

MarineNews

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DECEMBER 2007

Great Boats *of 2007*

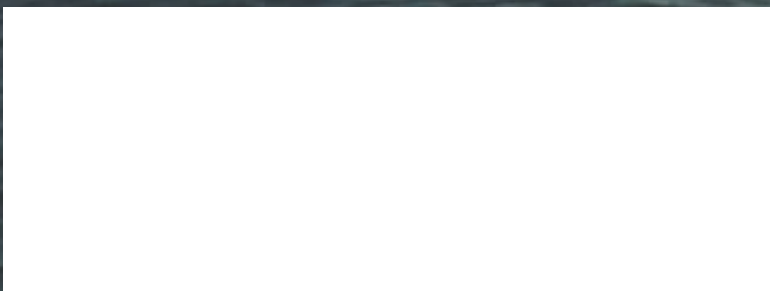


MS. BONNIE

Miller's Small Boats and
The Big Picture

Salvage
ASA Set for a Strong Year

Legal
Vessel & U.S. Port Air Emissions Update



More Where that Came From

Capt. Miller is so taken with the idea of street-legal tugboats that he plans to modify the upper works of another 25.5-footer, the 440 hp T.J. Miller, to put that boat on the road, too. The T.J. has already proved its mettle, having worked for eight months for Galvin Brothers. They were rebuilding Elders Point Marsh in Jamaica Bay, using dredge spoils from the Ambrose channel. "We also brought two 50 x 24 and 70 x 28 pin barges to that job," says Capt. Miller, "plus a 70 x 36 ramp barge -- a spud barge with a ramp 20 x 70, with a 40-ton capacity."

The advantages of long-haul waterborne transport in and out of the region are gaining renewed appreciation, as the cost of fuel makes barge systems more competitive than ever. Less frequently discussed are the advantages for operations that remain within the region. But the economies are fairly spectacular there, too. "There's a

project for the Parks Department at Randall's Island." says Capt. Miller, "where we're working as subcontractors for Galvin. We spudded a barge about thirty feet off Randall's, with a 60-ft. long-arm excavator. We've done six sand barges, loading them with 1,000 yards each. We're moving a thousand yards in six-and-a-half hours. If trucks were doing our job, with the reduced tonnage allowed over bridges, they'd be taking the sand in 17 yard loads. At 17 yards apiece, how many trucks does it take to move 6,000 yards of sand?"

We did the math. It would take exactly 352.9 trucks to do the work of six barges.

Staten Island's east shore, stretching roughly from the Ferry at St. George to just past the Verrazano Bridge, has always had a launch service serving the ships in the nearby anchorages. It's how Stapleton native Cornelius Vanderbilt began his fortune.

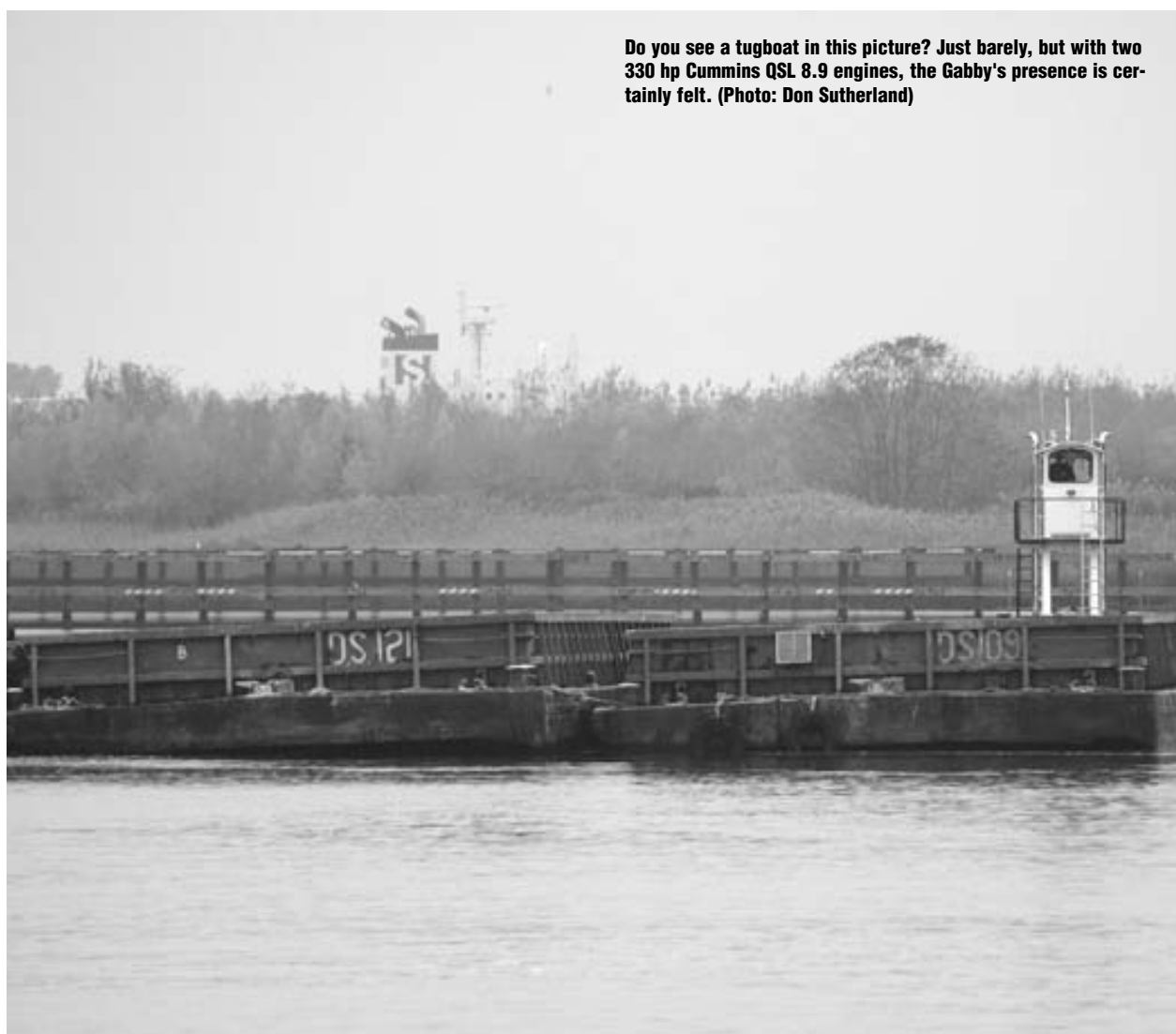
It has been the subject of various development schemes

ever since the Island became part of the City of New York. That was in 1898. The first was completed just after the First World War, 17 ship piers which except during World War II seldom operated at capacity. By the 1970s they were rotting to pieces, and by the mid-1980s they were gone to make way for the Navy base. The centerpiece of that concept, was the ill-fated battleship Iowa, which never took-up residence.

In more recent years, the New York City Economic Development Corporation, which manages the City's part of the waterfront, has been floating various concepts, but not in the maritime sense. The latest proposal calls for waterfront housing, a sports stadium and even a hotel, but aside from the existing Navy pier, there's little else that tugs and barges -- or launches -- could use.

Yet the New York EDC has also co-authored, along with the Brooklyn Navy Yard Development Corp. and SUNY Maritime, a Maritime Support Services study that reinforces the importance of organizations like Miller's at locales like Tompkinsville. A draft produced on October 23 predicts a significant upturn in harbor activity over the next decade, and foresees a need for many more tugs, barges, and places to put them. Where would that be?

Miller's Launch in Tompkinsville, with its local service and its cross-country reach, has an impact on the New York economy beyond the seventy-five people on its payroll. It supports the big picture, an important part of the sustaining and renewing cycles of an island city. While bystanders ogle the big, romantic vessels, it's little ones, unsung like the Gabby Miller that do the gruntwork, and keep everyone on the go.



Do you see a tugboat in this picture? Just barely, but with two 330 hp Cummins QSL 8.9 engines, the Gabby's presence is certainly felt. (Photo: Don Sutherland)



Capping the Fresh Kills landfill with a mixture based on dredge spoil makes a busy day of shifting barges, at a site where maneuverability and shallow draft are pluses. (Photo: Don Sutherland)



You wouldn't think you were on a 25-footer, with this height-of-eye. The home-made Gabby brings a lot of standard tugboat features, plus high-compliance engines to the job. (Photo: Don Sutherland)



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Ship Name	Energy 6506
Ship Type	Clean oil tank barge
Builder	Bollinger Marine Fabricators
Owner	Hornbeck Offshore
Operator	Hornbeck Offshore
Designer	Bollinger
Delivery Date	17 August 2007
Classification	ABS

On August 17, 2007, Bollinger Marine Fabricators delivered Energy 6506, a 362-foot clean-oil tank barge to Hornbeck Offshore. The vessel is the first delivery of a three-barge contract, and represents many owner-specified features facilitating Great Lakes trading, ease of operation, and reduced life-cycle maintenance cost. The barge represents Hornbeck's commitment to state-of-the-art marine vessels, and exploits operational and maintenance advantages gained via electrically-power systems. At the heart of the barge are three 1800 rpm Caterpillar C-18 diesels turning 340KW SR-4 generators, which power all machinery in any single or parallel combination. The diesels are water-cooled via WEKA box coolers to eliminate high volumes of cooling air to the Generator Deckhouse. The principal feature of the cargo system are three Engineered Pump Service (EPS) four-stage, centrifugal pumps driven by a vertically mounted, 350HP motors which can discharge the barge at 15,400 barrels per hour. The pumps are controlled via Yaskawa variable-frequency drives for greater delivery control and equipment protection. For marketability, the cargo arrangement offers three-segregations to facilitate multi-cargo loads. The segregations extend to the vacuum stripping system which can collect and store 13,000 gallons of segregated products. All cargo tanks,

and below-deck cargo piping is coated with International Paint's Interline 994 to permit carriage of aggressive petro-chemicals, including methanol. All tanks are gauged in real time via a Conrad Bergan system linked directly to Ocean Motions, the barge's stability monitoring program. For greater vessel control, the barge features a 450kW Brunvoll FU-45 bow thruster which can be controlled from the notched tug, the Tankerman's Control Room, or walkaround umbilical controls. Four Coastal Marine Equipment constant-tension mooring winches simplify mooring operations, and each carries both synthetic line and wire rope specifically for transit through the St Lawrence Seaway. The mooring arrangement is complimented by roller fairleads to better enhance mooring operations and reduce line wear. The vessel also features four fender slides, each with electric winch-operated Yokohama fenders. Material selections reflect Hornbeck's resolve to reduce topside maintenance. All cargo domes, exposed cargo and stripping system piping and valves, vertical ladders, vapor recovery piping, hose rack frames, and electrical wireway covers are stainless steel. All handrails and platform frames are galvanized, and all containment covers and rope boxes are aluminum. The crew's living comforts are extraordinary, with spacious quarters and a full-featured galley, lounge, and pantry. The berthing arrangement includes two, 2-person staterooms to accommodate mixed-gender crews. Deck operations are facilitated with a dedicated equipment storage locker as well as a 20' long ISO container for spill containment

Name
Type
Builder
Owner
Operator
Designer
Delivery Date

First and Ten
GPA-654 platform supply vessels
Bollinger
Rigdon
Rigdon
Guido Perla
August 2007

The first of 10 new Rigdon GPA-654 platform supply vessels, appropriately named First and Ten, has been delivered from Bollinger Shipyards in Louisiana. Another 22 of the vessels of the same 190-ft. design are on order by Bourbon Offshore from a Chinese yard. As with earlier Guido Perla-designed supply vessels, the diesel-electric propulsion power in these vessels is being supplied by Cummins Mid-South LLC of Kenner, La. For these vessels the diesel electric package consist of two Cummins KTA-50DM1-powered 1235 kW and one Cummins KTA-19DM1-powered 425 kW main propulsion generators and one 6BTA5.9G-85 kW SOLAS emergency standby generator. The First and Ten is a 190 x 46 x 18-ft. PSV with two Azimuthing vertical electric drives and one fixed electric L-Drive aft as well as two large tunnel thrusters forward. The redundancy of propulsion systems on these vessels earns them DPII status. They are fully diesel electric with Silicon Controlled Rectified (SCR) DC drives.

A unique feature of the design has the engine room at the first deck level: not only does this allow for more bulk storage capability under the main deck but it also allows for ease of maintenance and repair by it's key vendors like Cummins and AVK. The engines are connected to the vessel management system by means of a Mod Bus arrangement supplied by Cummins Mid-South using Auto Maskin panels. They tier into a Techsol vessel management system and a Frank L. Bier DP system. Electric Power Design Inc. of Houston Texas and Yangzhoa China provided the entire vessel power management system including all motor control centers, SCR system and the actual drive motors themselves. Karl Senner Inc. also out of Kenner, La. supplied the Steer Prop steerable propeller system. All vendors will remain constant on all 32 vessels to be constructed both in the U.S. and China. The vessels were designed under the guidance of Guido Perla and Associates.

The Rigdon 4000 PSVs have capacity for up to 4,000 barrels of liquid mud in an independent and fully segregated, self-cleaning oval tank system. The design allows them to deliver 100% of their mud cargo to an offshore rig while reducing the client's expense of tank cleaning.

Since the delivery in early August, the First and Ten has been working under charter in the Gulf of Mexico in Port Fouchon, La. Rigdon's corporate operations headquarters are based in New Orleans. The balance of the ten vessels from Bollinger will deliver throughout 2007 and 2008.



GREAT BOATS OF 2007

Boat Name Aialik Voyager
Boat Type Teknicraft hydrofoil-assisted Cat
Builder All American Marine
Owner Kenai Fjords Tours
Operator Kenai Fjords Tours
Designer Teknicraft Design
Delivery Date March 2007

All American Marine, Inc. delivered a 82.7 x 29.2ft (25.2 x 8.9m) Teknicraft hydrofoil-assisted catamaran that will operate glacier and wildlife tours in Seward, Alaska. The 150 passenger vessel was built under contract for Kenai Fjords Tours, a division of Alaska Heritage Tours and a member of the CIRI Alaska Tourism Corporation. Kenai Fjords Tours is the original tour operator in the Kenai Fjords National Park and has been operating tours since 1974. The Aialik Voyager is inspected and certified under USCG Subchapter T regulations and was completed and delivered ahead of schedule.

While the Aialik Voyager is uniquely designed, it was inspired in part by the success of the 83ft (25.2m) Valdez Spirit which All American Marine built for Stan Stephens Cruises in 2005. The Aialik Voyager provides views from two decks. The upper deck includes an outdoor observation area with exterior seating, while the main deck features a wrap around exterior walkway with rain shelter. The vessel is accessible and offers wide aisle ways, low clearance door sills, and a gradual ramp that sweeps up to the fore deck so that all passengers can easily access the same viewing experience. The cabins are equally accommodating with comfortable Eknes seating, plenty of LCD video monitors, high grade Bose sound system, and large viewing windows that feature a specialized fog-free defrost sys-

Type of vessel Eco-tour catamaran
 In survey to USCG Subchapter T
 Home port Seward, Alaska
 Owner Ciri Alaska Tourism Corporation
 Operator Kenai Fjords Tours
 Designer Teknicraft Design, Ltd.
 Builder All American Marine, Inc.
 Construction material Aluminum
 Length overall: 82.7ft (25.2m)
 Beam 29.2ft (8.9m)
 Draft 3.5ft (1.0m)
 Main engine/s 2 x Caterpillar C32
 1400 bhp @ 2300 RPM
 Gearbox/s ZF2500A
 Propulsion Osborne 5-blade NiBrAL propellers
 Steering system Jastram
 Maximum speed 30 knots fully loaded
 Cruising speed 27 knots fully loaded
 Electronics supplied by Radar Marine
 Radar/s Furuno FR-1942MKII Radar
 Depth sounder/s: .Furuno FCV620 Depth Sounder
 Radio/s: Icom M504 VHF Radio
 Autopilot .ComNav ComPilot Commander System
 Compass/es Ritchie HB-70
 GPS Garmin 172 GPS w/external antenna
 A.I.S.Furuno FA150 AIS System
 Audio visual system . Bose sound & LCD displays
 Other electronics Closed Circuit television cameras
 Winches Kolstrand
 Paints/coatings Awlgrip
 Windows Giribaldi Glass
 Seating Eknes tip-up(interior) & Beurteaux (exterior)
 Interior fitout/furnishings Ayres wall panels & Dampa
 Ceiling panels
 Liferaft/s 3 x DBC 50 man IBA & 1 DBC 6 man IBA
 Fuel capacity 2000
 Freshwater capacity 300 gallons
 Crew 4
 Passengers 150
 Date of delivery March 30th, 2007



tem. A fully equipped galley is onboard to provide hot meals for each cruise. Each row of cabin seating faces a dining table and the design of the flip-up style Eknes seats makes it very easy for passengers to access seats inside a row. The seats can also be quickly removed to accommodate wheelchairs at the tables.

The semi-displacement catamaran was developed by Teknicraft Design of Auckland, New Zealand and integrates the sig-

nature Teknicraft symmetrical and asymmetrical combined hull shape, bow wave piercer, and patented hydrofoil system. The most surprising feature of the Aialik Voyager is the excellent fuel economy of the vessel, which burns approximately the same gallons per nautical mile from 17 knots up to 27 knots. The fuel efficiency of this new vessel will save the operator a conservatively estimated \$150,000 per season in fuel expenses.

The Aialik Voyager is powered by twin

C32 Caterpillar engines, each delivering 1400 bhp at 2300 rpm. The propulsion package includes ZF 2500A transmissions and Osborne 5-blade propellers. Wesmar V2-HR bow thrusters were integrated to assist with close-quarter maneuvering. Fully loaded, Aialik Voyager reaches a top speed in excess of 30 knots and cruises efficiently at 27 knots. All American Marine Inc., located on the shores of Bellingham Bay, was founded in 1987.

Boat Name M2-37
Boat Type Rescue/Response boats
Builder Moose Boats
Owner/Operator Port Authority of New York/New Jersey Police
Designer Moose
Delivery Date March 2007



Moose Boats, an aluminum boat manufacturer, recently delivered two M2-37 rescue/response boats to the Port Authority of New York/New Jersey Police. The M2-37 vessels are 37.5 ft. aluminum catamarans powered by twin Cummins 380 hp turbo diesels propelled by Hamilton HJ292 water jets. These rescue/response boats can attain a top speed of over 35 knots and are custom outfitted with 33 18-person life rafts. Each boat can deliver enough raft capacity to handle a water-based aircraft rescue mission for the largest aircraft landing at John F. Kennedy International Airport. These two boats comply with the 2004 FAA Advisory that provides guidance to airport operators in the preparation for water rescue operations.

The Port Authority Police are responsible for water-based crash emergency rescues at Kennedy and LaGuardia Airports and for all other aircraft emergency incidents. Police personnel assigned to rescue duty are highly trained in all phases of these functions including the operation of water rescue equipment.

The Port Authority is implementing a five-year, \$500m capital plan to reinforce security systems and enhance public safety. Initiatives include cutting-edge technology to improve facility surveillance, rescue operations, perimeter security and access restrictions.

The M2-37 Rescue/Response boat is a 37.5 ft. aluminum catamaran powered by twin Cummins 380 hp turbo diesels propelled by Hamilton HJ292 water jets. The boat will be deployed for rescue, fire fighting and dive operations for the John F. Kennedy International and LaGuardia Airports.

This shallow-draft catamaran hull is well suited to provide efficient response times and a stable working platform for open-water rescues.

This vessel also incorporates 33 18-person life rafts for emergency aircraft rescue operations.



Ship Name Patrol/SAR vessels
Builder SeaArk
Owner Egyptian Ports and Lighthouses Admin
Operator Egyptian Ports and Lighthouses Admin
Designer Robert Allan Ltd
Delivery Date 2007

SeaArk Marine, Inc. has delivered three 44-ft. Dauntless Class Patrol/SAR vessels to be operated by the Egyptian Ports and Lighthouses Administration. These vessels are an integrated component of the Gulf of Suez Vessel Traffic Information Management System and are tasked with responsibilities for patrol, surveillance, search and rescue, port security, diving, anti-terrorism and monitoring of vessels transiting the Gulf of Suez, Egypt. These vessels are part of an overall maritime Vessel Traffic Information Management

System and Search and Rescue System provided by Lockheed Martin which include land-based radar, communications and computer systems being utilized to manage and monitor vessel traffic in the Gulf of Suez. These SeaArk 44-ft. Dauntless' are constructed of all-welded marine grade aluminum and feature deep-vee variable deadrise hulls that produce smooth, dry and stable rides. Recessed aft cockpits are installed to facilitate the vessels' mission, aiding in diving, recovery and towing operations and in boarding other vessels. These vessels are powered by twin Caterpillar 3126 inboard diesel engines, each rated at 450 hp. Additional outfitting includes 12 kW generators. In order to carry out their mission, the vessels have extensive electronics suites for navigation, communication and vessel traffic monitoring as well as firefighting

Boat Name Ms. Bonnie
Boat Type Crewboat
Builder Halimar Shipyard, L.L.C.
Owner Barry Graham Oil Service, L.L.C.
Operator Barry Graham Oil Service, L.L.C.
Designer A. K. Suda, Inc.
Classification ABS

The Ms. Bonnie is an aluminum crew vessel that was designed by A. K. Suda, Inc. for Barry Graham Oil Service, L.L.C. The 160-ft. vessel was built by Halimar Shipyard, L.L.C. and is classed by ABS Load Line, Class Statement of Fact. The vessel has no deep tonnage frames or ton-

nage openings, and yet is certified by USCG under 100 Gross Registered Tons (Subchapter T). It is one of the highest deck cargo carrying vessels for its size and type. According to the designer, it also has one of the highest ton per hour transport rates of vessels of its size type.

(Photo Credit: Skeets Photography)



Name
Type
Builder
Owner/Operator
Designer
Delivery Date

Z-Tech 6000
ship handling tug
Cheoy Lee Shipyards Ltd
Panama Canal Authority
Robert Allan Ltd
2007

The first three of a series of new Z-Tech 6000 Class ship-handling tugs have reported for duty with the Panama Canal Authority (ACP). The first tug arrived in Panama in late January 2007, the second and third in February. Designed by Robert Allan Ltd., these new tugs are based on the Z-Tech 6000 Class design, but were adapted to the operational needs of ACP for the busiest ship channel in the world. The total fleet of eight new tugs is being built by Cheoy Lee Shipyards Ltd. of Hong Kong, at its Hin Lee Shipyard facility in China. The next series of tugs are currently building, with deliveries starting in the third quarter of 2007.

The Z-Tech design combines the best performance features of an Azimuthing Stern Drive (ASD) tug with those of a Z-drive tractor tug. The Z-Tech has a large skeg forward, providing a high indirect steering force, and enabling directionally stable operation in both ahead and the astern tractor modes. The working deck forward is relatively low and flat, creating a safer working space, yet still leaving sufficient room to install/withdraw the Z-drive units from aft of the house. For seagoing operations or for line towing, the Z-Tech with its high, rounded stern works stern-first in tractor mode. A single control station serves both harbor ship-handling duties (facing forward over the working deck), and transiting or towing voyages (facing astern).

Although after their delivery voyages the new ACP Z-Techs will operate in the relatively benign conditions of the canal, their maiden voyages involved a complete transit of the open Pacific from China to Panama under their own power. The delivery voyages were undertaken by crews from Redwise in the Netherlands, who experienced the full brunt of a series of the same Pacific storms that battered the west coast of North America in December.

The ACP Z-Tech 6000 includes a number of unique features, specifically suited to the operations in the Panama Canal. These include:

- A wider beam (11.65 m) in order to ensure a higher clearance angle when working under the flare of ships;
- The height of the wheelhouse is lower than other tugs of this Class, again to ensure better tug-ship clearance;
- Two independent winches forward, which reflects the operational process within the canal, where tugs put up two lines to the stern of an attended ship (thus creating a short bridle) when running through the various restricted areas of the canal. The skeg of the tug then acts as an extended rudder to the attended ship, providing much enhanced maneuverability at slow speeds;
- A "day boat" accommodation arrangement, again suited to the nature of the canal operations. A feature of this configuration is a complete "breezeway" across the deck-house, isolating the exhaust casing/engine room entry from the crew accommodation spaces. This provides much better noise control in the latter.



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... Starting in January '08

GREAT BOATS OF 2007

Boat Name	Seacor Cheetah
Boat Type	Catamaran Crewboat
Builder	Gulf Craft
Owner/Operator	Seacor Marine
Designer	Incat Crowther
Classification	ABS

Seacor Cheetah, a DP-2 high speed catamaran that will be used to carry passengers and deck cargo for oil field support in the U.S. Gulf of Mexico was built at Gulfcraft Shipyard in Patterson, La., for Seacor Marine of Houma, La.

The Seacor Cheetah will carry up to 150 passengers at speeds up to 42-knots (cruising speed is a sizzling 38 knots and economy speed is a very respectable 31 knots) in the air-conditioned cabin comfortable featuring executive-class seats, wireless internet capability, and large-screen televisions as well as beverage and snack area, says Jason Miller, marketing director for Seacor Marine in Houston, Texas.

The 165-ft. Seacor Cheetah is a CrewZer-class high-speed catamaran powered by a four MTU 16V4000 engines delivering 3,305 horsepower and four HM811 Hamilton waterjets. Based on a design from Australia's Incat Crowther, the ship also has a pair of 200 hp electric azimuthing bow thrusters. Seacor has contracted for a second ship of this design to be built at Gulfcraft, and has an option for a third.

Miller says Seacor Cheetah will most likely be operating out of the Port of Fourchon in Louisiana, supporting deepwater platforms that are about 100 miles from shore. "We're developing a loop type system that will allow us to potentially serve up to about three platforms on a single run. We are trying to keep the runs as short as possible with a maximum of 12 hours forecasted."

According to Miller, the high speed catamaran offers a new type of personnel transfer service not currently offered in the U.S. Gulf of Mexico that will compete with traditional crew boats on speed and comfort and with helicopter service on comfort and cost savings. "We see Seacor Cheetah as an opportunity for efficiency, safety and comfort for our customers. And, they will save money."

Joe McCall, Seacor's project manager for the new high-speed operation, says the company currently has more than 100 vessels in operation serving the offshore industry in the U.S. Gulf of Mexico, from 130-ft. crew boats up to the 16,000hp, 255-ft. anchor handler towing supply vessels. "Seacor Marine is the largest mover of people and material between the shore and the offshore platforms in the U.S. Gulf," McCall says.

"We wanted to have a vessel that could



achieve very high speeds. The high-speed catamaran is well proven and faster than anything else out there," McCall says. "It's highly stable underway, even when it's loitering around a rig."

Today, Seacor charts vessels to oil companies to provide transportation services for their rigs as needed. It may sit at a dock awaiting orders.

"We're considering some kind of shared service," says Miller. Many operators have platforms that are near each other. We can use the high-speed service to deposit people at different platforms that may be located close together, even if they belong to different companies. This would be similar to a scheduled service."

Miller says Seacor is also considering a sharing situation where one company would have the boat on Monday and Tuesday, and another company on Wednesday and Saturday.

According to Shull Autin, Seacor Marine's chief operating officer, the Seacor Cheetah will enhance, not replace the company's current offerings. "Our new service will provide better safety, speed, comfort and savings to our customers. Comfort will be above and beyond the industry standard. This will be like business class on an airplane, with satellite TV, wireless internet and telephone service, XM satellite radio, and a food and beverage service. And we'll be able to move a very large number of people offshore very quickly."

Autin says the average run today is between four and six hours, with one or more stops, and can be longer depending upon sea state. "In a heavy sea that can be very tiring for passengers. Now we'll be able to go double the distance in same amount of time, and offer a cleaner, safer, and more comfortable ride."

"We're still looking at cost structure," says Miller. "It may have a different type of pricing structure. A faster vessel will cost more. We're giving our customers options. Right now the only way to trans-

port people is by boat or by helicopter. This high-speed service is a new option," Miller says.

Crew accommodations are much improved, too, says McCall. Seacor Cheetah will have accommodations for 10 crewmembers, but McCall expects the ship to operate with a smaller crew in U.S. Gulf service. He expects the Seacor Cheetah to sail normally with five crew on board, including a captain and one ordinary seaman on watch at any given time.

With a deck cargo capacity of 150 tons, Seacor Cheetah will be able to carry priority tools and palletized materials that can be loaded and unloaded via crane.

"The Maritime Dynamics ride control system will greatly reduce the negative effects from the sea," Miller says. "Employees who arrive after a comfortable voyage are well rested and better equipped to work safely offshore."

According to Joe Kubinec of nmaritime Dynamics, motion sensors on the hull provide real-time data to the ride control system. "Transom mounted, hydraulically actuated interceptors produce forces that counteract wave action," Kubinec says.

"The system will dampen and minimize roll, so the ship rolls slower and less far. And the system improves overall propulsive efficiency, so we save fuel," says McCall.

Miller says Seacor Marine will use night vision technology on this vessel "so our captains will see in the dark." The Night Navigator 5000 Image Intensified Night Vision and Day Camera System is made by Current Corporation of Vancouver, British Columbia (see sidebar).

"It's hard to see when we operating at night," says McCall. "It's like driving at night with your headlights off."

Since the Seacor fleet operates around the clock, the Night Navigator will be useful for approaching platforms at night. The image intensified camera also helps see unlit buoys, or obstructions in the water that radar might not pick it up. The

system will be useful for night rescues, too, McCall says. "It's very likely that with our speed we would be the first vessel on scene."

The vessel will be equipped with a newly developed personnel transfer system that will greatly increase safety and change the way personnel are transferred.

Seacor Cheetah will have a dynamic positioning Class 2 (DP2) capability. "When we get to an offshore rig, the Kongsberg Maritime Dynamic Positioning computer takes over the ship. Using several reference systems, the DP computer controls thruster to maintain precise station relative to the platform, even if it is moving. The captain monitors the system and can override or take control if needed, but even if there is a single point of failure the system keeps the ship precisely alongside. "Radar and laser ranging can determine precise distances. Since some platforms are moving, we can't just rely on Global Positioning System (GPS). If the platform drifts, we want to drift with it. Most of the deepwater facilities are floating, and might move in a 100-foot diameter circle," says McCall. "We'll dance around with them within that circle. It takes strain and stress off the captain if he has to maintain position for a long period of time." Seacor Cheetah has a pair of remote-controlled, 5,000 gallon-per-minute fire monitors. Rig fires are not common, McCall says, but when they happen they can be catastrophic.

While the company plans to base the Seacor Cheetah at Port of Fourchon, because it is accessible to deepwater locations, the ship can operate from any Gulf port required by a customer.

Seacor Cheetah due to enter service in December of 2007, and another vessel, as yet unnamed, just commenced construction and is scheduled for late 2008 delivery. McCall says Seacor has an option for a third vessel. "We want to evaluate and see how the market accepts it."



Boat Name **Thor**
Boat Type **Tug**
Builder **Main Iron Works**
Owner **Suderman and Young Towing Company**
Operator **Suderman and Young Towing Company**
Delivery Date **May 2007**
Classification **ABS**

Suderman and Young Towing Company, L.P. (S&Y) completed sea trials for its newest tug Thor, which features the Z-Tech drive, the first of its kind in the western hemisphere, with only four other Z-Tech vessels operating in the world.

The Z-Tech design incorporates design features from standard tug Azimuth Stern Drive (ASD) and Z-drive configurations. With its 360 degree turning wheel the design improves maneuverability while the Thor Z-Tech's much larger skeg boosts towing capability and directional stability. This new operational design is aimed to enable the tug to handle larger container vessels more efficiently.

"Because of the deepening, from 40 to 45 ft., and widening, from 400 to 530 ft., of the Houston Ship Channel, bigger ships will call into the Port of Houston's Bayport Facility," said Lamar Doyle, President.

Designed to increase power, while providing more maneuverability, the Thor Z-Tech will be able to "move more water, more quickly," according to Doyle. The Z-Tech design was developed by naval architect Robert Allan of Vancouver.

Based in the Texas Gulf Coast since the late 1800s, S&Y began as a stevedoring operation in Galveston. Sponsor Gay N. Greer christened Tug Thor on July 14, 2007 at the Port of Houston's Barbour's Cut Container Terminal.

LOA98 ft.
 Beam39 ft.
 Draft19 ft. Max including skeg
 Fuel Capacity44, 650 gallons
 Ballast Capacity34, 040 gallons
 Potable Water Capacity6,300 gallons
 Waste Oil Capacity840 gallons
 Bilge Slip Capacity840 gallons
 Lube Oil Capacity900 gallons
 Gear Oil Capacity900 gallons
 Hydraulic Oil Capacity900 gallons
 Gross Tons257 tons
 Net Tons157 tons
 Bollard Pull75 tons Minimum
 Main engines Caterpillar 3516 HD Engines
 Z-Drives Schottel Rudderpropeller
 Overall Gearing7.6 to 1
 Propellers Stainless Steel 106.29 x 104.33 in.
 Generators John Deer Model 6081 AFM75
 Searchlights Carlisle & Finch
 Horn Kahlenberg
 VHF Radios Furuno Radar
 AIS Furuno
 Hawser Winch Markey DYSF-52 Escort Line Winch
 Bow fendering Schuyler SR3D-2
 Stern Fendering Shibata Cylindrical Type Fender 16 in. Diameter

Boat Name **Copasetic**
Boat Type **Research Vessel**
Builder **Hike Metal Products**
Owner **Ocean Research Corp.**

Ocean Research Corporation, Florida, took delivery of a new 141 ft. welded steel hull/aluminum superstructure Research Vessel from Hike Metal Products Ltd. in Wheatley Ontario Canada. Subsequent to contract signing, the customers design underwent a design check/detailed design review, after which time the workings drawing package was developed along with computerized lofting and CNC cut files generation for hull structure. The vessel measures 141 x 31 ft. beam and has a draft of 7.5 ft. The hull form is a double chine semi-displacement and with twin Caterpillar 3508 marine diesel engines allows the vessel to do an impressive 16 knots at full power. Two 99KW generators provide onboard power for such amenities as the dual water maker, HVAC, hydraulics (which operate the Quantum Zero speed stabilizing system, steering, 120hp bow thruster, Pallfinger deck crane), pumps, domestic appliances, refrigeration and other electrical / electronic loads. Although the exterior is primarily of a commercial finish, the interior is finished to a very high end standard with exotic mahogany joinerywork, granite and Wisperwalls deckhead system. The vessel is intended for world-wide cruising, research, and exploration activity and has an estimated cruising range of 5200 n.m. at 10 knots. The ship is ABS +A1 +AMS Classified, and MCA certified. Gross Tonnage is 495. The foredeck and focsile can accommodate two offshore launches in the 30ft range, as well as several jet ski's.



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