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April 2005
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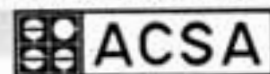
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On the Cover: The recently-delivered liftboat Mr Joshua is an indication of things to come. Story begins on pg. 29 (Photo by Larry Pearson)

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Florida: 215 NW 3rd St., Boynton Beach, FL 33435

tel: (561) 732-1659; fax: (561) 732-6984

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

tel: (212) 477-6700; fax: (212) 254-6271

www.marinelink.com

Publisher

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

Associate Publisher

Greg Trauthwein • trauthwein@marinelink.com

Managing Editor

Jennifer Rabulan • rabulan@marinelink.com

Contributing Editors

James Nader • Larry Pearson • Don Sutherland

Production Manager / Graphic Designer

John Guzman • guzman@marinelink.com

Asst. Production Manager

Irina Tabakina • tabakina@marinelink.com

Classified Ad Sales

Dale Barnett • barnett@marinelink.com

Sales Administration Manager

Tina Veselov • veselov@marinelink.com

Manager, Accounting Services

Esther Rothenberger • rothenberger@marinelink.com

Manager, Public Relations

Mark O'Malley • momalley@marinelink.com

Circulation

mncirc@marinelink.com

Manager, Information Technology

Vladimir Bibik • bibik@marinelink.com

Vice President of Sales

Lucia Annunziata • annunziata@marinelink.com

National Sales Manager

Rob Howard • howard@marinelink.com - Tel: 561-732-4368; Fax: 561-732-6984

North American Sales Manager

Brett W. Keil • bkeil@marinelink.com - Tel: 561-732-1185; Fax: 561-732-6984

Sales Assistant

Nicole Sullivan • sullivan@marinelink.com

Managing Director, International Sales

Tony Stein • stein@marinelink.com

12 Braehead, Bo'ness, W. Lothian EH51 0BZ Scotland - Tel: +44-1506-822240; Fax: +44-1506-828085

Vice President, International Operations

Charles E. Keil • ckeil@marinelink.com - Tel: 561-732-0312; Fax: 561-732-8063

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Letter to the Editor

March 23, 2005

Dear Editor,

I am writing with regards to Larry Pearson's article in the March 2005 issue, "The World's Busiest Tug."

Attributing marine engineering solely to Leevac Shipbuilding is inaccurate and warrants a correction.

Mr. David Hintz of Leevac headed up the early stages of the design and created the preliminary general arrangements and profiles in conjunction with Eddie Conrad of Compass Marine. David's contributions and enthusiasm for the project were without question, one of the pivotal reasons the project went forwarded in as tiele fashion as it did and has become one of the most unique and successful cruise vessels in trade today.

Unfortunately, David was taken from this earth early in the construction and never had the opportunity to revel in his efforts.

John W. Gilbert Associates, Inc. is proud to have been part of the team on this project.

Our efforts included all drafting and engineering as well as stability calculations necessary for Leevac to build the vessels and for the Coast Guard to provide stability letters and certificates of inspection.

Sincerely,

John W. Gilbert Jr.



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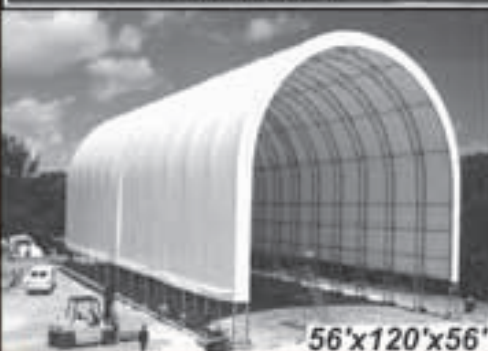


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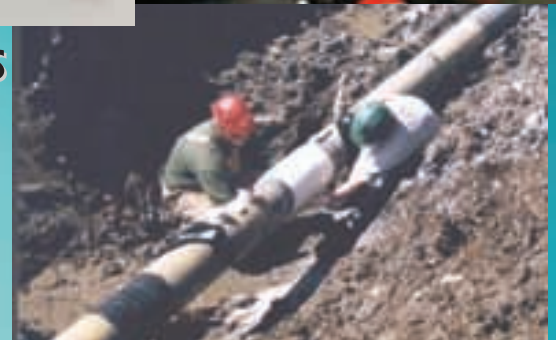
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Yank Marine Delivers



In February of 2005, Yank Marine, Inc. of Tuckahoe, N.J. delivered the Atlantis, a 149-ft. luxury charter yacht to New York Harbor Cruises, Inc. of Brooklyn, N.Y. This vessel is USCG currently certified to carry 300 passengers and was constructed under 46 CFR Subchapter K. The Atlantis was specifically designed for the dinner cruise market of New York City and will replace the company's current dinner cruise vessel, Amberjack V, that has been in operation there in this capacity since 1989.

"Building a vessel like the Atlantis has always been a dream of mine and John Yank made it possible," said owner/operator Fred Ardolino. Ardolino literally grew up on his father, Jim "Tootsie" Ardolino's, fishing boats,

which he began operating in the 1930s out of Coney Island Pier, selling his catch on the street. In 1978 John Yank built his first boat for Fred Ardolino, Enterprise. Enterprise was a 77 ft. wooden boat that Ardolino operated as a charter fishing boat out of Sheepshead Bay along with his other boat, Amberjack V. "Everyone really loved the Enterprise," says Fred. "They loved not only the design of that boat but they loved the fact that the woodwork looked like something you would find on a yacht, but it was a party boat." In the late 1980s, after working many years in the charter fishing industry, Ardolino decided to change course. His decision to do so was primarily prompted by the public's declining interest in charter fishing. In 1989, Amberjack V was

refitted as a dinner cruise vessel. Ardolino and his family have continued to be very successful in this business, and now the demand is such that he requires a much larger more versatile vessel.

Mike LeMole, served as naval architect on the project. "This boat never would have turned out the way it did without Mike there on site guiding it," says Ardolino. "He has a unique thing in this industry, and that is a true artist's eye. We fine tuned the design and made changes all along the way to make that boat come out the way we wanted it. That couldn't have happened without him there."

Main deck of features 2500 sq. ft. of unobstructed floor space (no stanchions) and a small service bar. There is also a fully integrated and built in sound and light system. The galley is located forward below and has been designed to include completely separate facilities for kosher events. This is a first of its kind in the New York market. The galley's forward location also creates a raised area in the main cabin that is ideal for a wedding party dais or business presentations and increases the flexibility of the main deck space.

With the wedding market in mind, the interior of this vessel has been kept very light with clean white painted woodwork, custom carpets, hand painted murals of mermaids and aquatic birds, and light finished cherry wood for bars and credenzas.

The second deck features a 1,500 sq. ft. cocktail area with a 10 x 15 ft. cherry and granite bar, the bridal suite with a private bath and dressing area, and 60 in. plasma screen televisions which are wired into the light and sound system. The upper deck is 1,200 sq. ft. of open space under the stars, and features a jacuzzi and 360 degree views.

The hull of The Atlantis is steel up to the second deck where deta-couple was used to change over to aluminum. The hull is extremely well insulated with every compartment being insulated to near A-60 standards. Beneath

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News

the vessels stern overhang is a rescue platform with underwater lights and facilitates for prop change outs and other underwater work.

Its engine room houses two Deutz TBD616v12's rated at 818 SHP @ 1800 RPM for main propulsion, and two Deutz BF6M1013MC 145kW main generators. The main engines turn 52 in. NiBrAl High Skew five-blade by S&S Propellers, through ZF 3:1 gears, pushing her to about 14 knots on trials. There is a 28 in. diameter 100 hp, variable frequency drive bow thruster by Marine Propulsion forward. Aft is a complete Kobelt steering and control package, installed with automation by Marine Interface.

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SEACOR, Seabulk to Merge

Seabulk International, Inc. and SEACOR Holdings Inc. have signed a definitive merger agreement. The Boards of Directors of both companies have unanimously approved the transaction. Under the terms of the merger agreement, Seabulk's stockholders will, subject to limited adjustments, receive 0.2694 of a share of

SEACOR common stock plus cash of \$4.00 for each issued and outstanding share of Seabulk common stock, which represents a 29% premium over Seabulk's closing share price on March 16, 2005 (based on SEACOR's closing share price of such date). In certain circumstances, the portion of the merger consideration

payable in cash may be reduced and shares of SEACOR common stock, having a value on the closing date equal to the cash reduction, may be substituted therefor. The aggregate equity value of the transaction is approximately \$532 million, based on SEACOR's closing share price as of March 16, 2005. In addition,

approximately \$471 million in net debt obligations will be assumed by SEACOR. The transaction is expected to be tax-free to Seabulk stockholders, other than with respect to any cash received.

After giving effect to the transaction, the combined company will be a leader in world-wide offshore support services, domestic Jones Act tankers, domestic helicopter services to the offshore oil and gas industry, domestic inland river barge transportation, environmental services, and domestic harbor tugs. Additionally, the companies have investments in international product tankers and dry bulk shipping.

Charles Fabrikant, SEACOR's Chairman and Chief Executive Officer, explained the strategic reasons for the transaction: "The merger of SEACOR and Seabulk fits the goal of diversification we have outlined for several years in annual letters to shareholders. Both SEACOR and Seabulk have achieved leadership positions in different asset-based transportation service businesses. The combination will create a balanced portfolio of assets, focused on five different business niches. Seabulk's position in the U.S. tanker business, with its business template of multi-year contracts, and the harbor tug business are a good balance to the offshore vessel sector, the helicopter business, and the inland river barge business.

"This combination is also complementary for both companies' offshore operations. SEACOR's fleet and its recent capital commitments have been primarily focused on equipment in the U.S., serving the deep-water exploration industry; Seabulk's recent investments have been focused on its international fleet. Seabulk's operations in Brazil and the Arabian Gulf and SEACOR's operations in the North Sea, along with the operations of both companies in Mexico, Asia, and West Africa, provide flexibility in serving customers. The combined company will be one of only two providing complete global service.

Gerhard Kurz, Seabulk's Chairman and Chief Executive, said, "The merger with SEACOR creates a unique opportunity to effectively combine the financial, operational and management resources of two successful maritime companies for enhanced future growth. We are very optimistic that the resultant synergies, strengthened businesses and improved access to capital will generate substantial benefits for both our customers and shareholders."

The merger is expected to close by the end of the second quarter of 2005, subject to approval by Seabulk's stockholders of

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the merger and SEACOR's stockholders of the issuance of shares of SEACOR common stock in the merger, the receipt of certain regulatory approvals and the satisfaction of customary closing conditions, in accordance with terms of the merger agreement. As part of the transaction, entities associated with DLJ Merchant Banking Partners III, L.P. and Carlyle/Riverstone Global Energy and Power Fund I, L.P., who collectively own approximately 75% of Seabulk's common shares, have entered into an agreement to support the transaction.

Trico Emerges From Chapter 11

Trico Marine Services, Inc. has completed its Chapter 11 reorganization and it and two principal subsidiaries have also emerged from bankruptcy.

Thomas Fairley, Trico's President and Chief Executive Officer said, "We are pleased to emerge from bankruptcy and I would like to thank the company's customers, employees and suppliers for their continued support. Their loyalty and hard work have made it possible to reach this point on such an expedited schedule."

Chapter 11 petitions were filed by Trico and its two principal U.S. subsidiaries on December 21, 2004. The U.S. Bankruptcy Court for the Southern District of New York confirmed Trico's Plan of Reorganization on January 21, 2005 and all conditions have been met which cleared the way for Trico and its subsidiaries to emerge from Chapter 11.

As a result of the reorganization, the Company eliminated debt and accrued interest totaling in excess of \$275 million, and reduced annual interest expense by approximately \$22.2 million. Trico emerges with \$145 million of consolidated indebtedness as well as \$53 million of borrowing capacity under its new and existing credit facilities pro forma as of December 31, 2004.

MV Chenega Delayed

In an expectation that the delivery of the state's second fast vehicle ferry, M/V Chenega, will likely be delayed until late April or even May 1, the Alaska Marine Highway System decided to schedule the M/V Aurora for Prince William Sound service from May 15-June 30. AMHS reservations operators began taking reservations for the Aurora on February 22.

"The latest word we have from Deregulator Shipyards in Bridgeport, Conn., is that, due to problems with the shipyard's electrical subcontractor, delays have been incurred with the equipment testing, dockside and sea trials. The Chenega will not be delivered until late April or as late as

May 1," said AMHS General Manager John Falvey. "In light of that extended delivery date, we will deploy the Aurora to Prince William Sound in late spring to provide the service the residents of that area expect."

DonJon-Smit Names Hankins VP

Donjon-SMIT named Paul Hankins as Vice President of Operations. Hankins will begin work for the Donjon-SMIT

Alliance on March 7. A native of Washington, D.C., Hankins has more than 22 years of management and supervisory experience with the federal government and private industry, including a distinguished career in emergency response.

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An Annual Update

U.S. Economic Sanctions and Export Controls

By Barbara D. Linney

Over the past year, U.S. foreign policy developments have resulted in several changes to U.S. economic sanctions and export control programs that affect offshore service vessel operators. In the July 2004 issue, we reported on measures affecting projects in Libya and Syria (see, "Economic Sanctions Update: Door Opens to U.S. Business in Libya, Closes on Syria"). Subsequent developments include termination of the embargo on trade with Libya (but not all restrictions on exports to Libya), and more intense U.S. scrutiny of developments in Syria and Iran.

Libyan Sanctions

Effective September 21, 2004, the President revoked all Executive Orders that imposed sanctions against Libya and terminated the underlying national emergency. This action had the effect of terminating the long-standing economic embargo against Libya administered by the U.S. Department of the Treasury's Office of Foreign Assets Control ("OFAC"). Today, the only remaining restrictions on trade with Libya are administered by the Bureau of Industry and Security ("BIS") of the U.S. Department of Commerce under the Export Administration Regulations ("EAR"). Items subject to the EAR but not listed on

the Commerce Control List ("CCL") will not require a license for export or re-export to Libya. However, end user and end use controls relating to nuclear proliferation and chemical and biological warfare activities and denied parties will continue to apply to all "EAR 99" exports to all destinations, including Libya. In addition, most items on the CCL will be subject to licensing requirements for export or re-export to Libya. These licensing requirements were described in detail in the July 2004 issue. Finally, notwithstanding termination of the OFAC embargo, MARAD regulations continue to prevent U.S. flag vessels from operating commercially in Libyan waters or carrying cargo to or from Libya.

Syrian Sanctions

The 2004 Executive Order blocking most trade with Syria effective May 12, 2004 remains in force. The Executive Order implements the Syria Accountability and Lebanese Sovereignty Restoration Act (SAA) that was signed into law on December 12, 2003 to sanction Syria for its support of terrorism, its occupation of Lebanon, weapons of mass destruction programs, illegal imports of Iraqi oil, and its role in the ongoing security problems in the Middle East. The Executive Order provides that no products of the United States may be exported or re-exported to



Syria. The prohibition encompasses all products controlled for export by the U.S. Departments of State and Commerce as well as all "EAR99" items. The only exceptions are food and EAR99 medicines, which may be exported or re-exported without a license (but remain subject to end user and end use restrictions), and certain items not subject to the EAR, such as publicly available software and technology and informational materi-

als. The MARAD restrictions on the activities of U.S. flag vessels in Syrian waters also remain in force.

Although the SAA empowered the President to prohibit United States businesses from investing or operating in Syria, the Executive Order does not contain such a prohibition. Furthermore, while the SAA permitted the President to block transactions in property in which the Government of Syria has an interest (which could have the effect of imposing a ban on imports from Syria), the Executive Order blocked only property of persons determined by the Secretary of the Treasury, in consultation with the Secretary of State, to be engaging in certain activities, including significantly contributing to the Government of Syria's military or security presence in Lebanon or its pursuit of the development and production of chemical, biological, or nuclear weapons and medium- and long-range surface-to-surface missiles. No such determinations have been issued to date. However, in view of recent developments in Lebanon and the current Administration position on Syria's withdrawal plans, operators doing business or contemplating doing business in Syria or with Syrian entities should keep a close watch on the political situation in anticipation of possible additional U.S. measures that may affect their operations.

Iranian Sanctions

Iran, too, has been the subject of close attention on the part of the United States,

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which has continued to press for an end to Iran's nuclear ambitions and its support for terrorism. The OFAC embargo against trade with Iran is a comprehensive embargo that prohibits virtually all imports, exports and other transactions. As a result, there is limited scope for additional measures imposed by OFAC. However, on March 7 of this year, BIS explicitly published its policy of denial with respect to any export or re-export license application if the applicant or other parties to the proposed transaction are subject to sanctions under the Iran-Iraq Arms Proliferation Act of 1992, the Iran Nonproliferation Act of 2000, or the Missile Technology Control Act of 1990. In addition, BIS asserted the right to impose, as foreign policy controls, additional case-by-case license requirements and licensing policy with respect to entities sanctioned by the U.S. Department of State. Such controls will be implemented by addition of the sanctioned entity to the BIS Entity List (see, Supplement No. 4 to EAR Part 744). The March 7 amendments to the EAR added a Russian entity, Tula Instrument Design Bureau, to the list. Thus, it is apparent that implementation of this policy will have the effect of targeting non-Iranian entities that support Iran's proliferation and terrorist objectives. As tensions between the United States and Iran heighten, careful review of

proposed parties to any transaction requiring licenses from BIS should be undertaken in order to ensure that no sanctioned entity is involved in the transaction.

Export Control Issues

Operators must take care to ensure that items controlled for export under the EAR are not carried by their personnel or vessels into jurisdictions for which licenses are required. Examples of such controlled items that may be of interest to offshore vessel operators include various navigation systems controlled under Category 7 of the CCL (Navigation and Avionics) various underwater systems or equipment controlled under Category 8 of the CCL (Marine), and certain marine gas turbine engines controlled under Category 9 of the CCL. While licenses now may be available for exports and re-exports of most such items destined for Libya or other non-sanctioned countries, other jurisdictions such as Iran and Sudan will be subject to license denial policies. These policies have the effect of restricting the activities of both U.S. operators and their foreign subsidiaries and affiliates to the extent that export controlled U.S. origin equipment is required for the contemplated project. In this regard, it should be noted that the December 2004 move by BIS to loosen restrictions on the temporary export to Sudan of certain

telecommunications equipment, such as cell phones, personal digital assistants and other wireless handheld devices, certain personal computers, and certain GPS or similar satellite receivers applies only to organizations working to relieve human suffering in the Sudan. Heightened due diligence with respect to export transactions also is indicated in view of the BIS proposal to revise the definition of "knowledge" contained in the EAR and increase from twelve (12) to twenty-three (23) the number of circumstances presenting a "red flag" that must be resolved before proceeding with an export transaction (a "red flag" indicates increased risk that the transaction may involve an inappropriate end-use, end-user or destination or otherwise violate the EAR).

Other Sanctions Programs

Comprehensive embargoes continue to prohibit virtually all trade by U.S. persons with Cuba and Sudan, and certain more limited or targeted embargoes restrict trade with Burma (Myanmar), Iraq, Liberia, North Korea, and Zimbabwe to varying degrees. Other sanctions programs prohibit trade with, and block assets of, numerous individuals and entities who have been designated on lists published by OFAC as representatives of embargoed countries or participants in activities that constitute threats to interna-

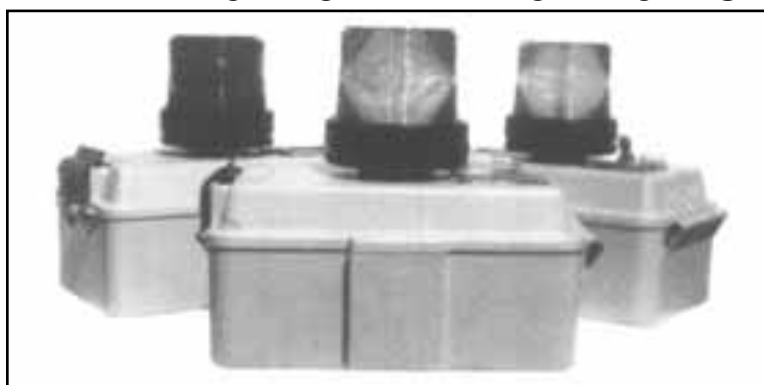
tional stabilization or to the national security or foreign policy of the United States, such as terrorism, narcotics trafficking, or proliferation of weapons of mass destruction. OFAC frequently publishes additions and revisions to these lists of "specially designated nationals" (or "SDNs"), and these lists should be monitored closely to ensure that contemplated transactions are not prohibited. In this regard, it is important to note that general knowledge of the list of countries subject to economic sanctions is not a substitute for careful monitoring of the OFAC lists, because the nationalities or addresses of the individuals and entities on the lists do not necessarily match the list of embargoed countries. In general, these embargoes apply to U.S. persons, i.e., any (i) U.S. person or permanent resident wherever located; (ii) person (individual, partnership, association, corporation or other organization) physically present in the United States; and (iii) any juridical person organized under U.S. law. A notable exception is the Cuban embargo, which extends to foreign subsidiaries of U.S. companies.

Speaking of the Cuban embargo, it may be appropriate to conclude with a word of caution to those who may be tempted to succumb to the temptation of a few Cuban cigars or a bottle of Cuban rum when traveling outside of the United States. In

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Legal Beat

the past six months, in addition to issuing new Comprehensive Guidelines for License Applications to Engage in Travel-Related Transactions Involving Cuba and clarifying the meaning of the term "cash in advance" in the context of authorized sales of agricultural items to Cuba, OFAC issued a "Cuban Cigar Update" in which it emphasized that effective as of August 1, 2004, persons authorized to engage in Cuban related travel transactions are no longer authorized to return to the United States with limited amounts of Cuban tobacco or alcohol products as accompanied baggage. The ban on importation of Cuban cigars and alcohol products into the United States is absolute, regardless of whether they are acquired in third coun-

tries or duty free shops or given to the importer as a gift. Furthermore, the Cuban Asset Control Regulations also prohibit U.S. citizens and green card holders from purchasing or engaging in any other transaction with respect to such products in third countries. These policies apply equally to cigars manufactured in a third country from tobacco grown in Cuba, but not to cigars produced from tobacco grown and harvested in a third country from Cuban seeds. In February of this year, settlements of over 100 cases involving individual Cuban travel related transactions and importation, with penalties averaging just over \$1000 per person, evidenced OFAC's increasingly aggressive enforcement of these regulations.

About the author

The author is a partner in the Washington D.C. office of the law firm of Blank Rome LLP. She practices in the area of international trade and transactions, and regularly advises both U.S. and foreign clients regarding U.S. export controls and international economic sanctions, defense trade and security regulations, and other international trade and business issues. Ms. Linney also has considerable experience in all aspects of domestic and international corporate transactions, including mergers, acquisitions and financings. She represents clients before various federal agencies, including the Department of State, Department of Commerce, and Office of Foreign Assets Control. Ms. Linney, who holds a masters degree in international law from Georgetown University, also serves as General Counsel to Women in Federal Law Enforcement and the Washington D.C. chapter of Women in International Trade, of which she is a past President. The article reflects developments through March 9, 2004, the date of submission for publication. The views expressed herein are those of the author, do not necessarily reflect the opinion of the firm or other members of the firm, and should not be construed as legal advice or opinion or a substitute for the advice of counsel. Please contact Barbara Linney (Linney@BlankRome.com) at (202) 772-5935 if you have questions or desire assistance. Additional information at www.BlankRome.com.

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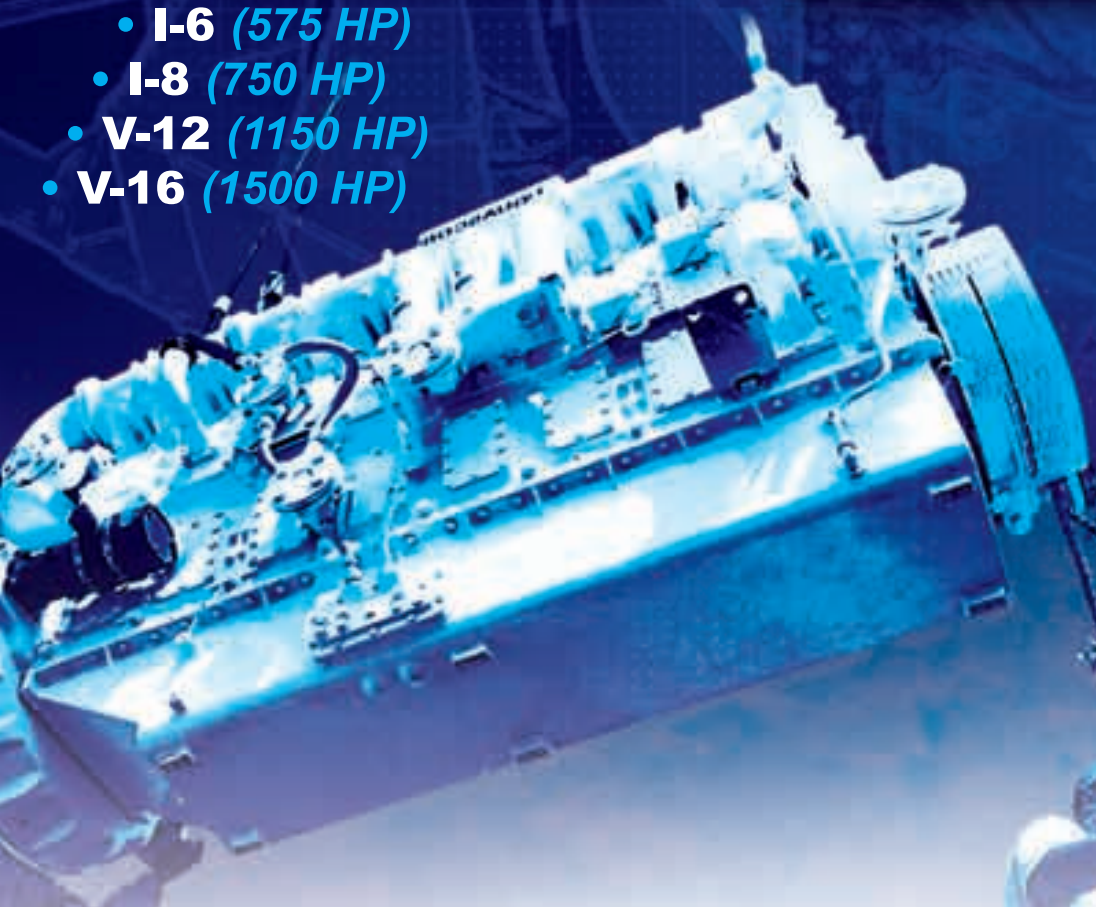


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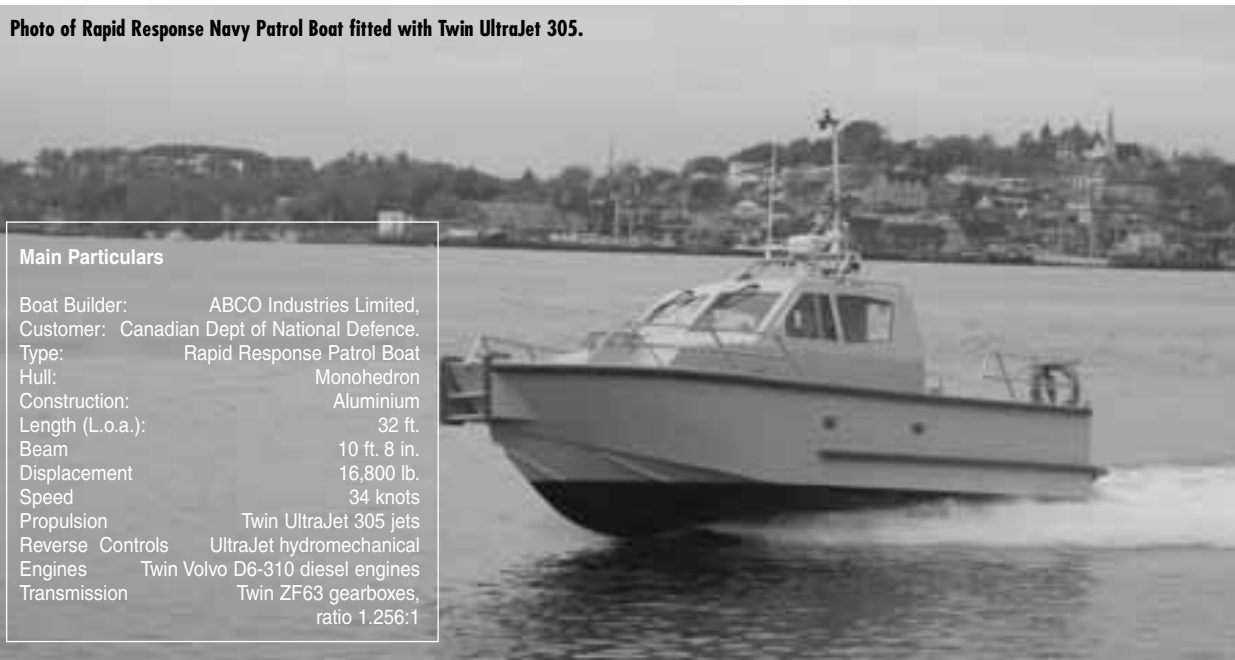
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Photo of Rapid Response Navy Patrol Boat fitted with Twin UltraJet 305.



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Type:	Rapid Response Patrol Boat
Hull:	Monohedron
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Displacement	16,800 lb.
Speed	34 knots
Propulsion	Twin UltraJet 305 jets
Reverse Controls	UltraJet hydromechanical
Engines	Twin Volvo D6-310 diesel engines
Transmission	Twin ZF63 gearboxes, ratio 1.256:1

Twin UltraJet 305 waterjets propel the first of a series of 32ft (9.8m) patrol boats for the Canadian Department of National Defence (DND). Abco Industries was successful in its bid for the design and construction of four harbor patrol vessels for the Canadian Department of National Defence. Two are to be used by the Eastern Canadian port of Halifax, Nova Scotia and two by the Western Canadian port of Esquimalt, British Columbia. One to each coast has been delivered and the company is currently working on boats three and four. These aluminium boats, custom designed and built by ABCO, exhibited exceptional performance in trials off Lunenburg, Nova Scotia. The boat's acceleration again confirmed the exceptional thrust available from the UltraJet 305 drives. The ABCO boats are 31-ft. long (plus stern platform), 10 ft. wide, have a V bottom with chine flats,

lifting rails, 19 degrees transom deadrise and are powered by twin Volvo D6-310 engines driving UltraJet 305 waterjets. "This combination produced a top speed of 34 knots and excellent sea keeping in a variety of conditions. Manoeuvrability was exceptional, allowing very sharp turns, quick stops, position holding and sideways motion - all typical of a well designed jet boat," says John Meisner, President, ABCO Industries Ltd.

The helmsman's position has excellent visibility at all speeds and is on the starboard side within easy reach of all the controls. ABCO also built a variation of this design for the Halifax Port Authority in the summer of 2004, which is currently in service on harbour patrol. This boat was similar to the DND boats, but supplied with Cummins 370B engines.

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SeaArk Marine Delivers for City of Los Angeles



SeaArk Marine, Inc. has delivered a 32-ft. Dauntless RAM Class Rescue Vessel to the City of Los Angeles for use in and around the Outer Harbor of the Port of Los Angeles. The vessel is constructed of all-welded marine-grade aluminum, featuring a deep vee variable deadrise hull that produces a smooth, dry and stable ride for the crew.

The mission of the vessel is to provide fast initial response to swimmers, vessel rescues and other marine emergencies where the ability for rapid response is of major importance. The vessel is powered by twin Yanmar 6LPA-STP inboard diesels, each rated at 315 HP achieving speeds of 29.2 knots. Optional outfitting includes twin dual level controls, air/hydraulic suspension seats, emergency light package, electronics suite, tow line reel and bow storage compartment. To facilitate rescue operations, the boat features a recessed deck area at the transom, a dive door and swim platform.

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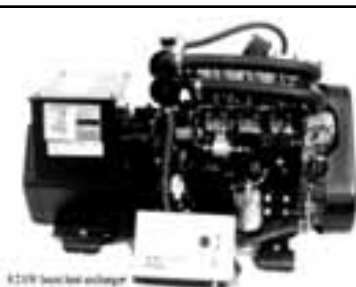
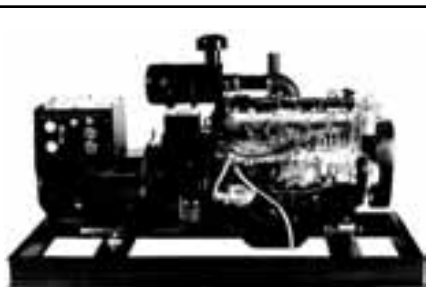
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The United States Coast Guard

America's Patrol Boat Operators

By Chris Doane and Joe DiRenzo III

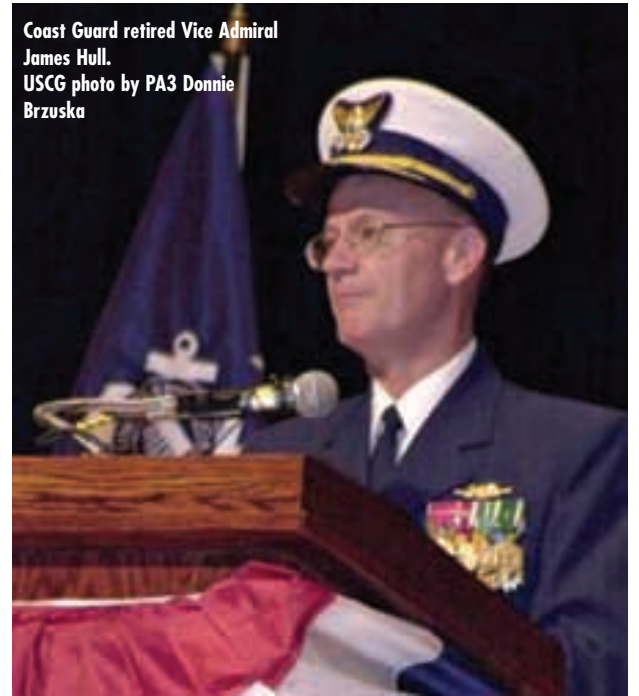
For decades, sailors of the U.S. Coast Guard, (otherwise known as Coasties), and those of the U.S. Navy have engaged in a good-natured rivalry. For example, Navy sailors like to refer to Coasties as "knee deep sailors," cautious toward venturing out into deep water. Coasties like to turn this into a compliment pointing out "anyone can drive a ship in the middle of the ocean, it's when you are sailing close to shoal waters that you have to know what you are doing." Sailing close to shoal waters and operating patrol boats has been a service-long tradition for the Coast Guard the service that patrols America's waterways. The role as America's Patrol Boat Operator is a "niche" function the service has ably performed in peacetime as well as war.

Coast Guard retired Vice Admiral James Hull, who led the service's Atlantic Area Command from 2002-2004, was more direct in his assessment during a recent phone interview, "Coast Guard patrol boats have always played a key role in littoral combat and coastal operations worldwide, from ports and waterways to the offshore. The need within the United States for a service capable of quick shifts between missions, and able to interface with other federal agencies like Immigration and Customs Enforcement (ICE) and Customs and Border Protection (CBP) describes day to day ops for our patrol boat fleet." Hull, who commanded a Coast Guard Patrol Boat in Vietnam,

continued, "Agility and versatility describes the modern Coast Guard patrol boat fleet. We are comfortable in this environment. It is one of the capabilities that make us the world's premier Coast Guard." Admiral Hull, who now works as a consultant for the Anteon Corporation, concluded by saying "We don't compete with the Navy, our capabilities complement theirs and those of the other armed services." While the Coast Guard operates a sizeable fleet of deepwater cutters that have served around the world, its many maritime missions including search and rescue, fisheries enforcement, counter drug and homeland security require it to also operate in the near-shore waters of the United States providing a rapid response presence along the nation's coastline including its many territories. To provide this coverage, the Coast Guard relies upon its patrol boats small for economy of taxpayer dollars, shallow draft for near-shore operations, fast for rapid response and agile for operating close aboard stricken or suspect vessels.

The Coast Guard's expertise in near-shore operations

Coast Guard retired Vice Admiral James Hull.
USCG photo by PA3 Donnie Brzuska



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Maritime Security • Patrol Boats



An 85' patrol boat patrols the waters near Catalina Island. USCG photo by PA3 Dave Hardesty

dates back to its origins as the Revenue Cutter Service patrolling the coastline of the new nation to prevent smuggling. This role continued on into the 20th Century when in 1924 the Coast Guard was called upon to help enforce the Prohibition Act by stopping maritime smuggling of alcohol. One of the primary platforms the service relied upon was the wooden 75-ft. "Six-Bitters" patrol craft. The Coast Guard eventually bought 203 of these durable boats. In addition to the Six-Bitters, the Coast Guard also purchased thirteen 100-ft. patrol boats and thirty-three 125-ft. patrol boats that provided longer "legs" than the Six-Bitters. Following the repeal of the Prohibition Act, these patrol boats continued in the Coast Guard inventory through World War II operating in the littorals as a defense against U-boats and infiltration by enemy agents. The last Six-Bitter was decommissioned

in 1946. During World War II, the Coast Guard added the wooden hulled 83-ft. patrol boat. Used initially in the littorals of the U.S. for escort of coastal convoys, they were eventually used overseas and were involved in D-day operating off the coast of Normandy. Following World War II, as the Cold War grew and the threat of Soviet submarines increased, the Coast Guard responded by commissioning the 95-ft. Cape Class Patrol Boat. These steel-hulled vessels were built for anti-submarine missions and operated along the U.S. coast and throughout the Caribbean. In the 1960s, the service added 82-ft. Point Class to its inventory. During the Vietnam War, these patrol boats were used in an expeditionary role and distinguished themselves in combat while patrolling the Vietnamese coast. With their nearly 500-mile range and excellent sea-keeping capabilities, the 82 footers were

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Maritime Security • Patrol Boats

ideal for long range security, surveillance, and reconnaissance patrols in both the inland and coastal waters. In addition to their national defense operations, both the

82 and 95 footers served as very capable law enforcement and search and rescue platforms as well as providing valuable command at sea experience to junior offi-

cers.

Beginning in the 1980s the Coast Guard started replacing the 82-and 95-footers with one of its most recognizable patrol

boats - the Island Class 110-footers. Made famous in the movie based on Tom Clancy's "Patriot Games", these boats, initially commanded by Lieutenants and later Lieutenant Junior Grade, became the "tip of the spear" in the nation's war on drugs and efforts to stem the flow of illegal migrants. They also proved very effective in Fisheries Enforcement and Search and Rescue. Forty-nine 110 footers were placed into service between 1982 and 1996. From Portland, Maine to San Juan, Puerto Rico to Port Angeles, Washington the 110 ft. Patrol Boats provided a quick response platform, with range and speed. Following the horrific attacks on 9-11, they were the perfect platform for the increased emphasis on homeland security. Their homeland security duties range from escorting critical merchant ships and Navy assets safely in and out of U.S. ports to delivering Coast Guard security teams to board foreign-flag ships arriving at our ports, protecting offshore oil platforms and, once again, patrolling our coastline to prevent enemy agents from infiltrating our land.

They are also answering the call in the War on Terrorism. Currently four Coast Guard 110-ft. patrol boats are providing coastal security duty in Iraq. There they are performing many of the security duties they perform at home, escorting re-supply ships and Navy assets, interdicting insurgents attempting to enter Iraq as well as defending offshore platforms. Eight were initially deployed, with four returned to duty in the U.S. once the intensity of operations decreased.

In addition to the 110-footers, the Coast Guard has purchased the 87-ft. Marine Protector Class Patrol Boats. These boats provide a more economical solution in locations where the 110 footer's better sea keeping and endurance capabilities are not required to meet search and rescue, law enforcement and homeland security mission requirements. A unique feature of the 87 footer is their stern launched Rigid Hull Inflatable, which allows for a faster, less manpower intensive deployment of a boarding team.

Despite the Coast Guard's long tradition and history as an armed service and a participant in every war this nation has fought, many have asked why it is providing patrol boats overseas in support of Operation Iraqi Freedom when so much needs to be done to protect the homeland. They want to know why the Navy isn't performing this mission. The simple answer is that the Coast Guard is expert in patrol boat operations. They perform these operations everyday in peacetime as well as war; the Navy does not. In peace-



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time the Navy is engaged in force protection, dispatching fleets of large ships to potential hot spots throughout the world. Until they are engaged in an actual conflict with long-term focused operations they have little if any need for patrol boats.

It makes more economic sense in terms of taxpayer dollars for the Coast Guard, who needs a patrol boat fleet for everyday operations, to fill the patrol boat niche for the Navy when the need arises.

If a conflict is prolonged or large enough, the Navy may develop its own patrol boat capability to replace or augment the Coast Guard's assets. Certainly this was the case in World War II in the Pacific with the Navy's famous Motor Torpedo Boats and in Vietnam with the Swift Boats. In each case, the Navy developed the capability after hostilities began and phased out the capability after hostilities were concluded.

This Navy cycle of developing and then phasing out patrol boat capabilities when no longer required for conflict was recently repeated with its PC-170 Cyclone Class Patrol Boats.

The Navy initially commissioned 13 PC-170s as an important step in supporting littoral strategies described in their strategy publication *Forward...From the Sea*. Over time, it became apparent that circumstances had changed and it no longer made strategic or economic sense for the Navy to retain these vessels. The lead ship of the class, Cyclone (PC 1), was decommissioned and turned over to the Coast Guard on 28 February 2000 for evaluation.


Following the attacks on 9-11, the Navy "loaned" more of these patrol boats to the Coast Guard for homeland security operations. One use that has received exceptional reviews is for High Value Unit (HVU) escorts, such as in the Strait of Juan de Fuca in Washington State. The platforms provide exceptional command and control capabilities coupled with significant firepower. Their size and endurance are ideal for a difficult mission that can last up to 10 hours escorting HVUs between the submarine base near Silverdale Washington and sea. The PC-170s have proved so effective for Coast Guard needs and so inefficient for Navy needs that the services agreed to transfer five of the PC-170s to the Coast Guard beginning in October 2004.

Make no mistake that patrol boat operations require significant expertise gained through practice, practice, practice. Patrol boat skippers must know how to handle their craft safely near shoals and in high currents. They have to be able to put their

craft close aboard other vessels and maintain station for hours to support their boarding team. They must be capable of independent operations as well as having tactical command of a group of escort boats. These requirements are second nature to Coast Guard patrol boat skippers

who perform these functions everyday during peacetime. They are new territory for Navy junior officers. This fact combined with a driving need to spend tax dollars wisely makes it only logical for the Navy to rely upon the Coast Guard as its patrol boat provider.

History, capability, significant expertise, efficiency and economics...when you sum these together only one thing can be concluded, the Coast Guard IS America's Patrol Boat operators...yesterday, today and tomorrow. It is a role the service embraces and excels at!



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Circle 258 on Reader Service Card

Night Cat 27

The Night Cat 27 is a high speed, stealth interceptor designed to meet the requirements of Federal, State and Local Law Enforcement agencies, specifically designed for anti-terrorism, cargo protection, interdiction, border patrol and special ops.

Built by Intercept Boats, the Twin Deep V, open cockpit vessel measures 27 x 10.25 ft. (8.2 x 3.1 m), and is powered by twin Mercury 300 Pro Max Outboard engines. It is designed to carry a crew of six (or 2,500 pounds) and 210 gallons of gasoline at a full mission load speed of 60 mpg, minimum.

With its unique hull design and equipment, the boat is capable of high speeds in rough seas. Built to last, each hull is manufactured using a SPECWAR laminate schedule including eight full bulkheads, vacuum bagged polyester/s-glass and cored construction



In testing using a Watson Industries Model AHRS-C300A attitude-rate sensor and three orthogonally-mounted Lucas NAS-002-C accelerometers, the Massachusetts Institute of Technology was able to collect and analyze the maneuverability and seakeeping performance of the Night Cat 27. According to the builder, tests

concluded that the Night Cats hull design allows it to turn at a rate 112 percent faster than similar craft and that, "a sharp turn in the Night Cat offers a unique experience to the uninitiated passenger and a level of control and tracking to pilot that would seem difficult to match in any craft."

The company built two Night Cat 27s for the Boston Police Department, to be employed to protect Boston Harbor from waterborne threats. It also will build two Night Cat 27s for the Massachusetts State Police.

And scheduled for a mid-February shipment, the finishing touches and sea trials are completed on the fourth Night Cat 27 ordered by the Nigerian Navy. According to Bob Perette, President of Intercept Boats, "we are in on-going negotiations to provide additional vessels to patrol the many oil platforms along the Nigerian coast."

Circle 14 on Reader Service Card

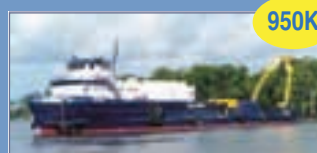
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950K

M/V Joe G Jr
170' 4-Point Mooring Vessel

REGISTRATION Official No: 511366
Builder: Mangone Shipyard, 1967
Purchased: 1997
Refurbished: 1997 @ approx cost of \$1,300,000 to bring vessel into USCG and ABS certification
Repaired: 2000 @ approx cost of \$1,000,000 - vessel grounded; all main engines, engines and generators, electrical, alarms, marine gears, etc: renewed or replaced, struts, shafts, wheels, and 1/2 bottom renewed, etc.
Reit: 2002 @ approx cost of \$1,100,000 - Four-point package, crane and A-frame installed on vessel
Gross Registered Tons: 291
ABS: International Load-line Ocean Service
DIMENSIONS
Length Over All: 170 Ft
Beam: 36 Ft
Depth: 15 Ft
Draft at Load Waterline: 12 Ft
Clear Deck: 2.010 Sq Ft
MACHINERY
Main Engines: (2) Detroit Diesel 16V149NA / 2,000 BHP
Generators: (2) Detroit Diesel 8V71 / 99 kw Delco
Bow Thruster: Westmar BT-150 / 150 BHP
MOORING SYSTEM
Winches: (2) Double Drum, air actuated, w/ lateral type, with level-wind system, powered by a Detroit Diesel 671, with a 3-speed Allison power shaft transmission. Monitored by closed-circuit video system
Line-Pull: 50,000 lbs @ 1st layer on drum
Cable Capacity: 5,000 ft of 1-1/8" wire rope on each drum
Anchors: (4) 8,000 lb Danforth A-FRAM
30 Ton Capacity
Clearance between legs: Approx 23 Ft
Overhang from stern: Approx 12 Ft
Height from deck: Approx 30 Ft
(1) 10,000 lb Air Tugger / 1,400 Ft of 5/8" wire rope
(1) 10,000 lb Air Tugger / 300 Ft of 5/8" wire rope
Approx depth: 6 Part Block - 200 Ft @ approx 30 Tons
Approx depth: 4 Part Block - 300 Ft @ approx 20 Tons
*Note: These are working strengths. Extreme caution must be taken when lifting. Breaking strengths are significantly higher.
PERFORMANCE
Maximum Speed: 12 knots @ 100 GPH
Cruising Speed: 10 knots @ 87 GPH
Standby @ knots @ 3 GPH
CAPACITIES
Deck Cargo: 414 LT
Ballast Water: 133,800 USG (1,266 bbls)
Fuel Oil: 115,904 USG (2,760 bbls)
Potable Water: 43,800 USG (1,038 bbls)
DECK CRANE
(1) 15 Ton hydraulic, pedestal-mount, 80-Ft telescopic boom. 15 Tons @ 3 Ft / 5 Tons @ 42 Ft / 4 Tons @ 60 Ft
ACCOMMODATIONS
28-Inside vessel with (2) one-man rooms for supervisors / company-man.
16 in 2 USCG and ABS approved sea-kept crew quarters. Air conditioned throughout.



650K

M/V Beau G
180' Supply Vessel

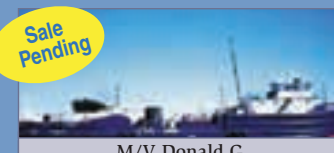
REGISTRATION Official No: 599461
Builder: St. Louis Shipbuilding, 1978
Purchased: 1995
Refurbished: 1995 @ approx cost of \$725,000 to bring vessel into USCG and ABS certification
ABS: International Load-line Ocean Service
Gross Registered Tons: 282
DIMENSIONS
Length Over All: 180 Ft
Beam: 34 Ft
Depth: 14 Ft
Clear Deck Length: 125 Ft
Width: 30 Ft
Draft at load waterline: 12 Ft
MACHINERY
Main Engines: (2) EMD 12V645-E2 / 3,000 BHP
Generators: (2) Detroit Diesel 8V71 / 99 kw Delco
Auxiliary: (1) Detroit Diesel 8V71 / Bulk / Liquid Mud Pump PTO
Bow Thruster: (1) Detroit Diesel 8V71 / Harbor Master BT450 300 BHP
CAPACITIES
Deck Load: 495 LT @ 540 lbs / sq ft
Dry Bulk: 4,000 Cubic Ft in 4 tanks
Liquid Mud: 45,780 USG (1,090 bbls)
Calcium Chloride: 45,780 USG (1,090 bbls)
Ballast Water / Drill Water: 136,500 USG (3,250 bbls)
Potable Water: 33,250 USG (786 bbls)
FUEL OIL: 82,300 USG (956 bbls)
ACCOMMODATIONS
12 Passengers and 5 Crew in 6 Air Conditioned Staterooms
TV / VCR
Wash-In Cooler / Freezer
Washer / Dryer
ELECTRONICS
This vessel has a full complement dual electronics package including auto pilot and back-up communications radio



900K

M/V Jeannie G
190' Anchor Handling

REGISTRATION Official No: 553457
Builder: American Marine, 1973
Purchased: 1996
Refurbished: 1996-1997 @ approx cost of \$1,250,000 to bring vessel into USCG and ABS certification
Refurbished: 2003 @ approx cost of \$650,000 - Overhauled both main gears, shafts, deck winch
ABS: International Load-line Ocean Service
Gross Registered Tons: 330
DIMENSIONS
Length Over All: 190 Ft
Beam: 38 Ft
Depth: 16 Ft
Clear Deck Length: 96 Ft
Width: 30 Ft
Draft at load waterline: 14 Ft - 3 in
MACHINERY
Main Engines: (2) EMD 16V645-E5 / 3,500 BHP
Generators: (2) Detroit Diesel 8V71 / 99 kw Delco
Bow Thruster: Harbor Master BT450 / Detroit Diesel 8V71 / 300 BHP
Towing/Anchor Winch: SMATCO 72 Series Double Drum / 300,000 lb line-pull CAPACITIES
Deck Cargo: 450 LT
Dry Bulk: 3,900 Cubic Ft in 6 tanks
Drill Water / Ballast Water: 76,375 USG (1,818 bbls)
Liquid Mud: 67,820 USG (1,610 bbls)
Fuel Oil: 85,800 USG
Lube Oil: 8,140 USG
Ship Potable Water: 13,000 USG
Pumpable Potable Water: 27,000 USG
ACCOMMODATIONS
10 Passengers and 9 Crew in 6 Air Conditioned Staterooms
TV / VCR
Wash-In Cooler / Freezer
Washer / Dryer
ELECTRONICS
This vessel has a full complement dual electronics package including auto pilot and back-up communications radio



Sale Pending

M/V Donald G
165' Supply Vessel

REGISTRATION Official No: 516777
Builder: Burton Shipyard, 1968
Purchased: 2000
Refurbished: 2000 @ approx cost of \$2,300,000 to bring vessel into USCG and ABS certification
ABS: International Load-line Ocean Service
Gross Registered Tons: 268
DIMENSIONS
Length Over All: 165 Ft
Beam: 36 Ft
Depth: 13 Ft
Clear Deck Length: 105 Ft
Width: 28 Ft
Draft at load waterline: 11 Ft
MACHINERY
Main Engines: (2) Caterpillar D338 / 1800 BHP
Generators: (2) Caterpillar D333 / 99 kw Delco
Auxiliary: (1) Detroit Diesel 6-71 / Bulk/Liquid Mud Pump PTO
Bow Thruster: (1) Caterpillar D333 / Harbor Master BT450
200 BHP
CAPACITIES
Deck Load: 450 LT
Dry Bulk: 3,700 Cubic Ft in 4 tanks
Liquid Mud: 50,400 USG (1,200 bbls)
Calcium Chloride: 50,400 USG (1,200 bbls)
Drill Water / Ballast Water: 41,300 USG (983 bbls)
Potable Water: 33,000 USG (786 bbls)
Fuel Oil: 51,766 USG (1,232 bbls)
ACCOMMODATIONS
16 Passengers and 5 Crew in 5 Air Conditioned Staterooms
TV / VCR
Lounge area separate from galley
Wash-In Cooler / Freezer
Washer / Dryer
ELECTRONICS
This vessel has a full complement dual electronics package including auto pilot and back-up communications radio

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Circle 227 on Reader Service Card

Multi-Purpose Marine Unit for Oak Bluffs



The Town of Oak Bluffs Emergency Management Department on Martha's Vineyard, Massachusetts recently received delivery of their new Kingston 36 ft. aluminum Marine Patrol Rescue/Recovery Vessel. MetalCraft Marine of Kingston, Ontario Canada, adapted their Kingston hull design with a deep V 24 degree dead rise. This multi-purpose 37 knot speedster provides Oak Bluffs with the primary role of law enforcement and homeland security. Secondary operations include dive, rescue/recovery, firefighting and towing.

Circle 12 on Reader Service Card

Bollinger, Bordelon Sign Contract

Bollinger Shipyards, Inc., Lockport, La., and Bordelon Marine, Inc, Lockport La., signed a contract for two Mega Mini



Supply Boats. Contract terms were not disclosed. In 2001 Bordelon Marine took delivery of three Bollinger 145-ft. mini supply boats, which expanded the Bordelon fleet to six vessels. Today Bordelon has once again taken the opportunity to grow its fleet by adding vessels that are viewed as the future for the production, support and standby requirements in the U.S. Gulf of Mexico. The new vessels will be 163-ft. long with a 36-ft. beam and a depth of 11.5-ft. Light draft is 5.4-ft. and maximum draft is 9.7-ft. Liquid mud capacity is 51,660 gallons, methanol capacity is 44,600 gallons and fuel oil is 57,200 gallons. Deck cargo capacity will be 391.2 metric tons, utilizing a deck that will measure 110-ft. x 30-ft.. The vessels are classed ABS Load Line, DP, USCG Sub Chapter L, OSV. Production is underway at Bollinger's Lockport facility and delivery of the first vessel is planned for October 2005, with the second vessel following in 45 days.

Menantic Launched

Freeport Shipbuilding Freeport Shipbuilding Group of Freeport, Florida launched the Menantic a 130 x 44 ft. double ended vehicle / passenger ferry for North Ferry Co., Inc. of Shelter Island, N. Y. The vessel will be Coast Guard certi-

fied capable of transporting 25 to 30 vehicles and up to 149 passengers. This is the second ferry Freeport Shipbuilding has built for North Ferry Co. The sister vessel, Mashomack was delivered in December 2002. The vessel is powered by two 60 Series Detroit Diesel engines with Twin

Disc gears. North Ferry Co. operates the ferry service at the east end of Long Island, N. Y. between Greenport & Shelter Island.

The Menantic was designed by Bay Marine, Inc. of Barrington, R. I.

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Kvichak Delivers RHIBs to BBPA

Kvichak Marine Industries, Inc. delivered two 50 ft. RHIB's to the Brunswick Bar Pilots' Association (BBPA). The

Brunswick and Glynn will embark and disembark pilots, providing service to all ocean-going vessels calling on the Port of

Brunswick, Ga. Two 42 ft. vessels will be retired from BBPA's fleet to make way for the Brunswick and Glynn. "We feel the



benefit with regards to maintenance and operations with a matched pair of boats will yield overall savings in the life of the boats," said BBPA's Bruce Fendig.

The 50 by 15 ft. vessels are powered by twin Lugger L6140AL2 engines rated for 600 BHP at 2100 RPM and Hamilton 362 waterjets are the propulsors. The RHIB's have a top speed of ~35 knots and a cruise of ~30 knots. Fendering for the pilot boats is provided by Wing Inflatables and features non-skid surfacing on the upper sides, heavy strakes to provide chafe protection, and spray deflectors installed under the fender. Two sections of D-rubber are installed at the bow to assist in heavy pushing operations.

The vessels may be used in separate divisions for light towing and salvage, hydrographic survey and engineering / scientific research. To accommodate these additional missions the following equipment is provided:

While many vessels of this size are delivered via water, Glynn and Brunswick were delivered via trucks. Skippers Shipper, a Florida company, delivered each vessel in a safe, timely and damage-free manner. The ownership and operation of Kvichak-built pilot vessels on the East Coast continues to grow at a swift pace.

The recent delivery of the Swift, a foil-assisted catamaran for the Virginia Pilot's Association (VPA), represents the second of four pilot boats, constructed by Kvichak Marine, slated for operation on the East Coast. The Brunswick Pilots claim the third and fourth vessels.

The 45 by 18ft. catamaran is the first to incorporate the Foil Assisted Ship Technologies foil design for pilotage duty in the U.S. The ~37 knot cat is powered by Caterpillar C18-C engines rated for 715 BHP each at 2100 RPM and Hamilton HJ403 waterjets are the propulsors.

Providing pilotage service to all vessels transiting Virginia waters, the VPA chose the hydrofoil design with jets for stability, safety, maneuverability and wake displacement for operation in the short, steep waters of their Port of Hampton Roads route. "The VPA researched vessel designs for over two years before choosing the foil design, said VPA's Captain Chip Dodson. "We chose Kvichak for their experience with catamaran construction, quality workmanship and design capabilities."

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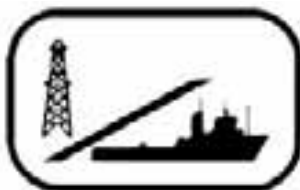
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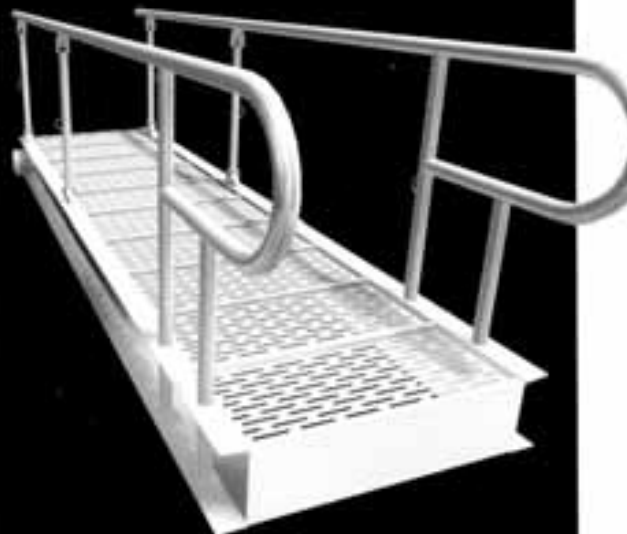
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Offshore Report

Supply Market Booming ...

But Will Newbuilds Burst the Bubble?

The supply vessel market has always been cyclical. Owners have endured tough times in the last couple of years but are now experiencing an upturn in market conditions. High oil prices coupled with an increase in drilling activity have led to increased optimism among vessel managers.

Owners are generally reactive as opposed to proactive and inevitably, any perceived increase in demand leads to an increase in supply, with the placement of newbuild orders. There are close to 200 vessels under construction, fairly evenly split between PSVs and AHTS. While the majority of the PSVs under construction are for high specification units, the majority of AHTS are for vessels of less than 10,000 bhp.

The question being asked is, can the market cope with the newbuilds? In the short term the answer appears to be yes. The increase in vessel demand in 2005 should not only be able to absorb the 125 deliveries, but the gap between supply and demand will narrow resulting in an improvement in day rates for owners.

Longer term, the picture is much less certain. New-build orders will continue to be placed and, with little evidence of large-scale fleet attrition, the result will be an increase in supply. With rigs working at almost full capacity there will be little scope for an increase in drill support while any increase in production and construction support will be hard pushed to match the increase in supply.



Rigdon Marine has aggressively been adding technologically advanced vessels to the fleet, including Iberville (pictured), and more recently the M/V Conti, the seventh of ten GPA 640 platform supply vessels being built at Bender Shipyard in Mobile, Alabama. Mrs. Patti Guice, wife of Billy Guice, Vice President of Marketing for Rigdon Marine, christened the vessel before it dispatched for contract work in the Gulf of Mexico. "We are extremely pleased that the M/V Conti was immediately dispatched to support the worldwide offshore activities of a prominent oil service company," said Larry Rigdon. "This recent deployment continues to reinforce the numerous advantages of the GPA 640 PSV including increased fuel efficiency, superior station-keeping via our ABS-classed DPS-2 system and increased liquid mud capacity in self-cleaning, cylindrical cargo tanks."

After several years in the doldrums, the supply vessel market is once again on the rise. As is often the case, as demand shows an increase so does the number of vessels being built. There is a very strong link between demand and supply. As the supply of large vessels increases, so does demand for these vessels, almost irrespective of current offshore activity. There are various reasons for owners to build vessels, such as fleet replacement programs or long-term strategy. Unfortunately for the established owners, entry in to the market is relatively cheap and easy and a high proportion of the newbuilds are speculative.

There is no doubt that the banks and financial institutions have recognized the current buoyancy in the offshore market. This is particularly noticeable in Asia, which is building the majority of the newbuilds. In the past few years new deliveries have been selling for a premium the day they are completed, so the banks' willingness to lend money to small local marine companies in Asia is greater now than any time in the past. With interest rates low, local operators are able to find the required down payment and have been able to enter the market with relative ease.

History shows us that even on a downturn, newbuild orders will continue to be placed, and for all vessel classes. For the larger vessels the majority of orders will be for PSVs. Although some yards have very full order books it is unlikely that yard capacity will be a limiting

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History of Offshore Oil and Gas Development in the Gulf

The Minerals Management Service (MMS) announces the publication of, History of the Offshore Oil and Gas Industry in Southern Louisiana: Interim Report. This report is the first of many products that will flow from MMS's ongoing research effort "The Offshore Oil Oral History Project." The three-volume interim report is intended to showpiece some of the kinds of materials that will be developed. Volume I, Papers on the Evolving Offshore Industry (MMS Publication 2004-049), provides a short overview of the Oral History Project and its goals, as well as a series of short, focused, analytical papers on a variety of subjects that build a selection of the collected interviews. For example, in the paper "The Brave and the Foolhardy: Hurricanes in the Early Offshore Indus-

factor in the placing of new orders.

In response to the interest surrounding the newbuild situation, ODS-Petrodata has produced a comprehensive study looking at the effect on both the fleet and the market of the introduction of the newbuild vessels.

The study not only highlights those vessels currently under construction, listing by type, owner and region along with an example of the rate of return on a standard newbuild, but it also examines possible fleet attrition and future vessel demand, while plotting graphically the relationship between the placement of vessel orders by PSV and AHTS to oil price, rig activity, utilisation and demand. Place your order now for the 2005 Supply Vessel Newbuild Report by contacting sales@ods-petrodata.com. Now available at \$995.

ODS-Petrodata is an independent company recognized as the leading provider of news, data and market intelligence to the global offshore oil and gas industry. ODS-Petrodata covers all aspects of offshore activity including offshore leasing, drilling, marine operations and field development. Our knowledge base stretches from pre-exploration to eventual decommissioning. With offices in Houston, Aberdeen, Oslo and Singapore we have 75 employees including 35 market specialists and our analysts cover the global offshore industry. All supply vessel data gathered by our dedicated team of marine editors is fed into our online supply vessel database, MarineBase. Available by subscription, MarineBase can be accessed on the web at www.marinebase.com If you would like a trial access to MarineBase, or would like to see example copies of our marine services such as the monthly newsletter, Offshore Marine Monthly, or our marine daily newswires, then please contact us by e-mail at marinebase@ods-petrodata.com or at the offices listed below.



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Offshore Report

try," Joseph Pratt discusses how the industry, by chance, moved into the Gulf during a period of relative calm in the Gulf. Nevertheless, even though major platform

design criteria were wave height and force, these explorers learned through sad experience that they had underestimated the size of waves and failed to consider

the threat of mudslides. In another example, "A Brief Look at Commercial Diving and the Role of People, Technology, and the Organization of Work," Diane Austin



discusses how returning World War II veterans created modern commercial diving in the Gulf when they began to apply the tools and techniques of the U.S. Navy to the offshore oil industry. Volume II, Bayou Lafourche: An Oral History of the Development of the Oil and Gas Industry (MMS Publication 2004-050), demonstrates the wealth of information contained in oral histories by constructing a history of the area's industry entirely from carefully selected quotations. Today, the offshore petroleum industry is enormous and operates worldwide. However, it was born in the wetlands and coastal regions of Louisiana and its birth has been little documented. The Oral History Project is documenting this remarkable history through the eyes of the people who built it, worked in it, and lived with it. To date, approximately 400 interviews have been collected and hundreds of photographs have been digitized and catalogued. Volume III of the interim report, Samples of Interviews and Ethnographic Prefaces (MMS Publication 2004-051), provides hints at the rich materials to be mined from these projects. This educational material will be made available to the public upon completion.

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The Recovery: Is it for Real this Time?

By Larry Pearson

The oil patch has been going through a logic-defying period. In the past, when oil and or gas prices rose, new drilling would follow to meet the demand. But not this time. For the past two years oil and gas prices have been on a steady rise from the norm of \$30-35 dollars a barrel to \$40 and now to above \$50. But oil companies and their contract drillers have shown little interest in drilling over the past two years in the Gulf of Mexico. And when drilling is not moving forward, the companies that own/operate vessels that supply people and materials to the rigs and platforms suffer a pronounced slump.

Industry pros are stymied. "If you would have told me that drilling might actually decline in a period of rising oil and gas prices, I would not have believed it," said Bob Alerio, former president of the Offshore Marine Service Association (OMSA). "But that is exactly the situation the boat owner/operators have found themselves in for a considerable period of time. But the industry is finally showing signs of recovery. One of the vital signs of the health of the GOM oil patch is the rig count. Today 130 of the 155 rigs are working...84 percent. That is about 100 percent effective utilization, according to Tom Marsh, publisher of ODS-Petrodata

based in Houston, Texas. "Rigs coming into the GOM should be able to find work," Marsh states. Another positive sign is that rigs moved out of the U.S. Gulf a couple of years ago and into the Mexican Gulf may be returning since several rigs contracted for by Pemex will be coming off lease in the next 60 days and only two are under new contracts.

Contracts for these rigs in the U.S. Gulf appear to be likely.

The recently delivered liftboat Mr. Joshua is a indication that the offshore oil and gas market will invest in technology that enables the oil companies to get more life out of existing wells. This vessel will be involved primarily in workover projects such as coiled tube installations.



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Offshore Report

The continued high level of exploration for gas and oil in deepwater GOM is another positive sign for industry recovery. According to the Minerals Management Service (MMS), there were 14 new deepwater startups and 12 new deepwater discoveries in 2004. "Some of these new deepwater discoveries are opening up new areas for natural gas development in the eastern GOM," said Chris Oynes, Gulf of Mexico MMS Regional Director.

Oynes reported that six of the 14 startups are floating production facilities consisting of two tension leg platforms and four spars.

Day rates and fleet utilization are other critical factors and they are also moving upward. For example supply boats over 200-ft. long are bringing about



Drillships such as the Pathfinder operate in deepwater and represent the type of high technology drilling that is going on in the Gulf of Mexico.

\$9,300/day, considerably above the rate of \$5,200/day in January 2004. Fleet utilization is 96percent, compared with 80percent in January 2004.

Crewboats over 125-ft. now bring \$4,200/day versus \$2,900/ a year ago and the fleet utilization of these vessels is at 96percent versus 79percent in January 2004. These are strong numbers and have been borne out by recent events.

Last year Bender Shipbuilding & Repair, Mobile, Ala. began delivering ten state-of-the-art 210-ft. supply boats to Rigdon Marine, Houston. Many in the industry were watching these deliveries carefully to see if these vessels would be put to work. Through an aggressive marketing program, each of the vessels has gone to work as soon as it was available.



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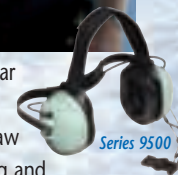
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No doubt a good sign for the entire industry. New vessel contracts are also being added to shipyards' order books. Bollinger Shipyards, Lockport, La. recently delivered the first of a new series of 163-ft. mega-mini supply boats to Seahorse Marine, also of Lockport.

That was followed by an order for two additional of these vessels for Bordelon Marine, Lockport, La.

These vessels are designed to carry over 1,200 barrels of liquid mud, 51,660 gallons of methanol and 57,200 gallons of fuel oil. First delivery is scheduled to be October 2005 and the second vessel by the end of the year.

Edison Chouest Offshore, Galliano, La. really has never stopped building large capacity supply boats at its shipyards in Galliano, La and Houma, La. The C-Leader series of vessels are 280-ft. long with a 60-ft. beam.

Featuring a deadweight tonnage of 4,962, the supply boats can carry 15,6744 barrels of liquid mud and 1,826 barrels of methanol.

Five have been built and Chouest announced that an additional three would be built with options for 10 more.

Bollinger will also be building a second large lift boat for Montco Offshore, Inc., Golden Meadow, La. following onto the Myrtle delivered two year ago. The new vessel, Katyd will be a 245-ft. class vessel with cranes rated at 175 tons and 40 tons.

Over in Bayou La Batre, Ala., LaForce Shipyard has recently delivered a 240-ft. class liftboat to C.S. Liftboats of Lafayette, La. with a deck load capacity of 1,000,000 pounds. The 133-ft. by 100-ft. vessel is ABS classed and is the largest vessel built in the world under 100 gross tons. Naval architect is A.K. Suda of Metairie, La. As has been the case in the past with hull designs by Suda, the Mr. Joshua does not use tonnage framing.

C.S. Liftboats is also building a second liftboat in Bayou La Batre at Rodriguez Boat Builders, Inc. Reportedly the second vessel will be of a 280-ft. class.

During the slowdown of supply boat construction, the building of aluminum crew/supply boats continued at a high level fueled by orders from large offshore companies such as Seacor Marine, Houston, Texas. At this time Gulf Craft, Inc., Patterson, La. delivered a 180-ft. vessel to Seacor in January and has an identical vessel slated to Seacor in September. Another major builder of crew/supply boats for Seacor is Neuville Boat Works, Loreauville, La. They have a 167-ft. vessel slated for delivery later this year.

"It appears that these are the only three crew/supply boats we will be building in

2005," according to Joe McCall, Vice President for Seacor's Small Boat Division.

Other major contracts for crew/supply vessels include an order for four 160-ft.

vessels for Edison Chouest Offshore to be built by Breaux Brothers Enterprises, Loreauville, La.

While the current level of offshore oil vessel construction is not at the level it

was at the start of this decade, it is sure to increase on the heels of the right signals from the oil companies and contract drillers that a broad increase in drilling activity is planned in the near term.

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Spotlight on Technology

In its second year, the Spotlight on New Technology program continues to serve as a stage to highlight the most innovative and significant offshore developments during the year," said Rod Allan, OTC .05 Chairman. "These recipients demonstrate the increasing technical edge that is required to explore and produce in ever-increasing water depths, and more remote and hostile environments. The products recognized in this year's Spotlight program will help bring offshore development to new depths - depths that just a few years ago seemed impossible.

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Aker Kvaerner

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The stepped diameter tendon provides an answer to many years of search for how to extend the TLP commercial application to water depths beyond 4,000 feet. The challenge lies in that conventional steel tendons become heavy in the deeper waters, consuming payload of platform. Earlier concepts have represented step changes in pressurized steel tendons or composite materials. The stepped diameter tendon is merely applying well-proven components in a new fashion. The lower sections are made up of small diameter, thick wall pipe that can withstand the hydrostatic head.

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OTC 2005



When

May 2-5, 2005

Where

Reliant Center, Houston, TX

Information

www.otcnet.org

In its 36th year, the Offshore Technology Conference (OTC) will convene in Houston at the Reliant Convention Center on May 2-5. The annual event, which covers technology for offshore drilling, exploration, production and environmental protection, is expecting to draw more than 2,000 exhibitors and 50,000 attendees. This year's event is themed, "A Sea of Resources- An Ocean of Knowledge." OTC is scheduled to deliver numerous speakers, presentations and general sessions over the 4-day duration.

The General Session scheduled for May 3 is titled, "Best Practices in Local Content Initiatives." It is aimed overview how international oil companies are increasingly operating in frontier areas as their portfolios mature and they look for new, large-scale reserves. Stakeholders in these areas are concerned about the impact that the companies have on the economy, society and environment. This session focuses on the challenges that international oil companies face in reconciling local content responsibilities with constraints related to technology, procurement and human capital. The panel will discuss specific local content programs that have been successful as well as general ideas to improve the industry's relationship with society. Roger Tissot Director, Petroleum Risk Manager, Markets and Countries Group of PFC Energy will serve as the General Session's Moderator.

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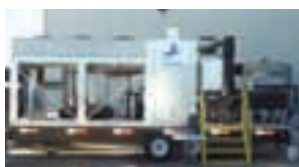
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tions, thus supplying the market with a technical solution for all situations and configurations." Knut Bang, Managing Director, Norse Cutting & Abandonment AS

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Port of NY and NJ Sets Cargo Records in 2004

The Port of New York and New Jersey had another record year in 2004, handling more international cargo than ever and surpassing for the first time the \$110 billion mark in the total value of all cargo handled. During a press conference at the APM Terminal at the Elizabeth-Port Authority Marine Terminal, Acting Governor Codey outlined plans by New Jersey and the region to address the challenges associated with future growth in ocean-borne cargo. They include:

- Plans to promote the development of additional distribution and logistics facilities around the port. A preliminary study by the Port Authority and the New Jersey Economic Development Authority has identified more than 20 sites in Union, Middlesex, Essex, Bergen and Hudson counties that would be possible locations for warehouse/distribution centers. A report will be released in approximately 30 days. (List of sites attached).
- Plans by a major industrial developer to build a distribution facility in Elizabeth

near New Jersey Turnpike Interchange 13A. Groundbreaking for the project will be held this spring. A report by the Port Authority to Governor Codey, to be issued within the next 30 days, detailing how the agency can accelerate the completion of

the rail terminals and supporting infrastructure at the port. The Port Authority plans to invest \$600 million to install rail terminals and support infrastructure.

- A status report by the Port Authority to Governor Codey on steps that are being

taken to complete the project to deepen the port's channels to 50 feet as quickly as possible. The projected completion date is now 2014. The Port Authority is investing \$760 million of the \$1.6 billion construction cost of the channel-deepening.

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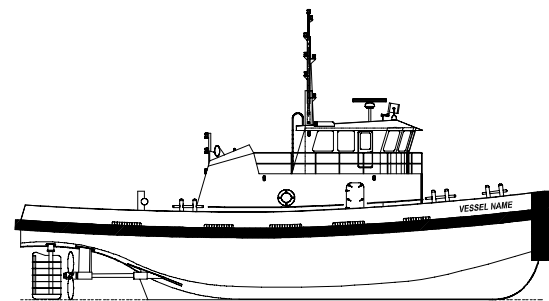
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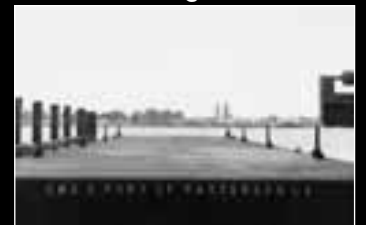
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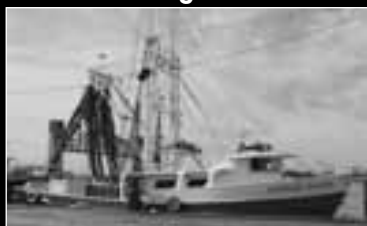
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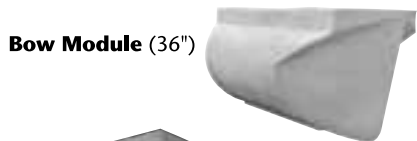
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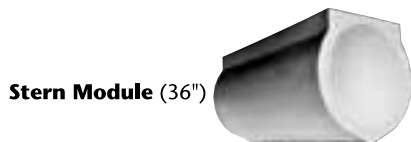
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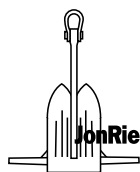
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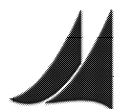
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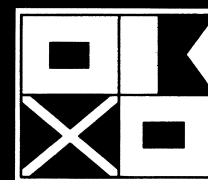
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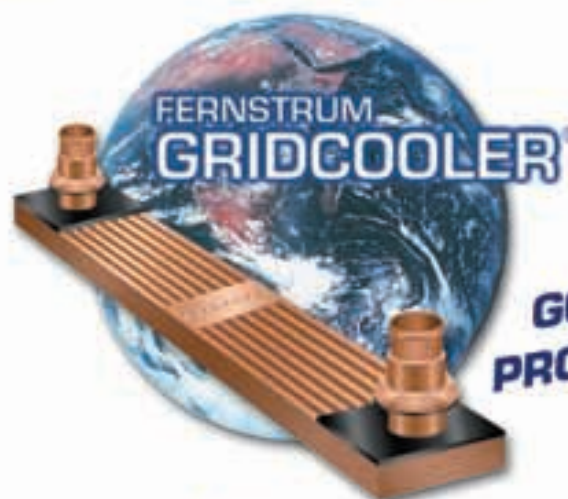


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