Metal Shark Aluminum Boats has been awarded a contract to replace the U.S. Coast Guard’s fleet of Response Boat – Small (RB-S) vessels. Up to 470 boats will be delivered across the Coast Guard fleet, 20 additional boats will be available to U.S. Customs and Border Protection, and 10 other boats will be slated for purchase by the U.S. Navy.

The $192 million contract is one of the largest boat buys of its kind for the Coast Guard, and provides a significant economic boost to the state of Louisiana. To better manage the increase in manufacturing requirements, Metal Shark plans to expand its 65,000-square-foot manufacturing facility in Jeanerette while increasing its production team of skilled aluminium welders, rigging and electronics experts, and installation professionals from 80 to 120 employees over the next six months.

Based on Metal Shark’s exceptional Defiant platform, the 28 foot RB-S is powered by twin 225 horsepower (hp) Honda outboards for speeds exceeding 40 knots with a minimum range of 150 nautical miles. RB-S meets all Port Security Grant requirements and is ideally suited for port and waterway enforcement, search and rescue operations, drug and coastal interdiction, and environmental and other law enforcement missions.

The boat is road transportable for service between missions, and may also be transported via C130 aboard a specialized trailer. RBS also includes a full complement of communications and navigation gear, as well as shock-mitigating seats for enhanced crew comfort. The crew is further protected from foes and the elements by a fully-enclosed cabin enhanced with ballistic materials. The vessel’s side and rear windows drop down to improve crew communication and ventilation.

RB-S is also weapons-ready, with multiple weapons racks and an integrated weapons-ready mounting system at the bow. The forward-mounted gunner’s platform provides 180-degree firing capability while a pass-through hatch leads to the cabin for easy access in any conditions.

Source: Work Boat Magazine

Pete Lance, Cordage Institute Executive Director, presenting Otto Grabandt (left) with Teijin Aramid with a plaque for his contributions as a member of the Board of Directors from 2007 - 2011.
HAMWORTHY WINS WORLD’S FIRST NEWBUILD FSRU REGAS ORDERS

Hamworthy has secured a contract for the supply of regasification technology on board what are understood to be the world’s first newbuild Floating Storage and Regasification Units (FSRUs).

Two 170,000m³ storage capacity vessels, owned by Hoegh LNG, are being built at the world’s largest shipbuilder, Hyundai Heavy Industries. Under the terms of the contract, Hamworthy will deliver systems to the Ulsan-based yard, one apiece in December 2012 and February 2013.

The floating regasification market is experiencing strong growth. On signing its letter of intent with HHI earlier this year, Hoegh projected annual growth in the LNG market overall of 6-7% over the coming few years.

The initial two FSRU ships will feature Hamworthy’s propane-seawater regasification system, which has already proven itself on board two Golar liquefied natural gas carriers in operation (in Brazil and Dubai) that have been converted into FSRUs. The same system will also be delivered as part of two new projects under construction in Indonesia and Malaysia.

“We will deliver a complete regasification module for each FSRU, which will have slightly less in capacity and pressure than was the case for the Golar Winter project,” said Tore Lunde, Hamworthy Gas Systems’ Managing Director. “The units, which will weigh in at 550 tons and measure 20m by 18m by 10m, will be delivered in module form with all the necessary process equipment installed for ease of integration on board the vessels.”

Once installed, Hamworthy will run all necessary mechanical and electrical tests within the module, so that the number of connections can be limited and hook-up can be relatively fast. Mr. Lunde said, “One of the main benefits of our modular design is that we can install in parallel with the building of the main ship.”

Source: Work Boat Magazine

USCG SEARCH AND RESCUE MISSION TAKES UNUSUAL TWIST

by Dale K. DuPont

Search and rescue is all in a day’s work for the Coast Guard. But last Friday their mission had an unusual twist, even for here in South Florida, which has more than its share of bizarre news.

The chain of events, which started with the killing of a woman and ended with the suicide of a man, stretched from Houston to the Florida Keys to the sea three miles from Cuban waters.

Noel Sosa-Ruiz, 41, faced a murder charge in Houston for the fatal shooting of the 29-year-old mother of his two children on Oct. 27. Houston police said she was shot several times. They also said he was a state-certified armed security officer with a concealed handgun license.

The man fled Houston in a van that he left at the home of friends in Key Largo before taking off in the family’s 21 foot Mako without their permission, the Monroe County Sheriff’s office said. He left a note in the van apologizing but saying he had to get away because he had a “death warrant.” The friends thought he might be trying to return to his native Cuba.

The Sheriff’s office discovered a homicide warrant from Houston and notified other police agencies and the Coast Guard.

On Friday morning, the Key West Coast Guard station heard from Customs and Border Protection about two flares fired from a vessel that appeared to need help 11 miles southwest of Cay Sal Island, Bahamas.

The Coast Guard figured it was a search and rescue case. It diverted the cutter Nantucket, home ported in St. Petersburg, and an HC-144 crew from Miami dropped a radio, raft, food and de-watering pump to the vessel, the Coast Guard said. Sosa-Ruiz retrieved the radio and pump and used gasoline from the pump to start his engine and head south.

But he ran out of fuel. A passing cargo ship gave his position and vessel registration numbers to the Coast Guard. The numbers matched those of the boat stolen in Key Largo.

Continued on next page.
USCG SEARCH AND RESCUE MISSION TAKES UNUSUAL TWIST
(Continued from Page 2)

As the Nantucket approached the boat, the man shot himself in the chest. They towed the vessel and the body to Key West.

“Coast Guard crews remain always ready and vigilant to meet the challenges of our many diverse missions,” Capt. Pat DeQuattro, Coast Guard Sector Key West, said in a release.

Diverse, indeed. This incident must make the recent interceptions of several drug subs seem routine. In the latest case, the crew of the Coast Guard Cutter Mohawk, home ported in Key West, stopped a self-propelled semi-submersible in the Western Caribbean and took seven tons of cocaine worth about $180 million wholesale off the market.

These vessels, increasingly popular with drug runners, are 25 to 65 feet long, carry four to five crewmembers, and are powered by rebuilt fishing boat engines, the Coast Guard said. They can make up to 13 knots with a range of up to 5,000 nautical miles (2,500 nautical miles without refueling).

Between the drug subs and the suicidal fugitive, there might be enough for a book, or at least a few interesting tales to tell at home.

Source: Work Boat Magazine

NAVY TO CONDUCT LARGEST MARITIME ALTERNATIVE FUEL DEMONSTRATION ON SELF DEFENSE TEST SHIP

The tests and demonstrations of alternative fuels for shipboard use supports the Secretary of the Navy’s energy target to demonstrate a Green Strike Group by 2012, and deploy a strike group composed completely of alternatively powered ships, “The Great Green Fleet,” by 2016.

The ship will receive approximately 20,000 gallons of a 50-50 blend of hydro-processed algal oil and petroleum F-76 at Defense Fuel Support Point Loma, San Diego to power one propulsion gas turbine and one ship service gas turbine. The ship departed Point Loma on Nov. 16, for overnight transit to Naval Surface Warfare Center Port Huemene Division, Port Hueneme, California.

The Self Defense Test Ship, decommissioned Spruance-class destroyer Paul F. Foster (EDD 964), provides an at-sea, remotely controlled, self defense weapons engineering platform for the purpose of conducting advanced evaluations without risk to personnel or deployable assets. Originally designed to strictly test self defense weapons, the ship now supports a wide variety of engineering tests and evaluating aspects of naval systems.

Source: Work Boat Magazine

This sketch was done by Rollin Stirman, with Miami Cordage, during a recent Cordage Institute Technical Meeting. Can you spot the Cordage Institute members featured? Answers can be found at the bottom of page 7.
WIND POWER: U.S. BOATYARDS AND OPERATORS COULD BENEFIT FROM A NEW OFFSHORE NICHE MARKET
by Dale K. DuPont

Two years ago a Montco Offshore Inc. liftboat was doing deep geophysical corings for a research consortium’s climate study about 40 miles off the U.S. East Coast. While there, the liftboat attracted the attention of offshore wind farm developers who were interested in Montco’s services.

Soon after, Montco officials began attending offshore wind conferences, said Joe Orgeron, Chief Technology Officer of the Galliano, LA., liftboat operator. The company had the wind market in mind when planning the liftboat Robert, now nearing completion at Gulf Island Marine Fabricators in Houma, LA. The boat’s 1.5 million lb. maximum deck capacity and 15,000 sq. ft. deck area are considerably larger than the other six liftboats in the Montco fleet. The new liftboat also has a larger capacity 500-ton primary crane useful in wind turbine installation. When delivered later this year, the Robert will also boast the longest leg length in the fleet at 335’ and the deepest working water depth at 275’.

“It’s a liftboat designed to work in oil and gas, but we’re always keeping a keen eye on the needs of the wind industry,” Orgeron said.

And he’s not the only one. Shipyards are fielding calls and signing licensing agreements with companies whose vessel designs now work in the overseas wind farm market, and marine contractors are pricing projects possibly years away from generating power. However, financing is problematic and environmental challenges loom.

Nevertheless, developers and the federal government are moving ahead with plans for farms off the U.S. coast, so marine companies see an eventual niche opportunity.

“IT’s kind of the beginning of the horse race, and everyone’s lining up but uncertain whether it’s time to go,” said Paul Williamson, Director of the Maine Wind Industry Initiative, a public/private partnership.

Earlier this year, the federal government approved a construction and operations plan for what could be the nation’s first offshore wind farm. The Cape Wind Energy Project in Nantucket Sound off Massachusetts still faces hurdles, but plans call for 130 turbines producing 420 megawatts of power. Towers will be 258' from the water surface with a maximum blade height of 440'.

Vessel needs for the project include liftboats, crewboats and supply vessels. The Maine partnership’s recent service vessel market report estimated that about 11 boats would be needed for each 1,000 megawatts installed.

The most popular wind farm service vessel (WSV) designs are high-speed, fuel-efficient aluminum catamarans, ranging from 15 to 30 meters in length and capable of carrying 12 wind technicians, three crew and cargo, according to Williamson. Average cost is several million dollars each.

Partly because of market uncertainty, developers think they can make do initially with existing offshore service vessels. Europeans, however, learned that this strategy results in added costs and decreased efficiencies, Williamson said.

NICHE MARKET OPPORTUNITY

Several New England boatbuilders recently inked deals to bring the specialized wind farm designs to the U.S.

Blount Boats, Warren, RI, reached an agreement earlier this year with South Boats Special Projects Ltd. to build U.S.-flagged aluminum catamarans to service the offshore wind farm industry. South Boats, based in the Isle of Wight, England, has built 45 wind farm service vessels from 15 to 30 meters for projects in seven countries.

“There’s a whole new world that’s opening for us,” said Blount Boats President Marcia Blount. “It’s a way for us to broaden our portfolio of hull designs. If it all does come together, it could be an amazing shot in the arm for the U.S. economy.”

Blount said she attends various wind farm industry conferences and makes it known that her yard can build WSVs to satisfy the Jones Act. That was a factor in South Boats approaching Blount, said Neil Clifford, the company’s Sales Manager. South Boats had been looking at the U.S. market and felt comfortable with Blount. “We’ve got the vessels that will work for transferring service equipment and personnel,” he said.

Once the wind towers are built in U.S. waters, they’re considered a port and under the Jones Act must be serviced by vessels that are U.S. built, owned and crewed.

In June, Gladding-Hearn Shipbuilding, Somerset, MA, signed a licensing agreement with Incat Crowther for an 18 meter, 1,500 hp aluminum WSV design with larger boats

Continued on next page.
being planned. Gladding-Hearn has been a licensee of Incat Crowther since the mid 1980s and has built over 35 high-speed passenger vessels from Incat designs.

“We’ve been talking to a lot of people for a long time about this wind farm market,” said President Peter Duclos, whose shipyard had built close to 50 high-speed commercial cats. “Yes, there’s tremendous potential. But at this point, there are no wind farms approved or are fully funded or have sold their power. Until all that happens, no one is likely to order a boat, but once contracts are signed, I think it’s going to bust open.”

Duclos has fielded queries from well-heeled marine operators looking to diversify and from people who see a chance to launch a new business. “At the end of the day, what it’s going to take is money,” he said.

Yacht builder Lyman-Morse Boatbuilding Co., Thomaston, ME, also has talked with developers looking to enter the U.S. market and has an agreement with U.K.-based Alicat Workboats to build aluminum WSVs, said Business Development Chief Ted Smith. “We’ve been building multihull sailboats,” he said. “This is a way to enter the commercial market.”

Weeks Marine Inc. got interested in the offshore wind market in 2002 and teamed up with others on budget estimates for the Cape Wind project.

“Market interest seems to have rekindled itself in the last two years,” said Rick Palmer, who heads up offshore wind and marine renewable energy projects for the Cranford, NJ based marine construction, dredging and salvage company. “It’s something we’d absolutely like to be a part of.”

“They’re keeping up with how the market evolves. If the turbines keep getting larger, the towers higher and locations in deeper water, then I’d say that the equipment that exists right now is probably not adequate,” Palmer said.

Donjon Marine Co., Inc., Hillside, NJ, has handled various components of land-based wind farm installation over the last few years, and its Erie, PA, shipyard has received inquiries for offshore wind farm components, said John Witte, Jr., Executive Vice President, salvage/marine operations.

“We see it as something that has a future but not something that’s going to replace, in the short term, energy producers in the U.S. It’s a business we’re keeping our eye on, not only from an installation perspective but also from a construction perspective.”

Source: Work Boat Magazine
While doing some research on the Internet the other day, I came across a thought-provoking idea on how to manage infrastructure along the nation’s inland waterways system. “Corporatize it.”

That was a concept put forth by Gordon Cameron of the University of Canberra, Australia, in a white paper written for the Institute of Water Resources at the U.S. Army Corps of Engineers.

The paper is a relic, from 1995, but I wondered if its underlying thesis might still be relevant today as the inland waterways industry and federal government struggle for a way to better manage and fund the waterways system.

Corporatization generally involves a form of privatization in which government functions are spun off into a separate nongovernmental or quasi-governmental entity. The spin-off, Cameron said, need not be complete. The new corporation could be wholly owned by the government, private parties or some combination of both. Control of the corporation, even if privately owned, could remain with the government. The corporation could be required to pay its own way or receive continued appropriations from the federal government.

Cameron noted that waterways have already been adopting many of the features of a private transportation system. There are both private and public parts, with vessels and many landside facilities being privately owned. The government has already given private industry a voice, although only advisory, in managing the system through the Inland Waterways Users Board. Private companies, through diesel taxes, already pay for half the costs of new construction through the Inland Waterways Trust Fund.

He said that four scenarios are possible:
- Waterways would be publicly owned, controlled and financed by an Inland Waterway System Corporation, with current financing intact but moved “off-budget” for the purposes of calculating the federal deficit.
- Waterways would be publicly owned and financed, but privately controlled and off-budget, with users of the system appointed as officers of the corporation that would manage it.
- Waterways would be publicly owned but privately financed and controlled and off budget. The government would continue to own the assets but the private sector would provide its own funds for operating and expanding the system.
- Waterways would be privately owned, financed and controlled and off budget. Uncle Sam would relinquish responsibility, but the system would be kept as a single entity and not sold off piece-meal to the highest bidder.

“To minimize disruption, these current features could simply be extended in various ways. User fees could be converted from federal fees collected by the government, to private fees collected by private operators; the User’s Board could become a Board of Directors with governance powers, and cost-sharing could be increased, perhaps over time.”

But no matter how you reorganize the management of waterways, paying for new construction and operation and maintenance will continue to be a challenge, given tight budgets and national politics.

Congress, unfortunately, took a different turn last week when the Senate rejected an infrastructure bank that would leverage private investment to fund new transportation, energy and water projects. The fund would encourage more public-private partnerships into the infrastructure funding equation by working with private investors to finance projects through long-term loans and loan guarantees, with Uncle Sam picking up half the tab.

Private investors, such as pension and sovereign wealth funds, increasingly view infrastructure as a safe area for investment because it is not sensitive to vagaries of the stock market. They are already investing in roads, rails, tunnels and bridges.

The Senate action, which killed seed money for $10 billion in infrastructure funding before it could come to debate, is troubling not just because it nixes a new funding concept, but also because it signals a partisan divide on infrastructure that hasn’t existed in the past. Senate Republicans led the opposition because the infrastructure plan would be funded by a 0.7 percent surtax on people earning more than $1 million a year.

Nonetheless, it has highlighted a joint private-public infrastructure funding concept that perhaps policy-makers in Washington and in the waterways community might want to consider.

Source: Work Boat Magazine
IMPORTANT EVENTS

Associated Wire Rope Fabricators
Spring 2012 General Meeting
April 22 - 25, 2012
Grand Hyatt (Buckhead)
Atlanta, GA
www.awrf.org

Cordage Institute
Annual Conference
May 9 - 11, 2012
PGA National Resort & Spa
Palm Beach Gardens, FL
www.cordageinstitute.com

Web Sling and Tie Down
2012 Annual Meeting
June 5 - 7, 2012
Fairmont Chateau Lake Louise
Lake Louise, Alberta, Canada
www.wstda.com

International Workboat Show
December 5 - 7, 2012
Morial Convention Center
New Orleans, LA
www.workboatshow.com

NEW MEMBERS
California Maritime Academy
Academic Member
Vallejo, California
www.csum.edu
The California Maritime Academy is one of only seven degree-granting maritime academies in the U.S.

U.S. Merchant Marine Academy
Academic Member
Kings Point, New York
www.usmma.edu
U.S. Merchant Marine Academy educates students to develop shipboard officers.

Van Beelen Group
Affiliate Member
Ijmuiden, Netherlands
www.vanbeelengroup.nl
Van Beelen manufactures high performance Netting, Ropes and Twines from Enkalon®, Dyneema®, Polyester, and Polyethylene in Powergreen and Powerblue.

Please submit press releases and information on your company’s key promotions and management changes to info@cordageinstitute.com

Answers to page 3 spot the Cordage Institute members. Standing: Rafael Chou; Sitting left to right: John Flory, Walter Paul, Richard Sleight

- Reels • Cut Lengths • Fabrications
- Coatings • Splicing • Terminations
- Encapsulations • Hardware and Fittings
- Rope Inspection • Design and Engineering
- Heavy Lift Synthetic Rope Slings
- New Advanced Test Facilities
- ASTM Certified to 800,000 lbs.
- CL 1500 Testing • Tension-Tension Cycling
- Computer Data Generation
- Special Testing Protocols

Southwest Ocean Services, Inc.
5718 Armour Dr., Houston, TX 77020
Tel: 800-231-6687 • Fax: 713-671-2515
www.swos.net
Partner with Applied Fiber to help address your customer’s termination and assembly needs.

Resin Infused Termination Technology

- Ultra-Short Assemblies Possible
- Cross Compatible with Wire Connections
- No Slippage, Precision Lengths
- Custom Engineered and Standard Parts
- All Fibers, Sizes, and Constructions
- Smaller, Lighter, and Stronger
- Endless Terminal Possibilities

(Patents Pending)

Production Capabilities

- Cut to length, Low-to-High Volume Production
- Prototyping Design and Engineering
- Advanced Testing, Processing, and QC