ensure the vessel met federal and state regulations and specifications, while continuing to meet the owners' needs. "Most jobs get to the final stages and the owner is trying to rein in costs, so your fabric selection gets reduced to which shade of gray do you want," Bauer said. "But in this case, the people were able to control the decisions that were made. They picked what they liked and the entire process was devoid of the politics that can accompany this type of project."

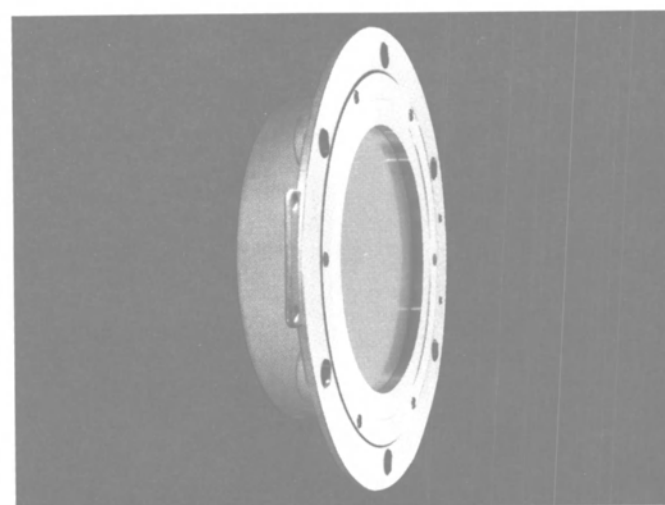
From Paper...To Reality

A designer's task is to create a layout that meets specific requests by the owners. In this case, the owner wanted a children's play area and a comfortable galley to provide hot meals during the lengthy voyage. As a space trade-off, crew quarters were eliminated since the vessel operates only during the day. The client also wanted a sick bay, so a "quiet room" was designed to serve in that function. During the design phase (the programming phase) there can be many meetings between the architect, designer, and owners to discuss the goals for a project. Priorities are listed in terms of importance and can include performance, cost, maintenance, durability, etc., according to the owner's parameters. "The interior designer must always listen to what is not said, the non-verbal communication, so the end result will produce the

(continued on page 35)

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PRI Fuel Treatment Helps Meet Emissions Challenges



Power Research Inc. (PRI) is a manufacturer of industrial grade fuel treatments designed to treat heavy fuel oil, diesel and gasoline. Founded in 1985, PRI chemistries incorporate proprietary thermal stability technologies that permit cleaner combustion, reduced emissions, and prevention of deposits on engine components and boiler tubes.

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A 1992 evaluation of PRI-R on an RTA Sulzer (380 cST fuel oil) provided NOx reductions exceeding 21 percent, with SO2 reductions topping 10 percent. Fleet managers who have incorporated the product have reported advantages ranging from double exhaust valve service time between overhauls on medium and slow speed engines, to turbo blades that remain deposit free and waste-heat boilers that are free from soot build-up.

Power Research Inc. also offers PRI-SOLV, a highly concentrated sludge control treatment that has been found to reduce heavy fuel oil

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PRI-R and PRI-SOLV are used in a wide variety of propulsion applications, including steam turbines, low- and medium-speed diesels, aboard tanker and bulkers fleets, container and RoRo vessels and cruise ships.

Another product, PRI-D, is an industrial-grade diesel MDO and MGO treatment. Proven to reduce smoke opacity emissions from diesel engines as much as 50 percent, PRI-D enjoys widespread application in both commercial and recreational marine. PRI-D is marketed as a fuel stability chemistry, to preserve fuel freshness, while capable of restoring the most severely degraded fuels to refinery freshness. PRI-D also dissolves slime and sludge resulting from algae growth, and prevents hard carbon deposition on all engine types, hence extending engine component overhaul times. PRI-D has endorsements by engine manufacturers, has been extensively tested for safety and effectiveness under Nuclear Regulatory Commission (NRC) guidelines for use in standby diesel powered generators at nuclear power facilities.

PRI-D is the choice of many wholesale fuel distributors for bulk fuel treatment in upgrading diesel fuel to the premium category. Power Research Inc.'s commercial marine clients include tug and ferry fleets, commercial and sport fishing vessels, excursion passenger vessels, work boats, harbor barges, oceanographic vessels, among many others.

PRI-G is a gasoline fuel treatment — again designed to permit the cleaner combustion of all gasoline types.

As fuel prices rise, the company has seen more operators change from 180 cST bunkers to 380 cST bunkers, hence affecting operating reliability of medium speed diesels in certain

areas. Additionally, there is heightened interest in emissions control mechanisms, with marine diesel engine manufacturers exploring new design options.

There will be limits as to the degree these design changes can positively affect emissions reductions, and we believe that fuel quality enhancement through proper treatment will play an increasing role in these emissions control efforts.

A Burgeoning Market

Owner interest in fuel treatment has grown in recent years. This reflects trends in certain ports toward degraded fuel quality, and increased interest in propulsion system reliability, particularly in overcoming charter hire loss. Power Research Inc. expects continued brisk growth over the next several years, owing to continued trends in fuel quality degradation in certain areas, and heightened owner interest in

exploring new ways to improve operating reliability while cutting maintenance costs.

Emissions reductions will play a much larger role, and our extensive work in this area and documentation through independent evaluations provides excellent positioning for PRI-R as the emissions control solution. Key to our expansion is our proprietary technology — already proven to reduce smoke opacity, NOx and SO2.

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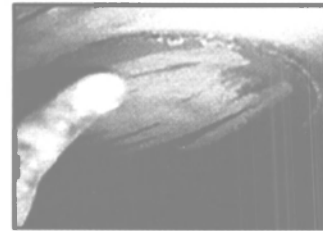
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Conover Captures Cunard's Essence



No stranger to the cruising industry, **Pamela Conover**, president and COO of Cunard Line Ltd. Could undoubtedly be the reason behind the company's continual ability to capture and hold on to the rich British history that it has sustained since its establishment in 1840.

More than 150 years later, Cunard, with Conover's leadership continues to uphold this identity specifically with its illustrious 1,131-ft. (345-m) ocean liner *Queen Mary 2*.

By **Regina P. Ciardiello**, managing editor

Queen Mary 2 is arguably the most prestigious cruise project to date. The vessel, which will measure 1,131 ft. (345 m) with a 131-ft. (40-m) beam, will be constructed by French shipyard Chantiers de l'Atlantique at for \$780 million. Last month Conover made history when she pulled the switch at the shipyard, making the first steel cut on the historic vessel. Conover, along with **Patrick Boissier**, chairman and CEO of Alstom Chantiers de L'Atlantique, shook hands proclaiming their desire to produce a vessel that will be the signature of British style, as well as one that sets new technological standards.

Conover credits her design and new-build team at Carnival Corp., specifically lead designer Stephen Payne, who along with Tillberg Design, has been fastidiously working to develop this vessel into more than just a collection of steel and machinery. "In terms of construction, everything is handled by our experienced corporate shipbuilding team, which is led by **Stephen Payne** in London," Conover said.

True to the point that while Cunard is concentrating on its current QM2 contract, as well as an additional contract that was signed with Fincantieri in December 2001, Conover maintains that the line continues to forge ahead with the upkeep of its signature vessels - *Queen Elizabeth 2* (QE2) and *Caronia*. "Cunard is a brand of British heritage," Conover said. "We have a long history of operating ocean liner ships on trans-Atlantic crossings - thus differentiating it as its own specific brand (the rich British history)."

Challenging as it may be to upkeep this status symbol, Conover, expresses that the sheer desire to run a good company is a challenge that she experiences every day. "I don't think there is one thing that I could single out to be a challenge," Conover said. "But the three things that I concern myself with the most are our

(continued on page 53)



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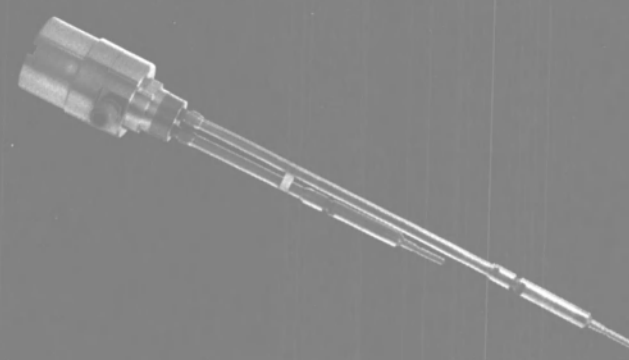
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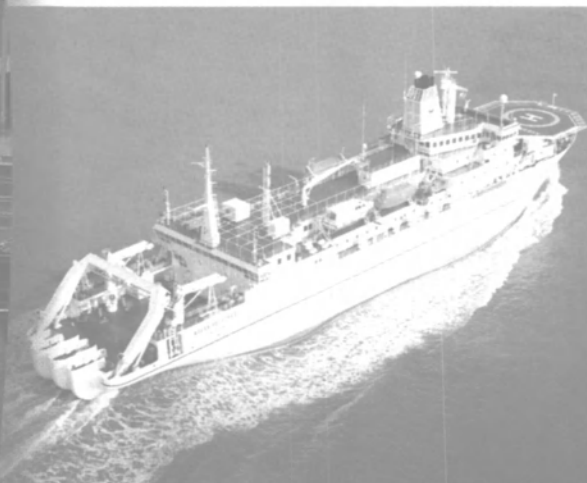
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(continued from page 31)

vision the owner has of his project," Bauer said. "The architect provides the boundaries for determining how comfortable the seats can be, the distance between chairs, room sizes and passenger capacity." Together, the naval architect and interior designer then begin the space planning process, taking into account the cost parameters and the timeline allotted for the project. At this point, the owner reviews their compromise and the tweaking process can begin, with decisions based on the initial phase's priorities list.

According to Nickum, the direct lines of communication between the ferry owners and the designers vastly contributed to the job's success. During the design and development of the Prince of Wales, the owners had clear ideas of what they wanted. "They were refreshingly practical," Nickum said. "They gave a lot of thought to what they wanted because they were the ones who would be using the ferry. Our job was to help them achieve their goals while complying with safety issues. As it turned out, we were able to comply with Coast Guard regulations for a larger class vessel that involved more stringent regulations."

"The more stringent regulations we decided to use addressed insulation and combustible surfaces," Nickum said. "So we worked with the interior designer on surface finishes such as non-combustible carpet." "The overhead ceilings had to be non-combustible; we couldn't even use the fibrous kind such as the acoustic panels you find in drop ceilings." Bauer complied by choosing a metal drop ceiling, and presented several different color schemes to the owners, choosing bright tones and shades to lighten up the gray winter days. EBDG's Nickum also increased fire protection to comply with Coast Guard regulations for a Subchapter K class vessel. Extra firewalls were installed, and thicker insulation was integrated into the layout. "The 150-passenger capacity actually qualified the vessel for a smaller class - Subchapter T - but the fact that it was so big and it was a car ferry heightened the risk factor enough that we wanted to bring the safety up a notch," Nickum said.

EBDG also made sure that the vessel was ADA compliant. An elevator was added and passenger areas offer tables without fixed seating to allow for wheelchair access. Other features include ramps at door sills enabling access to the solarium; the elevator landing features ramps built up from the deck level to allow wheelchair without rolling over bumps or curbs; the washroom sinks have no cabinets to allow for wheelchair access, and ADA accessible stalls offer support rails. Visual alarms also supplement tone alarms for the hearing-

impaired. All counters and drinking fountains are wheelchair accessible and there is reserved seating in all passenger travel areas.

Once all the priorities have been identified and addressed, the project moves into the design development phase. "During this phase, the basic plan — size, budget, etc. — becomes hard and

fixed for approval by the owner," Bauer said.

For the Prince of Wales, Bauer added reclining chairs in the forward observation lounge, computer carrels in a port reading room, and electrical outlets for motor coaches or an ambulance on the ground level.

For further information on the preceding please circle the corresponding numbers on the Reader Service Card, or log on to www.maritimereporterinfo.com

Elliott Bay Design Group
Bauer Interiors

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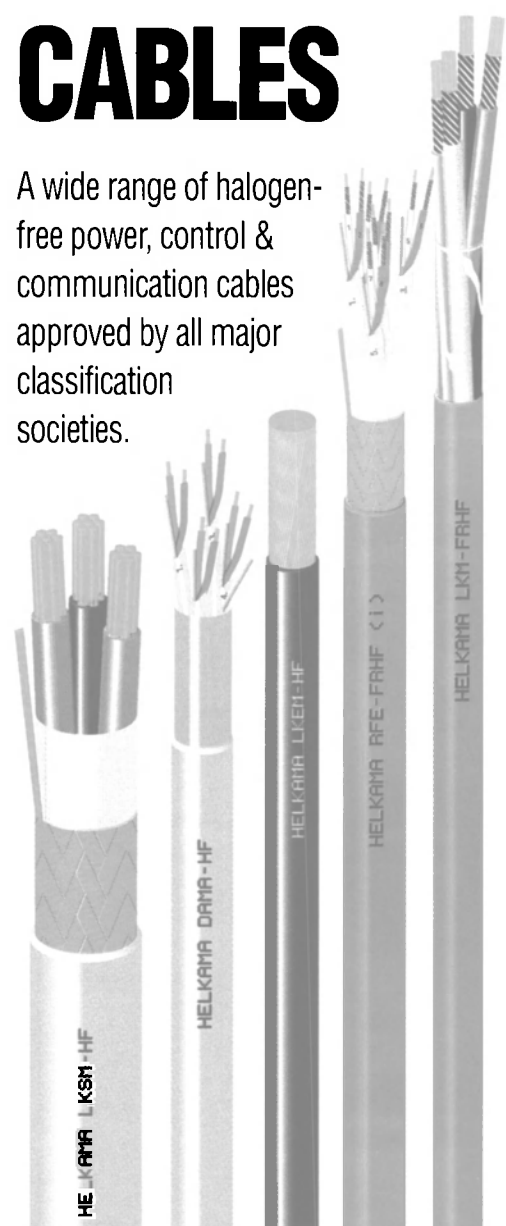
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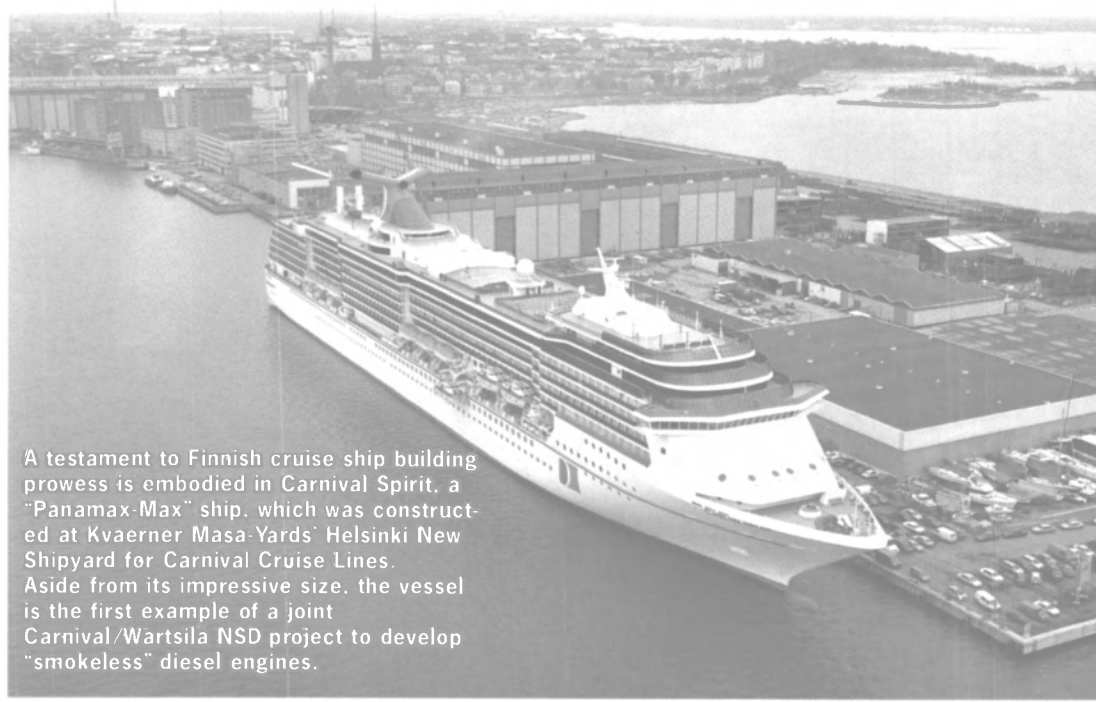
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Rautaruukki Steel = Quality and Profit



A testament to Finnish cruise ship building prowess is embodied in Carnival Spirit, a "Panamax Max" ship, which was constructed at Kvaerner Masa-Yards' Helsinki New Shipyard for Carnival Cruise Lines. Aside from its impressive size, the vessel is the first example of a joint Carnival/Wartsila NSD project to develop "smokeless" diesel engines.

Rautaruukki Group of Finland is the largest steel company in Scandinavia with 13,000 employees and an approximate annual turnover of \$2.7 billion. While this is, essentially, a small company among the consolidated behemoths of the steel industry, Rautaruukki comes up big in the important areas: quality and profit.

Shipbuilding, stripped to its bare essence, starts and ends with steel. From the ceremonial "first cut" through its eventual evolution at the hands of breakers to razor blades, steel — as much as any other factor — directly determines if the multi-million, multi-year investment in a vessel is a profitable one. Ensuring the original quality and long-term care and integrity of the ship's steel is central to every quality owner's repair and maintenance plan.

Rautaruukki Group of Finland — a group of companies that includes Rautaruukki Steel, Metform, Steel Structure Division, Fundia and Steel Service — has steadfastly grown its business despite an overall business stupor. Rautaruukki prospers where others have — and currently — failed based on its unwavering demand for quality, its continuous investment in the latest production technologies, as well as its diversity of products it can deliver, from raw steel to coated products.

State-owned Rautaruukki was established in 1960, with iron production starting in 1964 and the production of steel and hot-rolled plates commencing three years later. Hot-rolled plate — it should be noted — is the main construction material of steel ships, giving the vessel up to 80 percent of its total weight. From the beginning, shipbuilding played a crucial role in development and success of the company, accounting for approximately half of its business by the early 1970s. In the early years, the company's business was built by supplying steel for Soviet ships, supplying an estimated three million tons producing about 600 seaworthy ships.

By comparison, today, only eight percent of the company's \$2.5 billion turnover comes from shipbuilding. Despite the drop, shipbuilding is still viewed as a crucial piece of the Rautaruukki pie, as

evidenced by the company's investment through acquisition in Mo I Rana's profile rolling business and the purchase of Fundia, the bulb profile supplier. Today, Rautaruukki Profiler AS is the European market leader with its products.

The company also produces cold-rolled sheets, a product that plays a minor role in the hull construction of ships but plays a much larger role as decoration background, and as the base material for pre-fabricated cabins and bathrooms.

Finnish shipyards, that are renowned for the construction of high value, high technical specification tonnage such as cruise ships, icebreakers and gas carriers, are practically buying all of their flat steel from Rautaruukki. This is due because of the physical proximity, short delivery times, price/quality ratio, but also because of the aforementioned cooperation among the Finnish maritime cluster. This close cooperation has, in turn, integrated Rautaruukki so closely into the needs of an efficient, high-volume shipbuilding operation that it has the add-on benefit of making the company and its products more attractive to shipbuilders around the world.

Rautaruukki Group Snapshot

Division	Rautaruukki Steel
Employees	abt. 5,000
Steel Production	2.5 MT
Turnover	abt. \$1b
Division	Metform
Employees	abt. 1,600
Steel Production	Steel Tubes
Turnover	bt. \$333m
Division	Steel Structure Division
Employees	abt. 1,400
Steel Production	Steel Prod. for Construction
Turnover	abt. \$256m
Division	Fundia
Employees	abt. 3,150
Steel Production	1.7 MT
Turnover	abt. \$3654
Division	Steel Service
Employees	abt. 914
Steel Production	Steel Upgrading
Turnover	abt. \$431m

Rautaruukki Reports Results

Demand for steel products weakened during the first nine months of 2001, but Rautaruukki's turnover increased 12 percent and its profits held steady. Rautaruukki's deliveries of flat and tubular products were up four percent and the average price of deliveries in euros was three percent higher compared with the same period a year earlier. Prices of nearly all products fell but the average price improved thanks to the increase in the degree of upgrading. Third-quarter deliveries contracted by 11 percent on the second quarter owing to annual holiday and maintenance shutdowns. The average price of deliveries was at the same level as in the second quarter.

Deliveries of long steel products were up 11 percent and their euro-denominated average price was seven percent high-

er than in the same period of last year. Net of the effect of Nedstaal, which Fundia acquired at the beginning of the year, deliveries and the average price of them

were at last year's level.

Consumption of steel products in Europe is estimated to be somewhat below last year's figure. Steel output in the EU countries and stocks of steel products have diminished to some extent but are still high. The forecast is for a further fall in prices of steel products in Europe. Rautaruukki's turnover in 2001

is estimated to reach \$2.5 billion. Because of the weakened market situation the result in the last quarter of the year is estimated to be slightly in the red and full-year profit before extraordinary items and taxes will come in below last year's. Rautaruukki Steel will step up its steel output, thereby reducing the use of purchased slabs.

Cruise Shipping Still King

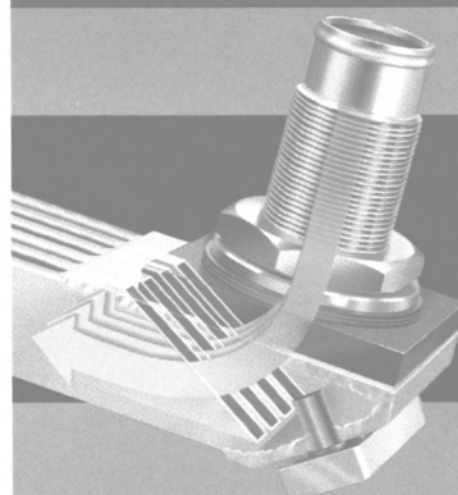
Despite the steady transfer of traditional shipbuilding operations from Europe to Japan, Korea and China over the last 30 years, Europe in general, and Finland in particular, has maintained a stronghold on high value, high tech specification ships such as cruise shipping.



The clear, sunny Saturday afternoon of November 10, 2001, set the stage for the arrival of the first passenger ship into New York Harbor following the September 11 terrorist attacks. The vessel, Royal Caribbean's Adventure of the Seas, sailed into New York for a two-day tribute cruise for the families of the fallen firemen and police officers of Ground Zero.

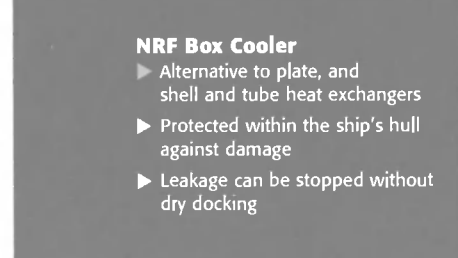
Finland has prospered on the cruise shipping front in large part because of its highly advanced, integrated structure of material, product and system suppliers specialized to this niche. While the immediate future of the nearly \$8 billion cruise industry is shaky at best given the reluctance of the public to travel, it can be assured that business-as-usual will return, the cruise industry will continue its steady course of growth, and Finnish shipyards and suppliers will receive their fair share of business.

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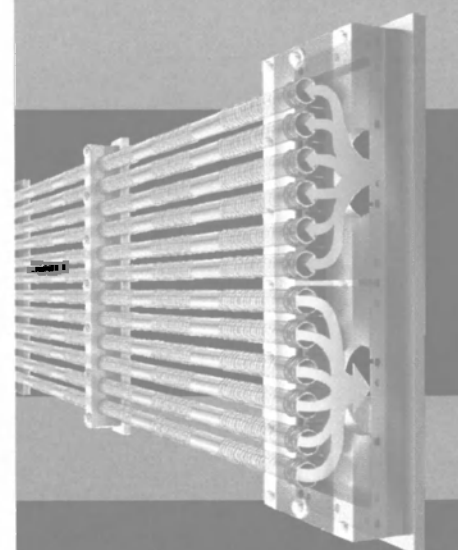
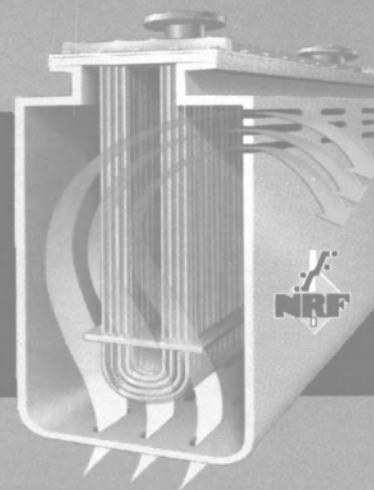
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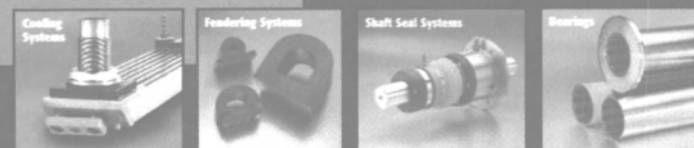
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A Bundle of Advanced Technology

The close cooperation of the Finnish Maritime industry is evidenced in the highly capable icebreaking ships that it produces. Icebreakers are essential to Finland's existence, as the specialized ships enable the country to keep its ship-

ping lanes operational during the harshest winter months. However, traditional icebreaker design made for poor navigating vessels in open water, and thus were rendered useful during only the winter months. This was acceptable, but

very expensive, as icebreakers by nature represent a significant maintenance challenge and cost. The solution: creating a new design icebreaker that

Icebreakers, such as the one pictured at right, have become a necessity in keeping Finland's shipping lanes operational during the country's harsh winters.



could be used, profitably, year-round.

This was done by the Finnish board of Navigation, which has built at Finnyards and operated a trio of vessels that break ice in the winter, and work as supply ships in the North Sea oilfields during the summer. Bringing these two combinations of capabilities in a single vessel means advanced hull design. To be able to carry more load, the hull had to be constructed using 500 Mpa yield strength TMCP steel with excellent impact strength properties, supplied by Rautaruukki.

The hull plating of icebreakers and other ice-going vessels is subjected to ice erosion that can remove protective paint coatings and leave the hull exposed to seawater. Under such extreme circumstances, preferential corrosion can develop in the vicinity of welded joints, e.g. the weld metal, the heat affected zone (HAZ) or fusion line (FL). The location and extent of preferential corrosion depends on the compositions of the weld metal and base plate and the heat input used in welding.

Accelerated weld metal corrosion can be prevented using a sufficient filler metal. HAZ and FL corrosion can be a problem when high strength shipbuilding steels are used, especially for low heat input welds.

Rautaruukki Steels of Finland, in cooperation with shipyards, has developed a range of RAEX POLAR steels for structures having stringent requirements on the seawater corrosion resistance of welded joints. The Finnish marine cluster is particularly renowned worldwide for its advanced products and systems born of necessity to keep its vital shipping lanes open during the harshest winter conditions. Moreover, the country's industry traditionally works in tandem to co-develop and bring to fruition the systems, a technique that ensures that the solutions are the culmination of real working conditions. The RAEX POLAR series of steels have been specifically developed to avoid HAZ and FL corrosion problems. The chemical composition of the steels is balanced to provide an optimum combination of corrosion resistance, strength, toughness and weldability. The corrosion resistance of all of the RAEX POLAR line is verified in specially designed corrosion tests, which lasted six months, under the auspices of the classification societies.

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Oceanology 2002: A New Home and Improved Program

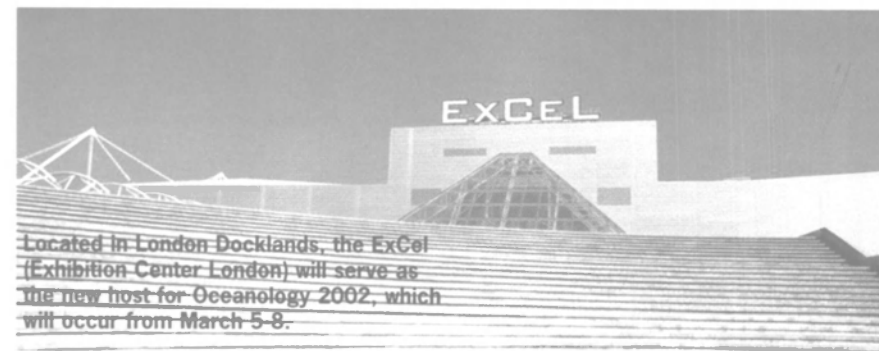


Modern Sea Technology at work: Sonsub's Innovator — A 3,000 m, 200-hp work class ROV, which is also fully adaptable and capable of mating with other Sonsub engineered tooling and special systems to create entire new machines meeting various industry requirements.

Regular visitors to this year's Oceanology International (OI) will be surprised to learn that the Exhibition and Conference is moving to the ExCeL (Exhibition Center London) in London Docklands.

Since 1969 the Exhibition and Confer-

ence has been at the Brighton Metropole, emerging as the largest event in the marine science and ocean technology sector. This year OI, which will take place from March 5-8, offers the 600 exhibitors from 50 countries and over 6,000 visitors unparalleled modern facil-



Located in London Docklands, the ExCeL (Exhibition Center London) will serve as the new host for Oceanology 2002, which will occur from March 5-8.

ities in a waterfront environment in the heart of London, along with a collection of vessels that will be moored directly alongside the Exhibition.

Many exhibitors plan the launch of new products and services to coincide with this meeting of the global marine science community. "Oceanology International 2002 breaks with a long tradition by moving from Brighton to London's ExCeL — a move driven by the continued growth of the scientific and industrial sector that it serves," said show director **Versha Carter**.

The OI Conference is chaired by Dr. **Ralph Rayner**, chairman of the U.K. Marine Information Council and managing director of Fugro. The keynote will

be given by Rt. Hon. **Michael Meacher** MP, Minister for the Environment, Department for Environment, Food & Rural Affairs (DEFRA). Other speakers in the Plenary Session include Prof. Carl Wunsch, Cecil & Ida Green Professor of Physical Oceanography, Department of Earth, Atmospheric & Planetary Sciences, Massachusetts Institute of Technology. Wunsch's topic is "The Role of the Oceans in Climate Change." Dr. **D James Baker**, former head of the National Oceanic & Atmospheric Administration (NOAA) will speak on "Operational Oceanography: Critical to Understanding Global Climate Change."

Other sessions in the OI conference include "Survey," with papers ranging

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Rt. Hon. **Michael Meacher** MP, (at left), Minister for the Environment, Department for Environment, Food & Rural Affairs, will deliver the conference's keynote speech.

from conducting bathymetry by airborne and/or satellite methods to significant developments in underwater acoustic positioning and inertial metrology. Two sessions will take place in the area of Operational Oceanography; Ocean Observing Systems, and Ocean Forecasting and Operational Data Products. The Instrumentation, Sensors and Systems Session includes a keynote contribution on "An Oceanographic Surveying Decision Aid (SDA) for Optimum Ocean Sampling Strategies" by Lt. Cdr. **R. J. Rogers**, RN Military Advisor, of QinetiQ (formerly DERA), U.K.

A session on AUV/ROV and Profiler Technology will pull together a series of papers relating to ongoing technological

research into a number of different oceanographic sensor platforms and their subsystems, including profiling buoys, ROVs, multi-AUV systems and large under-ice AUVs. This is followed by a Session on Underwater Imagery that will cover the use of new technologies to provide the stunning film sequences for series such as the BBC's Blue Planet.

OI 2002 is the first in the series to have vessels moored directly alongside the exhibition. EGS International Ltd. is bringing the Wessex Explorer survey boat, which will tow a new seismic sub-bottom profiler and Gardline plans to showcase the 266-ft. (81-m) MV Ocean Seeker. GeoAcoustics Ltd. is bringing the Algier Rose, an inshore diving and survey vessel from which the firm's engineers will demonstrate GeoSwath, a PC-based shallow-water, wide-swath-bathymetry system offering state-of-the-art performance at low cost and capable of producing a 3-D map of the dock.

For more information about Oceanology International 2002 and the series of OI conferences in the U.S. and in Singapore: Spearhead Exhibitions Ltd., Coombe Hill House, Beverley Way, London SW20 0AR, U.K.; +44 (0)20 8949 9837 or go to <http://www.oceanologyinternational.com>

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Triton Elics International Will Unveil New Technology At Oceanology

New features that will be introduced on Triton Elics' (TEI) Delph Map at this year's Oceanology 2002 Show include: simultaneous real-time mosaic of side scan sonar and processed Bathymetry data with independent views of each type of data and pipe line tracking and free-span detection on mosaic data with generation of a data base with related query tools for analysis of pipeline status.

TEI data displays will take full advantage of 3-D representation including real-time bathymetry fully processed and shown in 3-D. The same new technology will allow a real-time overlay of side scan and color-coded bathymetry on a 3-D surface.

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Underwater Intervention 2002 Conference Program Is Finalized

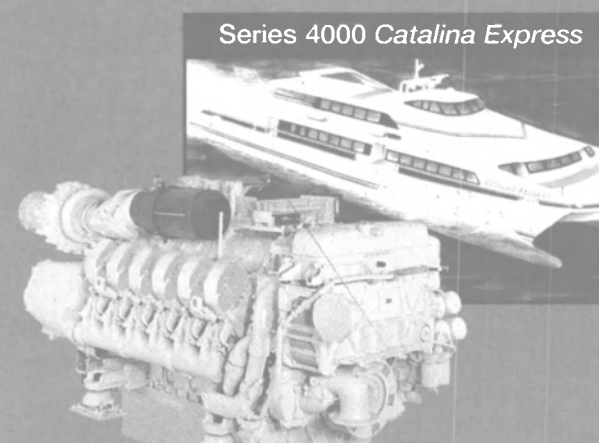
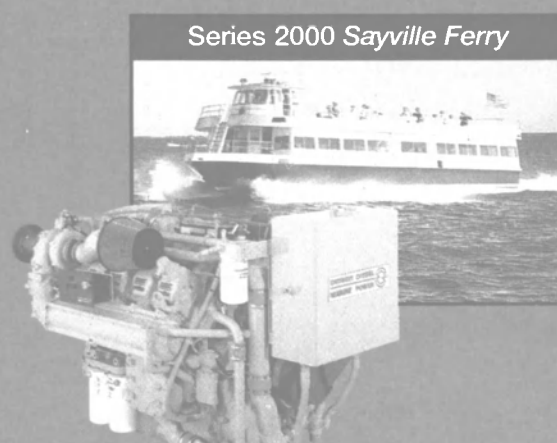
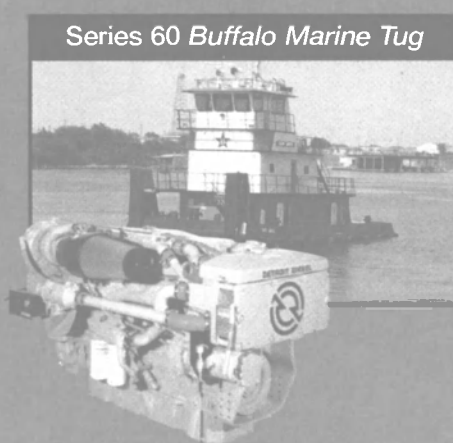
The Underwater Intervention Committee is in the process of reviewing more than 100 abstracts for technical papers that will be presented at the upcoming UI 2002 event that will be held February 27 - March 2, 2002 at the Ernest N. Morial Convention Center in New Orleans, La. The technical papers and panels planned are a reflection of an expansion of the topics that were most popular at UI 2001, which was held in January 2001 in Tampa, Fla.

Issues to be discussed range from advanced technical solutions for deepwater intervention; diver, ROV, AUV and manned submersible operations; platform, pipeline and production system installation and maintenance; deepwater applications, inshore diving and ROV utilization; and remote intervention technology.

The conference, which is co-sponsored by the Association of Diving Contractors Intl. and the ROV Committee of the Marine Technology Society, is now accepting advanced reservations. For additional information, log onto www.underwaterintervention.com or call (800) 316-2188.

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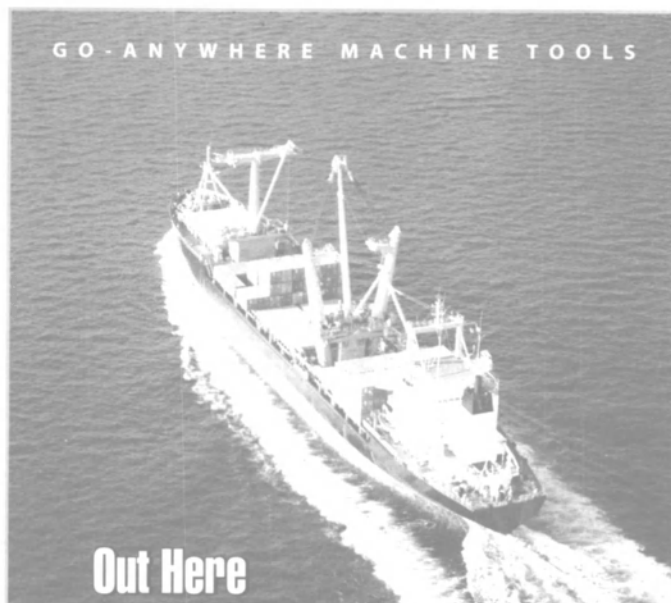


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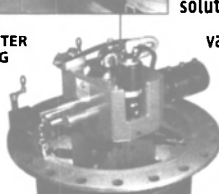
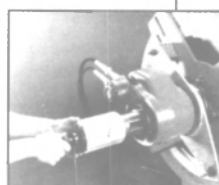
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Transas Offers New GMDSS Simulator

The Transas Product of the Year 2000-2001, GMDSS simulator TGS4000, has received further improvements. Launched at Europort 2001, TGS4100, includes all the functionality of the previous version and features a number of additional hardware and software capabilities, making it one of the most powerful GOC (General Operator's Certificate) and ROC (Restricted Operator's Certificate) training and certification tool available in the market.

TGS4100 includes new Transas dedicated hardware, which consists of the TGS4000 Console with SAILOR panels of VHF&DSC RT4822, MF/HF&DSC HC4500, Inmarsat-C H2095C and Battery Panel BP4680 and a separate Alarm Panel AP4365 (available as an option when used with Transas ship handling simulator).

Other important enhancements of the new Transas GMDSS simulator include Instructor functions in the capacity as Operator of the coast station, RCC, coast telex and phone subscriber that are accessible using the Log window, and the display of GMDSS Sea Areas and division of search and rescue regions on the electronic chart. The range of simulated equipment has been expanded to comprise Jotron's VHF radio station Tron Air for communication with aircraft and Cospas-Sarsat EPIRB E3 from McMurdo. A simple simulated steering panel has been added to the Trainee workplace.

A Workplace Status window on the Instructor PC allows monitoring the condition of all the trainee workplace instruments. TGS4100 also provides facilities for the rough estimation of radio wave propagation within a selected frequency band using the electronic chart.

Users of this simulator can now export and import their scenarios from or to file for exchange between different training centers and benefit from the animated console view screen. Exercise Log and Workgroup information can be printed out with the simulator. Pre-selectable switch-on default to the 4000 or 2000 system, as well as capability to select SAILOR Program 4000 equipment for Sea Area A1 or A2 only, is also available with the new GMDSS simulator.

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New Health and Safety Programs from 3M Marine

3M, the company that has provided quality respiratory and hearing protection, as well as ergonomic and other safety products for years, introduces the 3M Health and Safety Services Program. 3M Marine is introducing a series of new health and safety programs that offer medical testing and training to the marine industry. These programs help increase productivity through quick and accurate testing.

"A successful safety program extends beyond the personal protective equipment (PPE) itself to include administration testing, procedure training and equipment reviews," explains Rick Koskinen, market development manager, 3M Marine Trades Department. "In today's competitive environment where compliance isn't always enough, health and safety managers are being challenged to increase their organizations' productivity."

3M understands the value that can be created by conducting required PPE program tasks quickly and efficiently. The 3M programs minimize employee time away from the job for testing, free up time for health and safety managers to spend on strategic or preventative activities and help to advance worker protection initiatives. All these benefits can be linked to increased worker productivity and improved business results.

With this focus, 3M introduces the following 3M Health and Safety Services:

The Health Screening and Medical Surveillance program includes more than 50 custom vehicles that travel to worksites within the United States to provide services, including: pulmonary function testing, respirator fit testing, respirator training, respirator medical clearance and a hearing conservation management program. Physical exams, drug screening and vision screening are also available. 3M also offers PPE Program Assessments that help customers review various segments of their PPE Program against ANSI, NIOSH and OSHA standards. The assessment process includes coaching personnel on how to complete recommended practices in an efficient and effective manner. The 3M Marine Trades Department, a technical service, marketing, sales and service team, is dedicated to bringing 3M products and system solutions to the marine industry. The department offers a full range of 3M products, services and technologies for manufacturers, suppliers and consumers worldwide.

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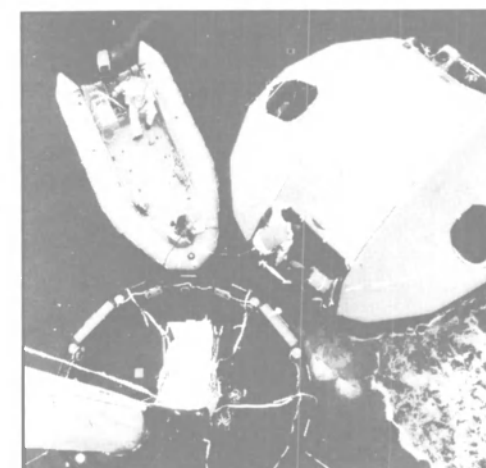


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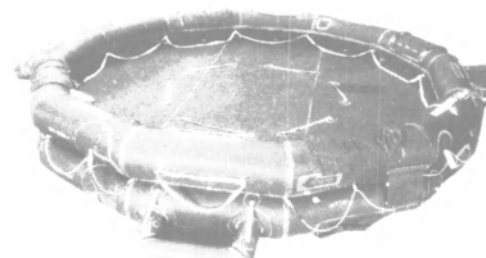
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Training & Education

RTM STAR Center Upgrades Full Mission Bridge Simulator

RTM STAR (Simulation, Training, Assessment and Research) Center has announced the upgrade and modernization of its 247-degree "field-of-view" Full Mission Bridge Simulator. The

simulator is located at STAR Center's Dania Beach, Fla., facility and is based on a design by Kongsberg Maritime Ship Systems Inc. (KMSS).

Following the successful upgrade of STAR Center's 360 bridge with the Litton Sperry 2100 Integrated Bridge System in 1999, STAR Center is proud to

announce the upgrade of its other Full Mission Bridge Simulator.

The 247° Full Mission Bridge Simulator has been upgraded with KMSS equipment and features the capability to simulate Azipod equipped vessels in addition to other traditional propulsion systems. The bridge equipment also

features four radar/ARPA units, two of which have the option to display ECDIS.

Furthermore, a "BridgeLine" Integrated Navigation System has been installed on this simulator. The installation of a "BridgeLine" System will greatly enhance both the research and training capabilities of the simulator. The "BridgeLine" System is the latest improvement in shipboard navigation equipment and has been installed in many modern vessels such as petroleum tankers and LNG carriers. The simulators are augmented by one of the most diverse databases of over 100 hydrodynamically accurate and validated ship models, as well as an impressive variety of ports and over 150 geographic areas around the world. STAR Center's in-house modeling team continually enlarges these databases.

The capability of STAR Center's two Full Mission Bridge Simulators enables both training and research tasks including work in areas such as shipboard resource management, ship handling, rules of the road, emergency response, tug operations, vessel and harbor familiarization, and port design.

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Videos Prep Crew For Disasters And Emergencies

Moxie Media has created a two-part 25-minute video series that works to train maritime employees to quickly alert Search and Rescue authorities regarding an emergency, as well as assisting with guidance to rescue crafts.

The video covers MayDay reporting protocols, as well as the most up-to-date high tech training, inspection and maintenance information on electronic signaling systems, mainly GMDSS and portable VHF emergency units.

Also discussed are the donning of life jackets and immersion suits, and instruction on the use of line throwing devices to assist in the rescue of personnel and ships.

In addition, a second video series, titled "Fiber Line for the Maritime Industries," familiarizes crewmen with the considerations necessary for choosing the most appropriate line for use in various maritime applications, proper storage and safety.

Each video series, which can be previewed on Moxie Media's web site at www.moxietraining.com, is priced at \$325.

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Maritime Reporter & Engineering News

Passenger Vessels

Industry Challenges Underscore Seatrade Convention

The 2002 Seatrade Cruise Shipping Convention and trade show will be held on March 11-15 at the Miami Beach Convention Center, Miami, Fla. The conference will provide cruise lines and suppliers a venue to exchange ideas on marketing and management, as well as the latest advances in ship operation, technology, and vessel design.

In the wake of the September 11 terrorist attacks, the cruise industry is facing its most serious challenges in a decade. With a stagnant global economy, massive fleet redeployments and consumers wary of traveling, the 2002 Cruise Shipping Convention will provide a forum where cruise line executives and suppliers can find ideas, products and services to help them stay competitive in a harsh business climate.

Seatrade is expected to draw more than 9,000 participants from 90 countries — providing a platform for executives to foster solutions in efforts to counter the effects of September 11. Current industry trends to be analyzed include globalization, customer service, emerging technologies, cruise marketing, itinerary development, personnel recruitment and management, and operations. The five-day event features a trade show with more than 950 exhibition booths and a conference with industry executives discussing and debating a variety of topical issues.

Seatrade will be highlighted by a variety of conferences including, the "State of the Industry" Debate which will be held on Tuesday, March 12, and will feature a panel of leading industry personalities who will analyze and discuss current and future trends in the cruise business. On Wednesday March 13, the "Cruise Lines and Shipyards: An Ongoing Relationship," conference will feature a panel and will analyze the outlook on new building beyond 2004 and examine the implications of current market conditions for lines, yards and manufacturers.

For delegate registration or exhibi-

tion information for the Seatrade Cruise Shipping Convention, contact CMP Princeton Inc., 125 Village Blvd., # 220, Princeton, NJ 08540; phone (609) 452-2800; fax (609) 452-9374; or visit the Seatrade Cruise Shipping Convention Web site at www.cruiseshipping.net.


Senator Lott Will Headline PVA's MariTrends 2002

The Passenger Vessel Association (PVA) annual convention at MariTrends 2002 will be held February 16-19, 2002 at the Grand Casino-Biloxi, Biloxi, Miss. MariTrends 2002, dubbed the passenger vessel industry's comprehensive convention, will allow attendees and exhibitors to engage in a variety of seminars, workshops aimed at informing and assisting current operators small and large, prospective operators and government officials.

U.S. Sen. **Trent Lott** (D-Miss.) will serve as keynote speaker for the opening general session on Saturday, February 16, beginning at 4:00 p.m. Sen. Lott is known as a strong advocate of U.S. shipyards and the U.S. flag maritime industry, and most recently, pushed for the Navy to purchase and convert the cruise vessels that Northrop Grumman was building for American Classic Voyages. Also scheduled to speak at the conference is Rear Admiral **Paul Pluta**, who will hold a discussion on Public Policy on Tuesday, February 19 at 12 noon. In addition to the industry's latest products, services and equipment that will be showcased at the MariTrends 2002 Exhibition, the PVA Ferry Conference will be held during the convention. For more information about PVA's annual convention at MariTrends 2002, log onto www.passengervessel.com or call 1-800-807-8360.

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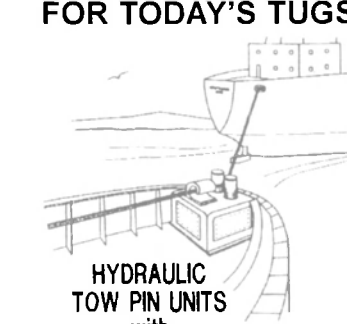
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LNG Carrier Launched by IZAR Sestao

Inigo Tapias, the new 138,000 cu. m. liquefied natural gas (LNG) carrier launched on January 29 by Izar's Sestao yard in Bilbao, is a significant ship for many reasons, both technical and business. The 933-ft. (284.4-m), 19.5 knot ship embodies the hopes of a shipbuilding nation that is seeking to re-establish its presence in the LNG niche that it has not occupied for more than three decades, as the production of gas ships generally lays in the hands of Far East builders today. The ship is unique in many respects - not the least in that it was launched into the water, sliding down its building way in the traditional manner to great fanfare in the presence of thousands of guests, both local residents and VIPs from the shipping world. It is the first of the series of five (two to be built at Sestao, two to be built at Puerto Real, and the fifth still undecided) that takes advantage of the millions invested in updating the shipbuilding technology and capacity at Sestao, and also of the many relationships the shipbuilding company Izar has forged with companies around the globe to deliver the LNG technology from Spain. In the last two years, the shipyard in Sestao has: New flow of fabrication; new curve-blocks lines; new light-blocks lines; new subassembly curve blocks lines; additional lifting capacity; and new warehouse building construction.

(A full technical description of the ship will appear in the March edition of *MR/EN*)



Stamford Set For Shipping 2002

Stamford, Conn. will once again serve as host to a conference and exhibition that arguably attracts the highest concentration of quality attendees of any North American show. Connecticut Maritime Association's Annual Trade Show and Conference — Shipping 2002 — is set for March 18-20, 2002. Shipping 2002 is set to break all of the events former attendance records by a wide margin. The show, which boasts exhibits by major shipping industry companies worldwide, is sold out for this coming March. "There is Posidonia and Nor-shipping on the international shipping industry exhibition scene, and then for the United States there is the CMA. People come here to do business. Our Connecticut community is incredibly active in the international shipping and trade business so the world needs little incentive to come here anyway, but the show just puts an exclamation mark on the business that is here to do," relates **Don Frost**, the president of CMA.

The Association serves as a center for the mind and management of the international shipping industry in North America. Owners and operators, brokers and charterers, financiers and advisors have flocked to the attractive surrounding of the Connecticut shoreline.

Major international trade associations, like INTERTANKO and the International Shipmanagers Association (ISMA) have organized Annual meetings at the show making the event a dynamic thriving bazaar, where new ideas and deals are done.

If it is possible 2002 will be even larger, with new product demonstrations, nations like Panama, Marshall Islands and Liberia sponsoring major events within the show and. But it is the special seminar sessions that distinguish the 2002 show even before it has started. "For more than ten years we have had the privilege of working with the industry's leaders — the heads of INTERTANKO or the IMO

on our program, so it really reflects what the industry is grappling with. It means that the entire event from seminar sessions to the very important networking time are all about doing business," said show administrator **Jim Lawrence**, president of International Marketing Strategies, the shows long time producer.

When Ships Get too Big for their Ditches - a panel of leaders including Coast Guard Admiral Paul Pluta and Brig General Robert Griffin will be joined by major shipowners in a far-reaching and practical discussion of dredging issues.

The Gas Market - A powerful gathering of the leaders in Gas will be in Stamford to discuss this vital commodity post ENRON. Included will be several of the most informed corporate players in the world: British Gas, BP, Golar LNG, Leif Hoegh and others led by Poter and Partners Michael Tusiani.

Sessions will be held on frightening new Legal Liabilities, with speakers like **Pierre Olney** of LeBoeuf Lamb, and **Brian Storer** of Haight Gardner; the U.S. Marine Transportation System (MTS), with MTS Chairman **Chuck Raymond** leading the charge; newly appointed MarAd director **Bill Schubert** will be there, as will several former MarAd heads and CG Admirals working the crowd.

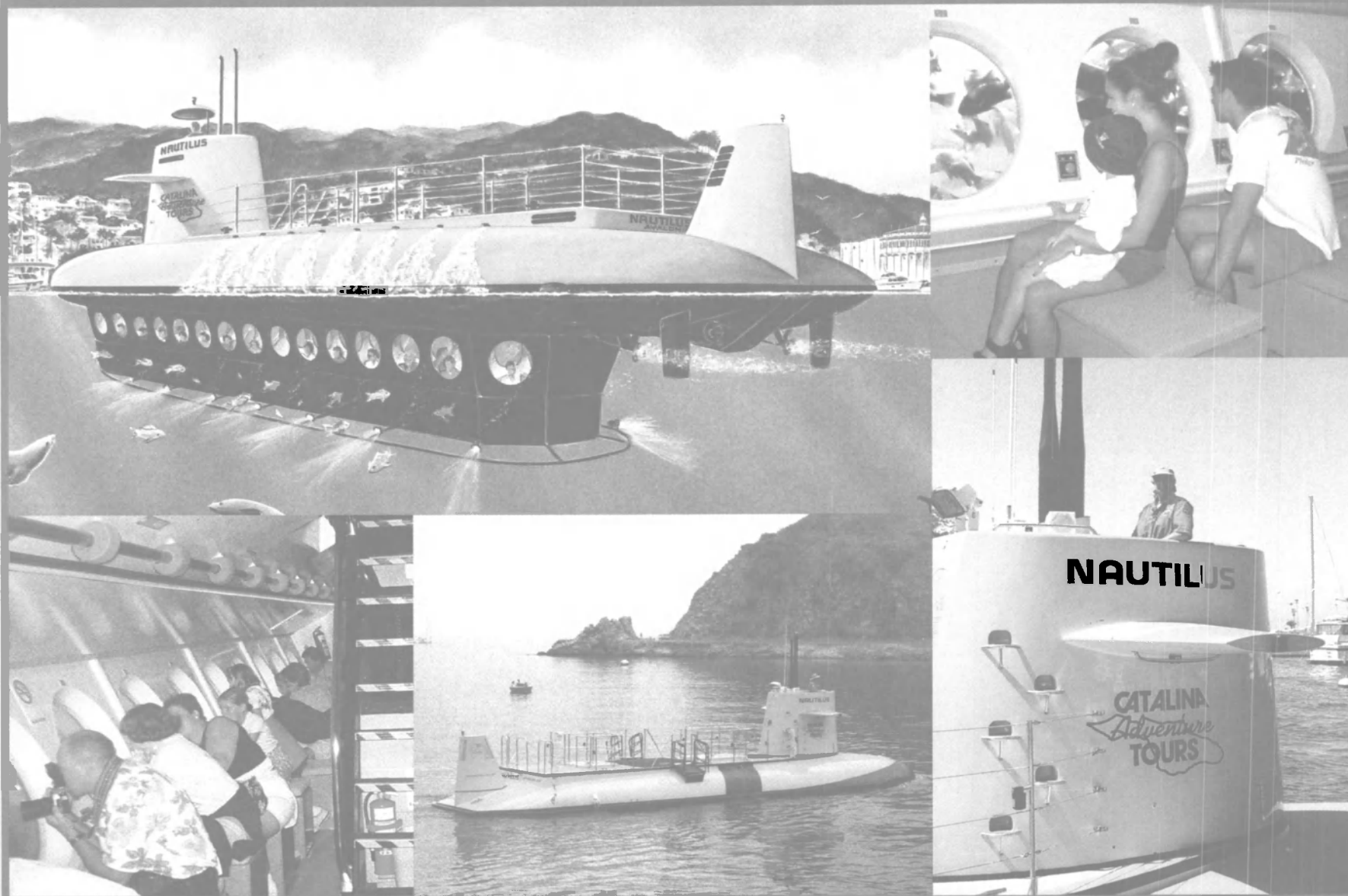
A mid event charity reception will be held on the Tuesday evening, benefiting the Seamen's Church, and is sponsored by international ship managers VShips, and shipowners Ravenscroft and van Ommeren. The event concludes with a Gala dinner and the presentation of the Association's Commodore Award, which will be presented to **Frank Tsao**, Chairman of the IMC Group of Companies in Hong Kong. For more information contact: **Debra Wood** at tel: 203 406 0106; fax 203 406 0110; or email at dwood@intmarketingstrategies.com or simply visit the CMA website at www.cmaconnect.com

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FINARGE ARMAIMENTO GENOVESE	HAYWARD TERVIK	AHTS	1	0	3	0	0
MAERSK SUPPLY SERVICE	LANGSTEN SUP & BAABYGERI AS	AHTS	1	0	2	0	0
INTERNATIONAL OFFSHORE SERVICES	SIMEK	AHTS	2	0	3	0	0
KYNE TUGS (LOWESTOFT)	UNION NAVAL DE LEVANTE	AHTS	1	0	3	0	0
TOCHU CORP.	KAWASAKI H.L.	BULK CARRIER	1	50,000	3	17.5	0
UNICORN LINES	XINGANG SHIPYARD	BULK CARRIER	4	34,000	2	64	0
HONG KONG INTERESTS	JIANGSU YANGZUANG	BULK CARRIER	1	10,200	2	0	0
SEVEN MOUNTAIN	SAMHO NEW SHIPYARD	BULK/CEMENT CARRIER	1	6,000	2	0	0
NORWEN AS	KOYO DOCK	BULK/ORE CARRIER	1	171,000	5	0	0
INO KAZUN	SHN KURUSHIMA	BULK/ORE CARRIER	1	32,300	2	0	0
UK / GERMAN GOVT	VOSPER THORNYCROFT	BULK/ORE CARRIER	1	32,300	2	0	0
ORION SCHIFFARTS	HAKODATE DOCK	BULK CARRIER ORE Strength	1	32,000	3	0	0
A. P. MOLLER	ODENSE	CONTAINER	6	7,500	106,000	4 Mar	0
REEDER: JUNGHERMANS	SETLEF HEGEMAN	CONTAINER	2	11,000	3 Feb	0	0
HYUNDAI MERCHANT MARINE (HMM)	MITSUBISHI H.L.	CONTAINER	1	4,500	0	45	0
K LINE	IMABARI SHIPBUILDING	CONTAINER	1	5,500	0	902	60
MITSUBISHI CORP.	MITSUBISHI H.L.	CONTAINER	1	4,700	0	4	45
MUNCHI: PETERSEN CAPITAL	KVAERNER WARHOF WERT	CONTAINER	2	2,500	0	3	68
TAYO KALIN	IMAGI	CONTAINER	1	1,032	0	2	0
HEINRICH JUNGHERMANS	ROLANDWERT	CONTAINER	2	630	0	2	27
AMERICAN WEST STEAMBOAT	NICHOLS	CRUISE SHIP	1	0	2	45	0
INO KAZUN	SHN KURUSHIMA	CHEMICAL TANKER	1	30,000	1102	0	0
JAPANESE INTERESTS	KITANOHON	CHEMICAL TANKER	1	25,000	3	0	0
NAVIERA DEI ODEI	BARBERAS	DESALINATION VESSEL	1	5,500	3	34.25	0
BOSKAUS WESTMINSTER	MERWEDE SHIPYARD	DREDGER / SUCTION HOPPER	2	22,000	4	0	0
SUTCH INTERESTS	IHC HOLLAND	DREDGER / SUCTION HOPPER	1	7,000	3	0	0
HOOKE & RONSDAL PLYESBAATAR	GRANSEK	FERRY	1	0	2	9	0
ALASKA STATE	DRECKTOR SY.	FERRY / CATAMARAN	2	200	4 Mar	0	0
UK GOVT	VOSPER THORNYCROFT	FISHERIES PROTECTION	3	0	3 Feb	0	0
NORD PECHERES	KARSTENSENS	FISHING	1	0	2	0	0
FAR EASTERN SHIPPING CO.	XINHE	GENERAL CARGO	3	6,500	3	0	0
NORWEGIAN INTERESTS	VANTAL SHIPYARD	GENERAL CARGO	5	3,000	4 Mar	0	0
INDONESIAN GOVERNMENT	DAE SUN	HOPPER SHIP	1	2,800	3	0	0
HOECH/MOL	MITSUBISHI H.L.	LNG	1	67,300	5	190	0
K LINE/MITSUI	KAWASAKI H.L.	LNG	1	0	0	168.6	0
K LINE/MITSUI	MITSUI	LNG	1	0	0	168.6	0
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CLUCEROS AUSTRAS	ASENAV VALDOLIA	PASSENGER	1	0	2	0	0
ITALIAN INTEREST	RICHARSON	PASSENGER	1	0	2	0	0
SPANISH INTERESTS	CANTIERI NAVALI RODRIGUEZ	PASSENGER / VEHICLE/FERRY	1	0	2	0	0
LEVANTINA TRASPORTI	CANTIERI NAVALI VISENTINI	PASSENGER / VEHICLE/FERRY	2	0	3	0	0
ROGALAND	FJELLSTRAND AS	PASSENGER / VEHICLE/FERRY	1	0	2	0	0
PORTUGUESE INTERESTS	VIANA DO CASTELO	PASSENGER / VEHICLE/FERRY	1	0	2	0	0
GULF OFFSHORE NS	AKER BRATVAAG	PLATFORM SUPPLY VESSEL	1	0	3	14.38	0
VANGUARD ENTERPRISES	ONOHMI	PRODUCTS TANKER	1	47,185	104	28	0
FORMOSA PLASTICS	SHN KURUSHIMA	PRODUCTS TANKER	1	46,000	4	26	0
GEDEN LINE	HYUNDAI MPO	PRODUCTS TANKER	2	37,000	3	53	0
LUKCH ARCTIC TANKERS	ADMIRALTESKIY	PRODUCTS TANKER	1	19,995	2	0	0
SAMHO SHIPPING	SAMHO NEW SHIPYARD	PRODUCTS TANKER	2	12,000	2	0	0
HYOKKO TANKER KK	SHITANDU ZOSEN	PRODUCTS TANKER	1	6,500	2	0	0
URSA DENZCIK	CELKENE SANAYE	PRODUCTS TANKER	1	5,500	2	10	0
RUSSIAN INTEREST	KRASNOYE SORMOVO	PRODUCTS TANKER	3	4,000	3 Feb	18	0
VAPORES SUARDIAZ	BARBERAS	RO-RO	1	4,500	666	0	0
SCI	DAEWOO	TANKER	2	140,000	4	100	0
SCI	COCHIN SHIPYARD	TANKER	2	115,000	4	0	0
VALLES STEAMSHIP CO	TSUNESHI	TANKER	1	106,300	3	36	0
SARGEANT MARINE	KRALJEVICA B	TANKER / ASPHALT CARRIER	2	9,240	3	31	0
PETRONAV	ZHEJIANG	TANKER / ASPHALT CARRIER	1	4,450	503	8	0
WUSHAJIER	ASTREROS ZAMAONA	TUG	2	0	2	0	0
CRESCENT TOWING	BOLLINGER	TUG	1	0	3	0	0
BROUCHARD TRANSPORTATION	BOLLINGER	TUG	2	0	4 Mar	0	0
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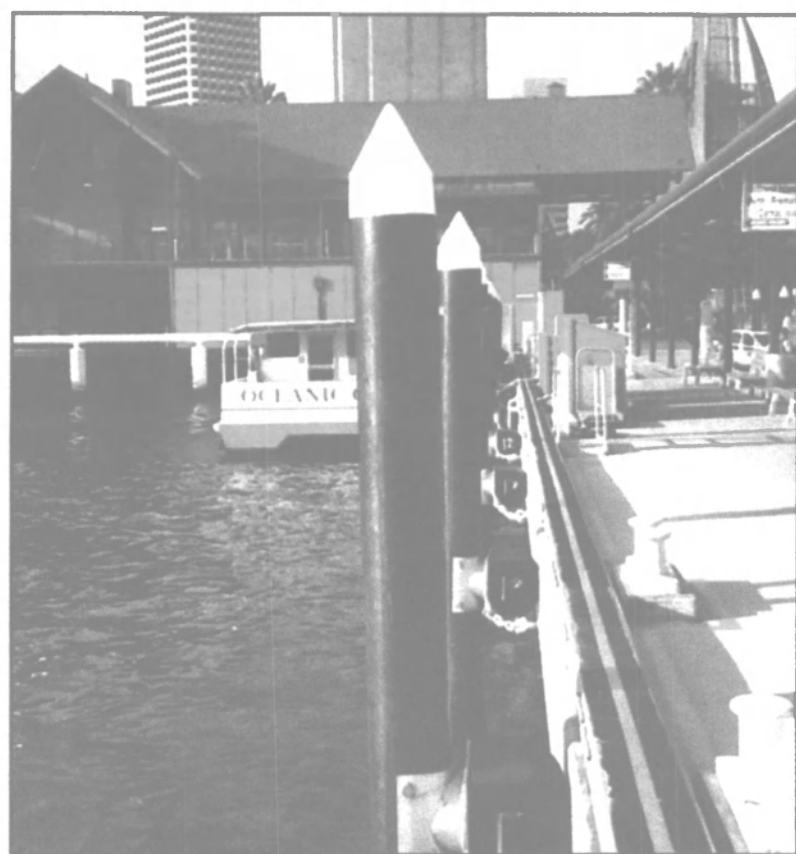
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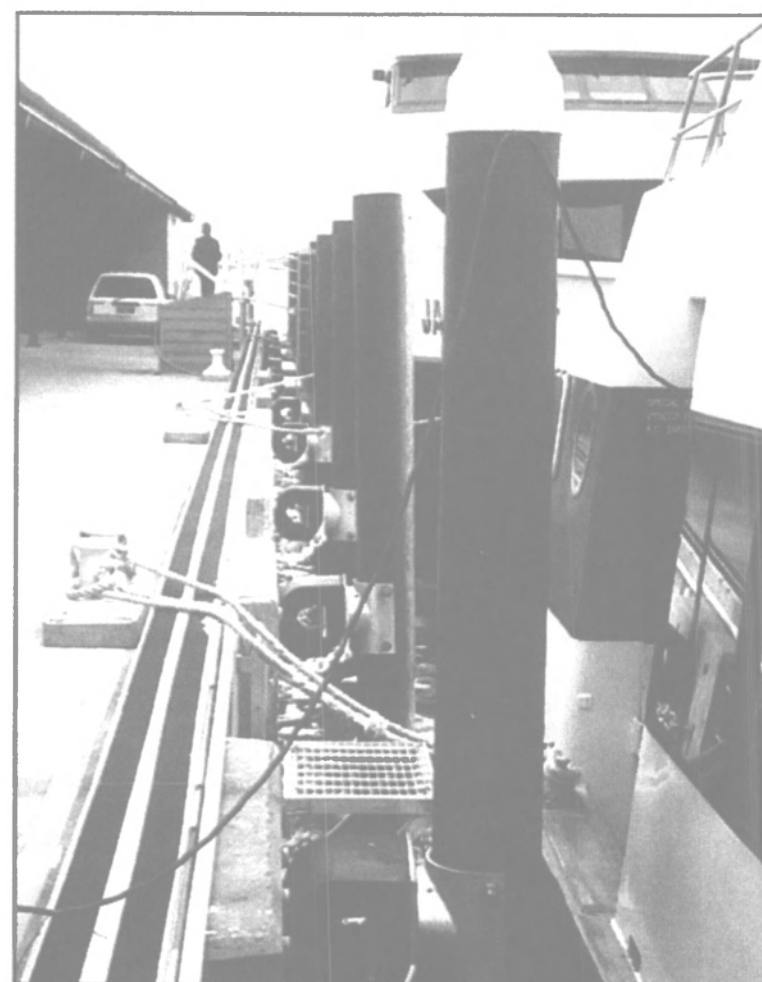


Government authorities and design engineers have selected Plastic Pilings, Inc.'s steel cage core plastic piling for their new "Barrak Square Ferry Terminal" project located along the Swan River in Perth, Western Australia. The contractor was Transfield Construction and the consulting engineer was Sinclair Knight Merz.

This project utilized 66 plastic piles (330mm o.d. x 11mm long) and Fentek's DD rubber fender elements as well as several models of SCN cone fenders. The pile stiffness equaled $1.03E+04kNm^2$ and the pile moment at yield equaled $2.10E+02kNm$. Plastic Pilings, Inc. provided the customer with a plastic fendering system that formed an integrated fender unit which included a hard-wearing, non-abrasive, marine resistant composite plastic piling. Fentek's rubber elements provided the energy absorption necessary for berthing vessels.

As the main ferry terminal in the center of Perth, the aesthetic image was also of utmost importance to the customer. Plastic Pilings, Inc. manufactures a product which is both attractive and is not subject to the usual wood pile problems such as splitting timber, corrosion or the marine borer. A further advantage of the plastic piling is that minimum maintenance is required. The project owner took a long-term view with respect to the materials to be used and rejected the less expensive alternatives as they did not meet the specifications.

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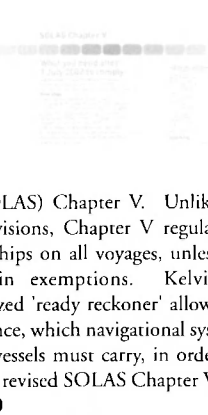


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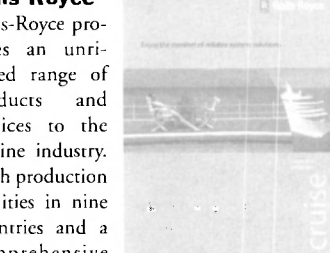
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Maritime International
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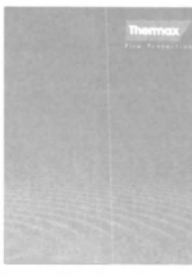
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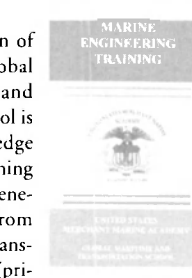
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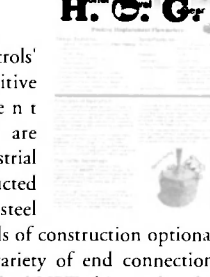
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(continued from page 22)

developed a modified forebody in the light of indicated maneuvering performance.

It is reported that shaft power at full load draft was reduced by more than six percent as a consequence of the redesign, comparing favorably with ships embodying more conventional hull lines.

The 106,000-dwt vessels are primarily intended for year-round transportation of North Sea crude to Fortum's refineries at Naantali and Porvoo in the Gulf of Finland. The two ports typically experience more than 100 days of ice per year.

Although the concept was initially used in retrofit applications to two 16,000-dwt Arctic tankers in 1993 and 1995, in the shape of the Uikku and Lunni, the Afrabalt sisters from Sumitomo's Yokosuka yard are the first crude carriers to embody the DAT idea from the outset. They are also the first pod-fitted, crude oil tanker newbuildings.

The DAT system was originally developed by Kvaerner Masa-Yards, which has licensed Sumitomo to use the concept. Each of the Fortum ships, due for handover this coming summer, will be propelled and steered by a single, 16-MW ABB Azipod unit, assisted by twin bow thrusters, and powered by a five-unit diesel-electric plant with a combined output of nearly 23-MW.

The tankers will be able to break 0.8-m thick level ice at a speed of 3.5-knots. In open-water conditions, it is anticipated that the vessels will be able to maintain a laden service speed of 15-knots.

All systems bar the mechanical part of the Azipod unit itself have been doubled, making for a high degree of redundancy. The diesel-electric power and propulsion plant will enable the Wärtsilä medium-speed engines to be run at optimal load, promising reduced emissions impact and long-term plant well-being. In addition, water injection is to be adopted in the diesel engines so as to curb NOx (oxides of nitrogen) formation.

Concerns with safety and environmental protection are also expressed in the construction of the Afrabalt pair, whereby a 2.5-m spacing will prevail between the shell plating and the cargo tanks.

By virtue of the resultantly increased ballast capacity, this has the added advantage of improving icebreaking capabilities when the vessel is sailing unladen. Moreover, arrangements have been incorporated to enable cargo to be transferred to the ballast tanks in an emergency situation. Fortum's remarkable new sisters will accordingly keep the Finnish group in the vanguard of ice-going tanker technology. The project blends Finnish design and engineering skills with Japanese prowess in efficient ship production and the Japanese predisposition for continuous improvement.

February, 2002

MTN To Provide Communications Services

Maritime Telecommunications Network, Inc. (MTN), a Verestar company, was awarded a contract by Thales GeoSolutions to become its provider of global telecommunications capabilities.

MTN has entered into a three-month agreement to provide telecommunications services onboard the specialist cable survey vessel, Baruna Jaya III. Thales GeoSolutions specializes in services and products for the offshore oil and gas, telecommunications, power and

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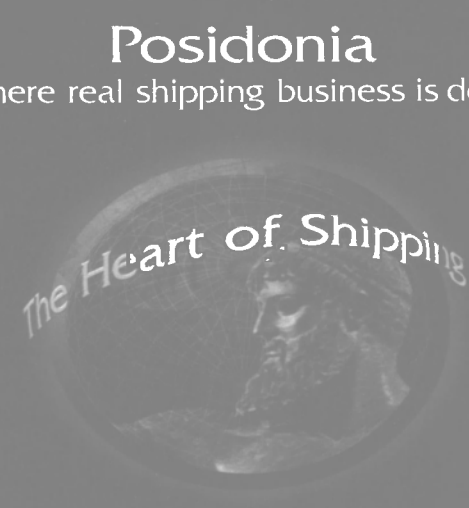
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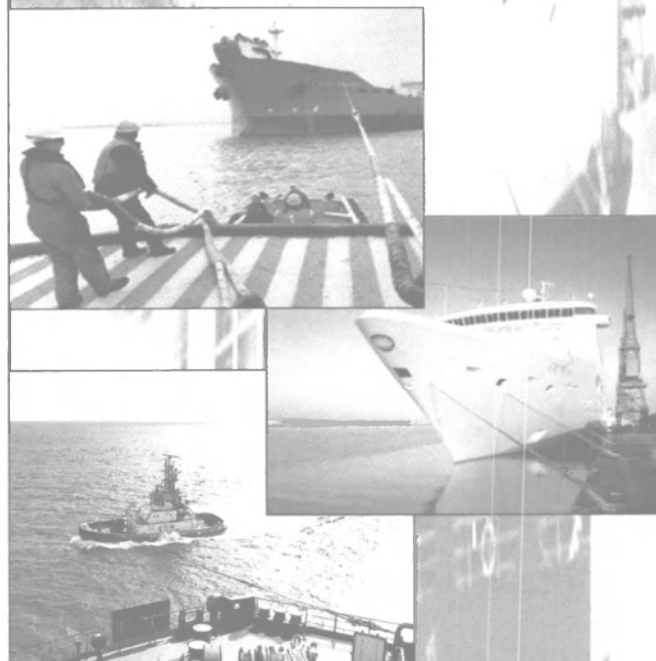
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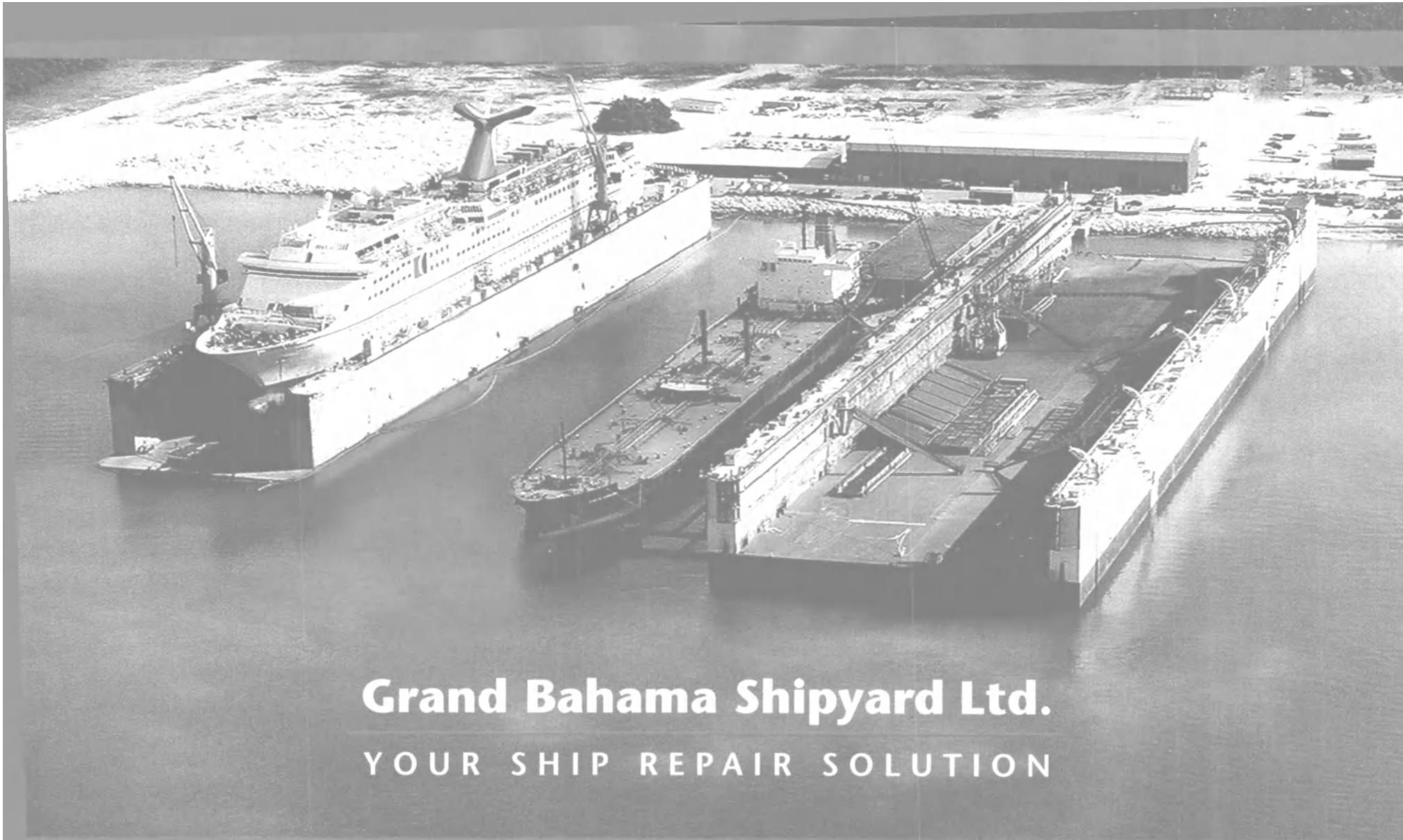
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DRYDOCK 1

Length	268m	(880ft)
Breadth	33.5m	(110ft)
Vessel draft	9.1m	(30ft)
Lifting capacity	30,000	tonnes

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between fenders	56.5m	(228ft)
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Lifting capacity	82,500	tonnes



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over the years. According to Zagami, ship officers can present the photo that is filed in the kiosk to law enforcement and government agencies as a search aid when trying to locate missing or injured passengers. Another function that A-Pass offers is the ability to keep stowaways and fugitives from the law from boarding the vessel. Zagami said that with A-Pass, unauthorized persons would not be able to board the ship illegally; if they attempted to do so, the mismatched photo that is produced via the kiosk will appear.

The system is also being used by U.S. Customs to conduct background checks on every passenger who boards the ship. Approximately one half hour after the vessel departs, a manifest, is sent to Customs agencies to determine if there are indeed any questionable or suspicious individuals onboard that officers should be made aware of. Sometimes however, onboard security personnel can tell right away — even before the manifest comes back from customs if there are people of a suspicious nature onboard. Case in point would be the recent problems that Carnival Corp. had with passengers trying to bring jars of bees onboard Carnival Sensation. According to Zagami, if A-Pass tracks that someone is getting on and off the ship several times in a short amount of time, it will more than likely raise the eyebrows of security officers.

Selling it to the Senate

Zagami was invited by Steve Nielsen, vice president, Caribbean and Atlantic, Princess Cruises, to testify before a Senate Subcommittee on Commerce, Science and Transportation at a Field Hearing on Seaport Security and Ship Passenger Security on January 9 on Capitol Hill. Zagami, who along with Ted Thompson, executive vice president of ICCL, spoke before the Surface Transportation and Merchant Marine Subcommittee, discussed the cruise industry's proclivity in developing increased passenger safety. Zagami explained to the Senators — specifically hearing chairman Sen. John Breaux (D-La.) — the need for A-Pass to be mandatory on all cruise lines, not just those governed by ICCL. "The Senators knew that certain security measures were in place, but never had the opportunity to see it in operation," Zagami said. "The overall response by Senator Breaux and the rest of the Subcommittee was a favorable one."

With ICCL-member line Princess the first cruise line to implement the A-Pass system in 1996, ICCL's executive V.P. Thompson appeared before the subcommittee reiterating further the Association's ongoing pledge to address security and safety issues onboard cruise vessels, and was quick to mention that all of the Association's member lines have established and benefited greatly from the A-Pass system. "As the need arises, we continue to jointly address matters impacting both ship operations and security," Thompson said. "We are committed to providing the highest levels of security for our passengers and working with appropriate federal agencies to address additional security measures that may become necessary."



"These are not isolated incidents (terrorist attacks) anymore," Zagami said. "The U.S. had a wake up call on September 11, and while I don't think there will be another hijacking, we need to be more proactive in securing ports — and doing it electronically."

— Anthony Zagami, president / CEO SISCO

SISCO Gets Smart

As security gets tighter and technology is further developed, more money will be spent on the ports, which according to Zagami will eventually boast the same type of security check-in process similar to airports. "These are not isolated incidents (terrorist attacks) anymore," Zagami said. "The U.S. had a wake up call on September 11, and while I don't think there will be another hijacking, we have to limit access to ports — many of which handle dangerous materials such as petroleum and propane. We need to be more proactive in securing ports — and doing it electronically." Therefore Zagami and the SISCO team are currently developing a system that takes A-Pass to the next level — the Smart Card. The device, which like the A-Pass stores vital information on each passenger, will add an additional layer of security — biometrics. When passengers board the vessel, Smart Card will snap their picture and will also entail each person to place their finger on the kiosk to record a fingerprint, making it even more difficult for fraud to occur. Zagami hopes that this level of security will not only be present within the maritime industry, but the airline industry as well. His ultimate goal — that it will even be adopted by U.S. Customs to replace the traditional passport. "Smart Card is currently being discussed on various levels for both the maritime and airline industries," Zagami said. "This type of information (biometrics) is very fast and accurate," Zagami said. "Most of all, however, it is almost impossible to duplicate."

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guests, shareholders and employees. If all these things are taken care of, then everything else will fall into place."

A Headstrong Executive

It may initially be assumed that most positions of power in the cruise industry, and the maritime industry for that matter, have traditionally been held by males. "Not so," says Conover. "From my perspective there are more women in senior level positions in the cruise industry than any other — specifically within Carnival Corp.," she said.

"Carnival is a results-driven company," Conover said. "Therefore it promotes people's ability to deliver results from a male or female perspective. Simply stated — What can they produce?"

Born in Thailand, Conover spent her formative years in Albury, England, a small village in southwest London, where she was educated.

It was in her birthplace, however where she initially developed her love for the ships that sailed along the high seas. As the daughter of a man who worked for a British trading company, Conover was exposed to vessels of all kinds, and had the opportunity to see and visit the vessels that her father dealt with. Perhaps this exposure led to her taking a position with United States Lines, a container shipping company, where she served as assistant treasurer. From there Conover went on to work for Wells Fargo Bank on both sides of the Atlantic — London and then New York, before landing her position with Citicorp in 1988 — a position she would hold until 1994 when she left to become president and CEO of Epirotiki Cruise Line, Carnival Corp., the line that she had familiarized herself with via her experiences at Citicorp, decided to take an investment in that line during that year. Eventually Carnival decided to divest its holdings in the line, and asked Conover to join the corporate parent company.

For now, Conover is continuing to strategize new and different ways of developing the Cunard brand — ways that will continue to set it apart from the rest of the Carnival brands — as well as concentrating on the financial effects of the September 11 terrorist attacks. "In terms of the current state — post September 11 — we are actively working to develop demand for QM2," Conover said. "I can tell you though that the level of interest has been tremendous, as people are already calling to book cruises on the ship." In fact, Conover was rather optimistic about the state of the industry, considering the current trends that have predicted by Wall Street analysts as rather glum. "Overall, I'm bullish about the long term," she said. "There's a great potential for the large untapped market of consumers, who haven't taken a cruise vacation. Our job is to get the message out there to change that notion."

Corpus Christi - Sept. 11th

The Lift Boat GULF ISLAND V, a 3-legged jack-up, sank off Corpus Christi, Texas. The vessel sank in 100 feet of water on to her port side with half her deckhouse beneath the sea bed.

Response & Results:

After unsuccessful recovery attempts by others, Titan's salvage team removed the wreck and placed it on shore using the 500-ton sheerlegs Southern Hercules.



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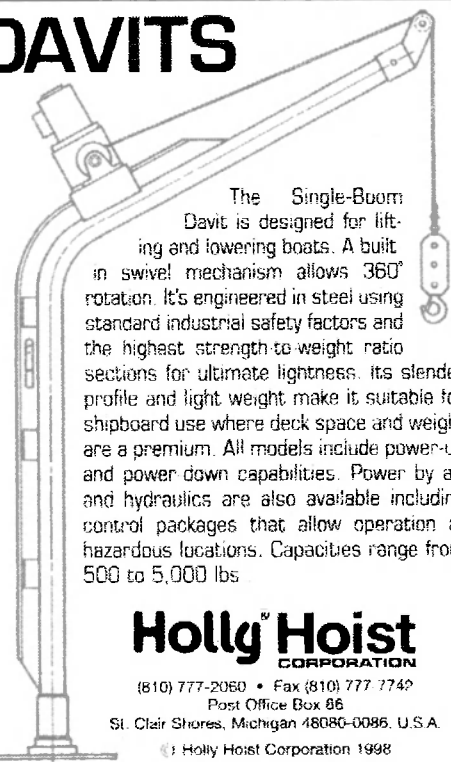
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