

Casualties: Lack of requirement to close towboat's doors led to sinking, NTSB says

PROFESSIONAL MARINER

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sulfur cap
wild card
for fuel

RISING TIDE
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sounds alarm
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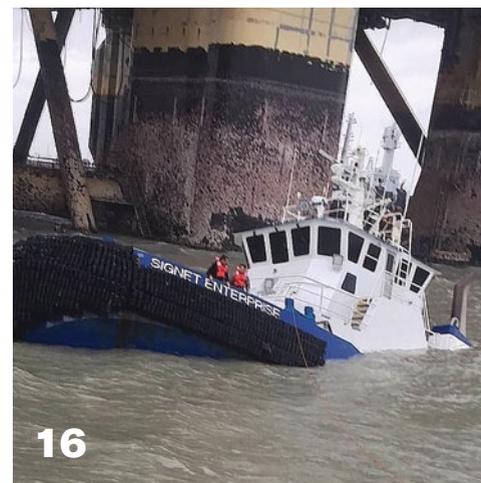
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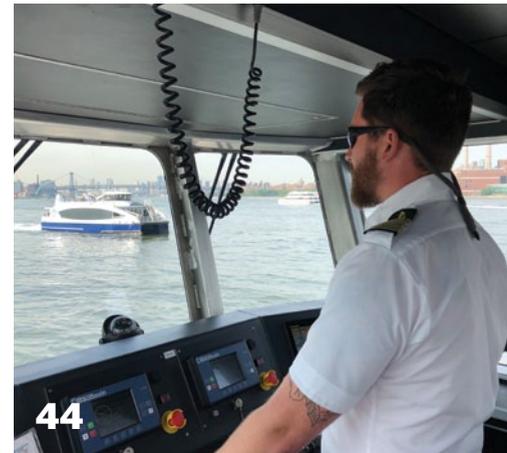
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ON THE COVER

NYC Ferry's *Urban Journey* approaches the Brooklyn Bridge on the East River in New York City. Since launching in May 2017, the ferry service has carried more than 6.5 million riders on 19 high-speed vessels, all built by Horizon Shipbuilding and Metal Shark. See story, page 44. Photo by Casey Conley



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Signals



The U.S. Maritime Administration temporarily suspended USMMA's Sea Year, in which cadets spend the equivalent of an academic year aboard commercial and government vessels, in June 2016 due to concerns about sexual harassment.

Courtesy, U.S. Navy

USMMA implements plan to instill culture of respect, responsibility

The U.S. Merchant Marine Academy (USMMA) has produced a five-year strategic plan to foster a “climate of respect” at the college, which has been buffeted by allegations of sexual harassment and bullying.

In a joint statement in August announcing the release of “Navigating Towards the Future Together,” the administrator of the U.S. Maritime Administration, Rear Adm. Mark Buzby, and the academy’s superintendent, Rear Adm. James Helis, described the plan as the result of an “unparalleled” level of research and dialogue with academy stakeholders. It took 18 months to pro-

duce and is based on more than 700 interviews with midshipmen, staff, parents and others connected to the Kings Point, N.Y., campus.

The report outlines six priorities for the 75-year-old military academy but provides little detail on specific actions that will help achieve the goals.

Helis explained in October that “the USMMA strategic plan is aspirational, providing direction at the broadest and highest levels. Each strategic priority is articulated in order to provide broad and general direction in the form of overall objectives, supporting goals and

potential metrics. Each strategic priority is assigned a working group whose job it is to refine the broader priorities into more specific actions or products.”

The superintendent added that “we are already seeing measurable progress as the working groups begin the task of refining the aspirational priorities into deliverable products and projects. For instance, we are about to start a number of critical infrastructure projects on the aging buildings and support systems at the academy. We are about to embark on a modernization effort for the dated and inefficient



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USMMA website. The midshipmen-led 'BeKP' campaign has had a significant positive impact on culture at the academy and continues to have a tangible impact on our core values."

The plan for the school, which

has an enrollment of more than 900, does not mention sexual harassment, bullying and other problems on the campus and on vessels during the Sea Year program. It addresses them indirectly by stating that the acad-

emy will be promoting a "culture in which every academy community member is respected, valued, and can fulfill his or her maximum potential as a leader of exemplary character."

To achieve that culture, the report sets goals that include fostering a "climate of respect" among students, faculty and staff; developing a sense of "personal responsibility"; and ensuring "honest and transparent communication."

The first priority is strengthening the educational program "through seamless collaboration" across activities. Providing an "educational program that fulfills the mission of the academy and provides the foundation for life-long professional growth for graduates" would be done in part by integrating academic, regimental and outside activities and demonstrating excellence in teaching. This would be achieved, in part, by additional student assessments, and by demonstrating proper planning and resource allocation.

The second priority is improving the institutional culture so that every academy community member "is respected, valued, and can fulfill his or her maximum potential as a leader of exemplary character." This would be achieved by instilling a sense of personal responsibility, recruiting and retaining highly qualified faculty and staff from a variety of backgrounds, and ensuring "honest and transparent communication through regular engagement with internal and external stakeholders." The academy will also "provide professional development programs for faculty, staff and administration that

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enhance intercultural awareness and appreciation for diversity.”

The third priority is infrastructure. The report calls for creating a campus master plan and making sure that maintenance is properly handled.

Governance, leadership and administration is the fourth priority. The plan calls for creating a Human Capital Plan to ensure “continuity of appropriately qualified personnel.” It also requires “transparent and timely availability of information to stakeholders,” and implementation of a process for academy leaders to receive feedback on their performance from staff and students.

Improving communications “to enhance the academy’s public image, facilitate stakeholder engagement, recruit and retain the best-qualified faculty, staff and midshipmen, and ensure timely and transparent messaging that builds trust and instills confidence in the institution” is the fifth priority. This should be achieved through “proactive and positive public relations, branding and outreach.”

The final priority is athletics. The academy must “emphasize the role and value of athletics in midshipman development and recruiting.” The plan strives to “create an environment where 100 percent of midshipmen are athletes through participation in NCAA varsity sports, intramural teams, club sports, and/or organized recreational programs.”

Academy officials did not respond to requests for more details on actions that would be taken to achieve the plan’s goals.

U.S. Rep. Peter King, a Long Island Republican on the academy’s Board of Visitors, said, “My first reaction to the plan is very positive. It seems to address core issues at the academy such as institutional

culture and improvements to the academy’s infrastructure. I will continue to work with the academy to implement and improve all aspects of the plan.”

Bill Bleyer



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Onboard interference from LED lights called 'huge safety issue' for mariners

Light-emitting diode (LED) lighting on vessels can interfere with radio transmissions and navigation systems and must be replaced before a tragedy occurs, said a pioneer producer of many such systems used universally on ships today.

"I've told the Coast Guard that this is a tsunami waiting to break over the United States and we don't even know we have a problem," said Ross Norsworthy, a contractor and senior subject matter expert with the Coast Guard since 2003.

Norsworthy produced the ROSS radio used on Coast Guard and Navy vessels, and owned a marine electronics company after working for industry giants like Raytheon and Bendix. After "retiring," the Coast Guard hired him full time.

Norsworthy, who wrote a safety alert that the Coast Guard issued on Aug. 15 to warn mariners about the LED issue, explained the problem: "Everybody's been changing out their halogen bulbs with LED lighting. They reportedly last forever and use less power, so why not, right? But we're seeing problems. Our friends in France did an investigation after trying to contact a ship by radio. The AIS (automatic identification system) was tracking, but the ship radio was not receiving. When they boarded the ship, they found out that it was LED navigation lights up top and in the galley below that were desensitizing the radio. It's

a huge safety issue when you can't receive communications."

The Coast Guard is just starting to explore the problem and is asking for help to understand interference variables and experiences, said Derrick Croinex, chief of spectrum management and telecommunications policy.

"I can tell you that there appears to be no specific type of vessel affected," he said. "It seems that it can affect anyone (who) has installed LED lighting."

A request in the August safety alert seeking more information about LED interference experiences has yielded only about 10 responses thus far, he noted.

"We have a lot of questions at this point," Croinex said. "We'd like more information about what type of radios people experiencing problems are using. How far is their lighting from antennas? Is it lighting from certain manufacturers? Is it the quality of the radio? The lighting? A combination of both? We're trying to track this down."

He said that the Coast Guard Research and Development Center in New London, Conn., is looking for volunteers willing to have their vessel systems and LED lighting analyzed. To report an issue or to volunteer, contact the Coast Guard Navigation Center (www.navcen.uscg.gov).

One big problem is that mariners may not even realize they're not

Testing for LED interference

Strong interference from LED sources may not be immediately evident to maritime radio users. Nonetheless, it may be possible to test for the presence of LED interference by using the following procedure:

- 1) Turn off the LED lights.
- 2) Tune the VHF radio to a quiet channel (e.g. Channel 13).
- 3) Adjust the VHF radio's squelch control until the radio outputs audio noise.
- 4) Re-adjust the squelch control until the audio noise is quiet, only slightly above the noise threshold.
- 5) Turn on the LED lights.



If the radio now outputs audio noise, then the LED lights have raised the noise floor. The noise floor is generally the amount of interfering signals/static received beyond the specific signal or channel being monitored.

If the radio does not output audio noise, then the LED lights have not raised the noise floor.

If the noise floor is found to have been raised, then it is likely that both shipboard VHF marine radio and AIS reception are being degraded by LED lighting.

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industry signals

picking up signals that they should, Croinex said. He urged mariners to make use of the simple test described in the safety alert (see sidebar) to detect the presence of LED lighting interference.

Norsworthy said he spent much of the past year trying to get the word out about the potential risks of LED lighting, and encouraging adoption of standards for the Coast Guard that have been used for years by other industries.

The International Electrotechnical Commission, which publishes standards for electrical, electronic and related technologies, already has standards to ensure that LED lighting systems in automobiles do not interfere with radio and GPS systems, Norsworthy said. And there's a standard for broadcast services as well.

To ensure safety, manufacturers of LED lighting for the maritime industry should be held to such standards as well, he said.

"Why reinvent the wheel for marine services? Automotive and broadcast services already have a standard for manufacturers — why don't we just adopt it?" he asked. "If a ship is interfering with itself because its LED navigation lights are too close to antennas, for example, you're in a heap of trouble. We need new standards for ships."

Norsworthy said LED interference is rearing its head in many realms. For instance, "The FCC (Federal Communications Commission) ... is trying to put clamps down on manufacturers of billboard lights," he said. "LED lights also can interfere with Wi-Fi in homes and businesses."

The National Marine Electronics Association is concerned about the problem, too, said Executive Director Mark Reedenauer. He noted that in the coming year, the NMEA will update its standards for installing electronics equipment on vessels to include sections on LED lighting.

"It's kind of in its infancy on our side of things, but we are definitely addressing this, and we feel manufacturers should be, too," Reedenauer said. "We need to do our homework and get it right — to learn more about this so that we can say that LED lights should not be mounted within X-number of feet from VHF antennas, etc. It's an absolute must."

He said the NMEA has sent the safety alert to its members, and knows that some were already aware of interference issues caused by installing LED lights on various types of boats.

In the meantime, besides testing for interference, what can mariners do to ensure their ship systems operate without interruption? One option is to go back to the lighting that was installed before the LEDs, Croinex said. And mariners can spread the word about this issue, added Norsworthy.

"Safety has to trump everything else," he said. "If you take your family out on your boat and you can't bring them back because your navigation system goes out, nothing else matters. I'm going to continue (publicizing) this issue and force the bureaucracy to take action. Everyone who owns or operates a boat needs to know that LEDs can cause big problems."

Patricia McCarthy

New LNG bunker barge signals continuing shift to alternative fuels

This summer's delivery of *Clean Jacksonville*, a liquefied natural gas (LNG) bunker barge built for TOTE Maritime by Conrad Industries, signals both companies' increasing confidence in a wider industry move toward alternative fuels. The project is just one of several related efforts they're making: TOTE is working to convert its entire fleet to dual-fuel propulsion, and Conrad has created a new business unit, Conrad LNG, to focus specifically on natural gas projects.

"We believe the continued development of the LNG fuel market to be of critical importance," said Johnny Conrad, president and chief executive officer of Conrad Industries. "We want Conrad to be an active participant and a leader in the development of this market."

Other maritime companies are heading in the same direction, including Quality Liquefied Natural Gas Transport (Q-LNG), which has contracted with Mis-

issippi-based VT Halter Marine to build two offshore articulated tug-barges (ATBs) for LNG bunkering. The first, which can carry 4,000 cubic meters of LNG, will be chartered to Shell Oil to provide fuel to ports in Florida and the Caribbean. The second is being built on spec and will be able to carry twice as much fuel.

The move toward alternative fuels is being driven in part by economics, according to industry experts. The price per unit of energy is cheaper for natural gas than petroleum, and the long-term price stability is more predictable. But it's also being driven by regulatory compliance changes.

In 2010, the International Maritime Organization (IMO) officially designated a 200-nautical-mile Emission Control Area around North America. It followed that by tightening fuel sulfur restrictions over the next few years, and set January 2020 as the implementation date for a significant reduction — to 0.5

percent — in maritime fuel sulfur worldwide.

LNG can eliminate sulfur oxide and particulate matter emissions, and reduce nitrogen oxide emissions by as much as 90 percent. Though just one LNG bunkering vessel had been built globally by 2017, that number had climbed to six by early 2018 and is expected to double by the time the new IMO cap takes effect.

Delivered in August, the 232-foot *Clean Jacksonville* is the first purpose-built LNG bunker barge constructed in North America. It was designed by Bristol Harbor Group Inc. for unmanned operation in inland waterways or near-coastal waters, with a transfer procedure similar to bunkering with traditional fuel. It can carry about 580,000 gallons of LNG in a single membrane-type tank.

The 232-foot *Clean Jacksonville* was built to serve TOTE's dual-fuel containerships, *Isla Bella* and *Perla del Caribe*, in the Florida-to-Puerto Rico trade. The bunker barge is based in the Port of Jacksonville.



Courtesy Conrad Industries

Conrad worked with GTT, the company that developed the membrane system, to train its employees on construction and testing protocols. Brett Wolbrink, vice president of Conrad LNG, called the construction project “proud and humbling.” He cited the “collaborative regulatory efforts” of the U.S. Coast Guard and American Bureau of Shipping for making the first-of-a-kind build possible.

TOTE Maritime Puerto Rico will employ *Clean Jacksonville* to bunker two LNG containerships operating between Florida and San Juan. Tugboats will move the barge

“We believe the continued development of the LNG fuel market to be of critical importance.”

Johnny Conrad, president and CEO, Conrad Industries

between the JAX LNG facility in Jacksonville and TOTE’s container terminal on the St. Johns River.

“TOTE has chosen LNG as its fuel of choice for the significant

environmental benefits it provides to the communities we serve,” said Tim Nolan, president and CEO. “TOTE is committed to caring for the environment and strives to be an innovative leader in this area.”

In early 2018, TOTE Maritime Alaska began the conversion of its two Orca-class cargo ships, operated in the Pacific Northwest, to LNG. The company installed tanks and accompanying infrastructure behind the bridge of the 839-foot *North Star*, and made initial updates to the engine. All conversions are scheduled to be completed by early 2022.

Chris Bernard



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Foss cancels 10-tug order with Damen after closing Rainier yard

Foss Maritime's recent decision to close its shipyard in Rainier, Ore., also has resulted in the cancellation of an agreement to build 10 Damen azimuthing stern drive (ASD) 90 tugboats.

The companies announced a memorandum of understanding in late 2017 to build 10 of the next-generation tugs in Rainier, some for Foss' fleet and others for

Foss, declined to provide many details about why Foss closed the shipyard, but said the decision had to do with internal business considerations.

"We are still an active partner in Damen, so we still plan on doing some things that we just can't announce yet," he said. "But we're still working with them on some opportunities, and we are

riet Slager, a senior manager at Damen.

"It is a perfect evolution of our most successful ASD 2810, of which we have built (more than) 200," Slager said.

According to Damen's website, the ASD 2813 design offers a maximum bollard pull of 85 tonnes, compared to 60 for the ASD 2810. Using ASD 90 tugs could help towing and harbor services companies keep up with changing needs in container shipping, especially as neo-Panamax ships become more common.

"Pilots using the 7- to 8-knot dead slow power setting on the ultra-large containerships need tugs with at least 80 metric tons to retard the speed to a manageable 2 to 3 knots in confined waterways to maintain control of the ship," Capt. Eric Von Brandenfels, president of the Puget Sound Pilots, said in an email.

As states move toward stricter emissions standards, ASD 90 tugs also may help vessel operators save money.

Stricter standards, especially on the West Coast, "will create a need to replace older vessels with modern vessels with EPA Tier 4 certificates. Additionally, these new and efficient (ASD 90) tugs allow for reduced operational costs, which will allow operators to replace older vessels," Slager said.

Damen and Foss have discussed other potential projects



Courtesy/ Damen

Damen's ASD 90 tugboat is an American version of its 2813 tug, shown here, which is 90 feet long with a 42-foot beam. Plans to build 10 ASD 90s with Foss Maritime are now on hold.

purchase. With the closing of the facility in July, the deal for the ASD 90s is off the table. Deliveries had been scheduled to begin in 2019.

Loren Skaggs, a spokesman for

also still very much planning on building ASD 90s."

A U.S. version of Damen's ASD 2813 tug, the ASD 90 is designed to meet industry demands for bollard pull and multifunctional capacity. The boats, which have not yet launched in North America, have ship assist and offshore towing capabilities, according to Har-

to build tugs, Slager said, and Damen currently has an agreement with Foss subsidiary Young Brothers to construct four offshore towing vessels. However, Slager also indicated that Damen and Foss currently don't have any plans to build ASD 90s together.

While the core of Foss' tugboat fleet was constructed in Rainier, Skaggs said the company is not ready to announce where such work will go after the closure. The yard handled new ship construction for 15 years and 23 vessels were completed there, including the entire Dolphin class and Arctic class, he said.

While the core of Foss' tugboat fleet was constructed in Rainier, Skaggs said the company is not ready to announce where such work will go after the closure. The yard handled new vessel construction for 15 years.

Rainier Mayor Jerry Cole recalled that the shipyard employed as many as 50 people during busy periods. He said the city is open to finding a new tenant for the facility, which closed on July 24.

Even as Foss explores other maritime sectors like bunkering of liquefied natural gas (LNG), Skaggs said the company has no plans to desert its primary business line.

"Despite any other things that we do, the core thing that we are is a harbor towage company," he said.

Sam Bojarski

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Hurricane heroes, ferry rescue crew, mooring system win Plimsolls

Hurricane Harvey was a slow-moving disaster for the Gulf Coast of Texas. The storm stalled and spun for days, dropping double-digit amounts of rain that gave rise to unprecedented flooding. Wind was much less of an issue than the waters that refused to abate.

But Harvey's initial punch in late August 2017 came faster and harder than many had predicted, with the storm making landfall as a Category 4 storm.

Despite precautions by mariners and vessel operators from Brownsville to Port Arthur, many soon found themselves in danger and in need of rescue.

Cue the U.S. Coast Guard. Venturing into the fury of the storm, helicopter crews rescued dozens of people along the coast, including at least 27 from vessels that grounded



NY Waterway ferry Capt. David Dort, center, and crewman Gregorio Pages, left, receive recognition from Capt. Jason Tama of the U.S. Coast Guard for their efforts during a rescue last year on the Hudson River.



or sank near Port Aransas, one of the hardest-hit areas. For their courage and dedication in support of the maritime industry, *Professional Mariner* is recognizing the Coast Guard's Texas air crews with the 2018 Samuel Plimsoll Award for Outstanding Service by an Organization.

One of the Coast Guard airmen during Harvey was Lt. Peter Schofield, who flew an MH-65 helicopter on multiple days for multiple rescues. On Aug. 26, his crews rescued mariners from two Higman

Barge Lines towboats that grounded near San Jose Island and one that sank in the Lydia Ann Channel. The day before, personnel on Schofield's aircraft hoisted 12 crewmembers to safety from the dive support vessel *Gulf Justice*, which grounded near Port Mansfield and began taking on water.

The Coast Guard also rescued four mariners from the tugboat *Signet Enterprise*, which partially sank near the Gulf Copper terminal across from Port Aransas after being hit by the drillship *DPDSI*, which had broken free from its moorings during the storm. A helicopter crew landed near the terminal, where a rescue swimmer "jumped into the water and one by one grabbed four people off of that boat," Schofield told *Professional Mariner* in an interview last year.

The 2018 Plimsoll Award for Outstanding Service by an Individual recognizes the professionalism of NY Waterway Capt. David Dort and deck hands Gregorio Pages and



A U.S. Coast Guard rescue swimmer dropped by helicopter guided the crew of the tugboat *Signet Enterprise* to safety in Port Aransas, Texas, during Hurricane Harvey.



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Cavotec's wireless induction charging and automated mooring system, developed in partnership with Wartisla, holds promise for the future of in-port electrification to reduce vessel emissions.

Courtesy Cavotec

Pietro Romano for their actions in a rescue in November 2017 on the Hudson River.

As their vessel, the ferry *Thomas H. Kean*, approached the Battery

Park City terminal in Manhattan at about 8:30 a.m. on Nov. 3, the crew saw a man jump from an adjacent seawall into the water. Dort maneuvered the ferry toward him

as Pages and Romano deployed a Jason's cradle from the boat's bow. A life ring also was tossed to the man, who took it and then grasped the mesh ladder, which was then hoisted onto the ferry.

"Upon retrieval, the individual refused to be rescued, and the crew had to subdue him until transfer to emergency medical services and the New York Police Department," the Coast Guard said March 1 after presenting the mariners with a Good Samaritan Award during a ceremony in Brooklyn. Police said the man had stolen a cab and was fleeing when he jumped in the water.

The rescue was Dort's second in

MARITIME INJURIES

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the past two years. In July 2016, he spotted a man in the Hudson River near West 39th Street and directed crewmembers to pull him out of the water. Pages was involved in that rescue too, and he also helped save passengers during the “Miracle on the Hudson” on Jan. 15, 2009, when US Airways Flight 1549 ditched into the river with 155 people on board.

“The crew did an excellent job. They did what they were trained to do,” Dort said after the November rescue by *Thomas H. Kean*. “For us, this is all in a day’s work.”

For the 2018 Plimsoll Award for Innovation, the editors of *Professional Mariner* have chosen to recognize new technology from Europe that advances efficiency and sustainability in shipping: Cavotec’s wireless induction charging and automated mooring system, developed in partnership with Wartsila.

The vacuum-based MoorMaster system allows a ship to dock precisely so that the wireless induction chargers can boost the vessel’s batteries in port. The need for mooring lines and mooring teams is eliminated, and vessels can be moored in less than 30 seconds, according to Switzerland-based Cavotec. Emissions also are reduced during berthing due to the use of fewer tugs and the operation of fewer engines.

The system was successfully tested in September 2017 with a Norled hybrid passenger ferry on the coast of Norway, “representing a breakthrough in the evolution of fast charging for electrical vessels,” according to Cavotec. The technol-

ogy also earned a mention in the 2018 Global Opportunity Report compiled by the United Nations Global Compact, DNV GL, and the advisory group Sustainia.

“This in-port electrification has

the potential to reduce the greenhouse emissions of the maritime transport sector, which currently accounts for around 2.5 percent of global emissions,” states the report. •

Rich Miller

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Towing

by Casey Conley



The 6,772-hp *Rosemary McAllister* displays its power in a maneuver near McAllister Towing's dock in Norfolk, Va. The tractor tug arrived in summer 2018, becoming the first Tier 4 tugboat working the Port of Virginia.

Casey Conley photos

Coal still king in Hampton Roads despite container growth

On a sunny late summer morning, three ships lined the private coal terminals in Newport News, Va. At least a dozen more colliers waited their turn from a nearby anchorage.

Right on cue, two McAllister Towing tugboats arrived at Dominion Terminal Associates (DTA) to assist one ship

off the pier and make room for another. The job itself was straightforward: The 623-foot *Amoy Action*, weighed down with Appalachian coal, would back off the terminal under its own power, and the tugs would help spin the bow toward open water.

Jobs like this one account for much of the ship-assist work in

Hampton Roads, a thriving container port that's also the nation's busiest for coal exports. Demand for coal to produce steel and electricity has fallen sharply in the United States in the past decade, but the export market remains red-hot. Nowhere is that more evident than the three private terminals around Norfolk.

Data from T. Parker

Host, a Norfolk-based shipping and logistics firm, shows the three coal piers owned by Kinder Morgan, DTA and Norfolk Southern are projected to move almost 40 million metric tons of coal in 2018. If those numbers hold through Dec. 31, it would represent a 28 percent jump over 2017 and would double the output from 2016.

Norfolk Southern's Pier 6 near downtown Norfolk handles about 40 percent of the region's coal volume, followed closely by DTA and then Kinder Morgan. Pier 6 is the largest and fastest-loading coal terminal in the Northern Hemisphere.

"It's been really good this year," Ken Flowers, vice president and general manager for Moran Towing's Norfolk operation, said of coal shipping. "We didn't expect it to be this good."

Rising coal exports coincide with a steady rise in container volumes at the Port of Virginia, and a similar decline in ship calls. Container activity jumped almost 12 percent between 2015 and 2017 to more than 1.6 million TEU, driven in part by regular stops by neo-Panamax ships. Yet over the same period, ship calls dropped almost 13 percent to 1,746 in 2017. Container volumes for 2018 were essentially flat through September, while port calls were off by about 5 percent.

Moran Towing and McAllister Towing share commercial ship-assist work in Hampton Roads, and both built powerful,

state-of-the-art tugboats to serve bigger containerships calling on the region. *Judy Moran* and *Rosemary McAllister*, both with 6,772 hp and Caterpillar Tier 4 engines, arrived last summer and went to work almost immediately.

Manning the helm of *Rosemary McAllister*, Capt. Christopher Hoffmann left Pier 3 at the Virginia International Terminal at about 0900 on Aug. 29 to assist *Amoy Action* off the DTA terminal. Chief engineer John Pannell and deck hand Henry Aguinaldo also were on

duty. Two others were off watch.

Rosemary has proven itself time and again since delivery from Eastern Shipbuilding in Panama City, Fla. "It is hard to find a flaw in the boat," Hoffmann said while crossing the harbor at 11 knots. "She is very versatile. She is beamy and she is stable. ... It's a McAllister tug on steroids."

Moran crews have had similarly positive reactions to the recently delivered *Judy Moran*, a sister tug to *Benson George Moran*, which was delivered in late 2017 by Washburn

& Doughty. Moran's Norfolk crews trained on *Benson* before it departed for Port Arthur, Texas, where it is now assigned, giving them time to get acclimated to the Tier 4 components and the additional horsepower.

"It's turned out great for us because we had the opportunity to do a lot of training on the *Benson*, which helped us with the *Judy*," Flowers said. "The guys tell me they like her a lot. It's a little different in the wheelhouse. This design eliminated the vertical support posts behind the operator's chair. Compared to the sister tug, it opens the space up. You get a feeling the wheelhouse is larger but the size has not actually changed. The crews are enjoying the tug, and the docking pilots have had nothing but positive comments on how she performs on ship jobs."

Rosemary's propulsion comes from twin Caterpillar 3516E Tier 4 diesel



Capt. Christopher Hoffmann, above, steers *Rosemary McAllister* across the Newport News Channel on the way to the Dominion Terminal Associates coal pier. He cites the tugboat's stability as one of its best features. At right, *G.M. McAllister* takes position on *Amoy Action's* starboard quarter as the bulk carrier backs away from Pier 3 at Dominion.



towing

engines rated for 3,386 hp each paired with Schottel SRP4000 FP z-drives. Electrical power comes from three Cat C7.1 gensets each producing 118 kW. Jensen Maritime Consultants designed the tugboat series that includes lead boat *Capt. Brian A. McAllister* delivered in summer 2017, *Rosemary McAllister*, and two sister tugs currently under construction at Eastern Shipbuilding.

Rosemary reached the dock after an uneventful trip across the harbor. The 4,000-hp *G.M.* *McAllister* was already in position on the starboard quarter of *Amoy Action* when *Rosemary* arrived and came alongside the starboard bow. The bulk carrier's crew dropped



Casey Conley

Deck hand Henry Aguinaldo monitors the line as *Rosemary McAllister* helps spin *Amoy Action* as it departs the Port of Virginia.

a messenger line to a waiting Aguinaldo, who secured it to the Samson Saturn-12 hawser line.

Before long, the collier began backing astern under the command of Capt. Tyler Moore of the Independent Docking Pilots. Initially, the pilot intended to keep the ship as close as possible to the pier while placing minimal pressure on the dock, Hoffmann explained.

From there, it got a little more complicated.

“As the stern backs out, *G.M.* will pick it up

(on the port side) and hold it into the current,” Hoffmann said. “Once it gets far enough out there, probably midship to the pier, *G.M.* won’t be able to hold it in the current, so we will start backing the bow around.”

Before long, Moore ordered *Rosemary* to back away from the ship to



John Snyder photo/Courtesy Moran

***Judy Moran* works colliers and large containerships in Hampton Roads, Va. Washburn & Doughty built the vessel in East Boothbay, Maine, where it is shown earlier in 2018.**

prepare for pulling the bow. “All right,” Hoffmann responded over the radio. “We’re stretched



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out and ready to work.”

Moore ordered the tug to back easy. Although *Rosemary* has 80 tons of bollard pull, the job required only about five. *Amoy Action*'s bow dutifully followed. Before long, the bow had spun about 50 degrees and faced south in the James River. The entire evolution lasted less than 15 minutes and required just a handful of pilot orders.

“Tyler is an excellent pilot,” Hoffmann said. “He gives very few com-

mands and requires very little power. He controls the ship well.”

On a given day, Hoffmann and his crew will handle about six ships, but sometimes many more. Although ships carrying coal and containers account for much of the work, roll-on/roll-off (ro-ro) vehicle carriers and the occasional tanker also call around Hampton Roads. Roughly 12 hours earlier, *Rosemary* escorted a 13,000-TEU container-



Although it can vary by the job, *Rosemary McAllister* typically operates with a three-person crew. From left are Capt. Christopher Hoffmann, chief engineer John Pan-nell and deck hand Henry Aguinaldo.

ship arriving at the Port of Virginia.

“I love working this port,” Hoffmann said. “It’s exciting, you’re getting the extra large vessels in, it’s always a challenge, and you get to do a little bit of everything.”

After *Amoy Action*

left the port, *Rosemary* returned to Pier 3 in Norfolk for a crew change. The respite lasted only a few hours. Around lunchtime, another containership was scheduled to sail, and *Rosemary McAllister* would be ready.



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At Work

Fort Lauderdale doubles down on response with fast fireboat

Story and photos
by Brian Gauvin

Fort Lauderdale is awash in luxury yachts and recreational vessels of all shapes and sizes. The potential for boat and marina fires and other emergencies looms large. The recent acquisition of *Fireboat 49* by the Fort Lauderdale Fire Department promises to relieve some of the apprehension driven by these potentially life-threatening events.

“Without a doubt, rescue is the

main function of the new boat,” said Greg May, battalion chief. “Fort Lauderdale is known as the Venice of America. With over 44,000 residential yachts calling the city home, our waterways and our yachting industry becomes much safer with the addition of *Fireboat 49*.”

With a top speed approaching 40 knots, the 43-foot vessel can quickly respond to emergencies,

and with an Advanced Life Support designation, it can cover a wide range of contingencies. “Anything an ambulance can do, we can do,” May said.

Everyone on *Fireboat 49* is trained as a paramedic with expertise in search and rescue as well as dive rescue. Crewmembers trained for shipboard firefighting at Resolve Marine and boat operator search and rescue (BOSAR) with the U.S. Coast Guard. “And we have full dive rescue equipment,” said the engineer, Todd Doerfler.

Unlike the department’s older firefighting vessel, a 27-foot fishing boat fitted with a small pump, *Fireboat 49* has an enclosed compartment. This provides rescue personnel with a much better environment in which to focus on sonar while searching for underwater targets.

Fireboat 49 activates all four of its monitors, above, during a demonstration last summer in Port Everglades. The boat’s Darley fire pump can deliver 3,400 gallons per minute. The MetalCraft newbuild, part of the shipbuilder’s Firestorm 36 series, can respond to emergencies at nearly 40 knots.





Capt. James Chioffe, left, mans the helm as *Fireboat 49* heads out for duty. The electronics package is anchored by an array of Garmin components. Two Cummins QSB6.7 main engines, right, deliver a combined 1,100 horsepower to Alamarin waterjets.



Another huge upgrade for tracking is provided by a FLIR system. There is also a pair of Garmin GPSMAP chartplotter/sounder units with SideVu, ClearVu, radar

and CHIRP sonar with mapping, and aft deck and engine room cameras.

For fighting fires, a Darley fire pump shoots 3,400 gallons of water per minute via two Elkhart Copperhead monitors on the stern and two Elkhart Scorpion monitors, one on the bow and one on the cabin roof.

The boat is equipped with sensors that can detect chemical, biological, radiological, nuclear or explosive materials (CBRNE) that may be stowed in passing watercraft. Another feature is the raised platform that provides a bird's-eye view for personnel during a rescue operation. An on-deck control station also gives the helmsman a clear view of operations.

Fireboat 49, delivered in August 2017, was designed and built by MetalCraft Marine of Kingston, Ontario. It is a Firestorm 36 model, one of a series of fireboat hulls ranging in length from 27 to 70 feet. Propulsion is provided by two Cummins QSB6.7 550-hp main engines with ZF 280 gears and Alamarin AJ 340 waterjets.

"It's very impressive," May said. •



Elkhart Scorpion fire monitors on the bow, above, and pilothouse roof are complemented by a pair of Elkhart Copperhead monitors, left, on the stern.

Fireboat 49

SPECIFICATIONS

Owner/operator: City of Fort Lauderdale, Fla./Fort Lauderdale Fire Department

Designer/builder: MetalCraft Marine, Kingston, Ontario

Dimensions: L: 43' B: 13'4" D: 2'3"

Mission: Firefighting, search and rescue, dive rescue

Crew size: Four (minimum)

Propulsion

- (2) Cummins QSB6.7 main engines, 550 hp each
- (2) Alamarin AJ 340 waterjets
- ZF Marine ZF 280 gearbox
- Onan 7.5-kW auxiliary generator
- Top speed: 37 knots

Capacities

- Fuel: 400 gallons
- Water: 40 gallons
- Black water: 30 gallons

Firefighting/deck equipment

- Darley 3000 fire pump, 3,400 gpm
- (2) Elkhart Brass Copperhead fire monitors
- (2) Elkhart Brass Scorpion EXM fire monitors
- Static kernmantle rope for life rescue
- (2) surface rescue throw lines
- Atkins & Hoyle aft davit
- Gilman collar fendering

Navigation/communications

- Garmin GMR 24 xHD dome radar
- (2) Garmin 7616xsv chartplotter/sounder units
- Ritchie compass
- (2) Icom M506 VHF radios with RAM microphones

Casualties



Aft view

Savage Ingenuity is shown partially submerged with its bow facing two empty tank barges on the Gulf Intracoastal Waterway. The inset photo shows water up to the second deck on the starboard side of the towboat.

Photos courtesy U.S. Coast Guard

NTSB: Lack of requirement to close deck doors led to sinking

Rapid downflooding through an open deck door caused a towboat to sink last year near Sulphur, La., according to the National Transportation Safety Board (NTSB).

Savage Ingenuity sank on Sept. 5, 2017, at about 0035 near mile marker 245 on the Gulf Intracoastal Waterway. All five crew

escaped to the two-barge tow, but the towboat sustained \$1.3 million in damage. Almost 12,000 gallons of fuel also entered the waterway, most of which was not recovered.

NTSB investigators cited “the absence of company procedures requiring the closure of weather deck doors at all times while the

vessel was underway” as the probable cause of the sinking.

“The tow was maneuvering about perpendicular to the strong eastbound current at the time it began heeling. Given the vessel’s low freeboard, water washed onto the main deck, reaching the sill of the open engine room door, and downflooded into the engine

room,” the NTSB said. “Once water continuously flooded into the engine room, the list increased, and the engines stopped operating. The flooding overwhelmed the towboat’s reserve buoyancy, causing the vessel to sink.”

Savage Inland Marine, which owns the 1,880-hp towboat, issued a statement that disputed some of the NTSB findings. The company, based in Midvale, Utah, argued that strong currents stemming from heavy rainfall, along with the actions of an assist boat, should have been included as causal factors.

About an hour before the incident, the 68-foot *Savage Ingenuity* received orders to bring two empty 297-foot tank barges, *SMS 30010* and *SMS 30012*, to the Calcasieu Refinery six miles away. The barges were arranged side by side facing west, and they needed to spin 180 degrees to head east toward the refinery.

Weather conditions were clear and calm, but the waterway had a 4- to 6-knot current due to recent heavy rain from Hurricane Harvey. These conditions required an assist boat to spin the tow in the strong current. The triple-screw, 1,800-hp fleet boat *Alfred P. Cenac III* served as the assist vessel.

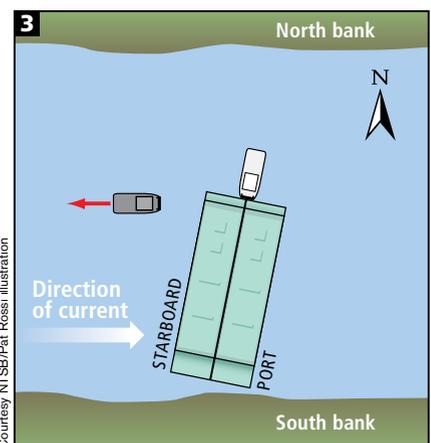
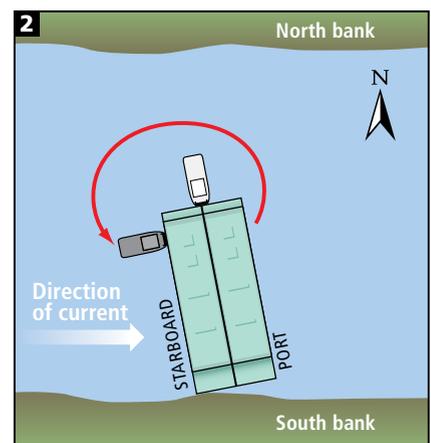
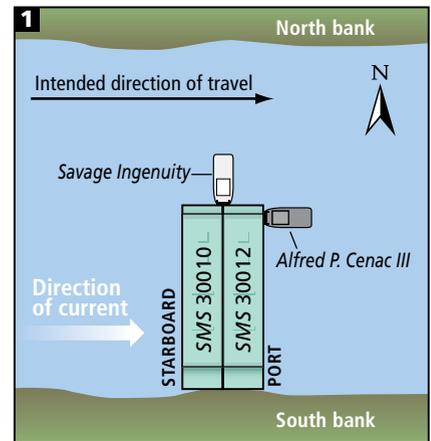
Savage Inland Marine argued that strong currents stemming from heavy rainfall, along with the actions of an assist boat, should have been included as causal factors.

The relief captain helming *Savage Ingenuity* and the pilot operating *Alfred P. Cenac III* made arrangements to “top around.” The maneuver involved backing *Savage Ingenuity* and two tank barges off the bank, then pushing the barges back into the bank to serve as a pivot point, according to the NTSB.

Alfred P. Cenac III helped pull the tow off the bank, and then took a position on the port quarter of the port barge and began pushing west into the current. The fleet boat pilot told investigators *Savage Ingenuity* heeled to starboard midway through the maneuver, causing the pilot to back off the barge.

“When *Savage Ingenuity* began listing to starboard, the relief captain also stopped pushing on the barges and slackened the face wires by using the winch controls in the pilothouse, hoping that the vessel would return to an even keel,” the NTSB report said. “He told investigators that shortly thereafter the engines shut down and he heard the bilge alarm sound from the engine room. He then activated the general alarm to alert the crew of the emergency.”

At about this time, *Savage Inge-*



Courtesy: NTSB/Pat Rossi illustration

An NTSB illustration depicts the sequence of movements by *Alfred P. Cenac III* as described by its pilot: (1) initial pushing position; (2) relocation to starboard side of the tow following *Savage Ingenuity*'s list to starboard and loss of power; and (3) approximate final positions of both towboats after the sinking.

nunity's captain awoke and went on deck, where he saw water rushing into the engine room. The relief captain later told investigators he did not realize the engine room door on the weather deck was "partly open."

Savage Ingenuity's crew escaped onto one of the tank barges and later boarded *Alfred P. Cenac III*. Salvage crews raised the towboat

four days later. Although all of the doors and hatches were found closed once the vessel was brought to the surface, the U.S. Coast Guard noted that salvage divers had secured all of the doors and hatches, capped the vents, and placed bags over the stacks before *Savage Ingenuity* was lifted out of the water. The doors and hatches that divers found open

were not specifically noted, the NTSB said.

Savage has procedures calling for all hatches to be closed while operating without barges in tow. But the NTSB said this policy did not apply during the accident maneuver because *Savage Ingenuity* had barges in tow. Savage has since updated its policies requiring that watertight and weather-

CASUALTY BRIEFS

Undetected leak cited in La. towboat sinking

Federal investigators determined that the towboat *Gracie Claire*, which sank in Venice, La., in August 2017, lost stability and freeboard due to an undetected hull leak through the rudder compartment.

According to the National Transportation Safety Board (NTSB), a roughly 1-inch hole in the bottom of the compartment "made the vessel susceptible to the adverse effects of boarding water from the wake of a passing vessel."

The 1,800-hp *Gracie Claire* sank on Aug. 23, 2017, at Stone Oil's dock at mile marker 10 on the Lower Mississippi River. No one was injured, but roughly 1,100 gallons of fuel escaped into the river, more of half of which was recovered.

NTSB investigators believe the 40-year-old towboat had

been taking on water for some time before loading fuel at the dock. The vessel had a modest starboard list before loading fuel from the starboard fill pipes, at which point the captain moved to load the vessel from the port side in hopes of regaining balance.

The list gradually worsened after the wake from a passing crew boat washed onto the towboat's stern at about 0755. Within about 90 seconds, water entered the engine room from the starboard side.

"Once the vessel reached a heel angle that allowed water to reach above the 20-inch coaming of the open door leading

Salvage crews raised *Charlie Boy* in August 2015 about a month after it sank in the Mississippi River, killing crewmember Oliver Johnson. A St. Louis jury recently awarded Johnson's family \$4.5 million following a two-week trial.

to the engine room, the vessel downflooded and rapidly sank," the NTSB said.

The three crewmembers aboard *Gracie Claire* climbed onto the dock before the vessel went under. The deck hand, who had only worked in the maritime industry for a month, woke the relief captain who was sleeping at the time.

Triple S Marine of Morgan City, La., salvaged the vessel and replaced key equipment

on board. Damage exceeded \$500,000.

Jury awards \$4.5 million in crewman's 2015 death

A jury in St. Louis, Mo., has awarded \$4.5 million to relatives of a mariner who died when the towboat on which he was working sank in the Mississippi River.

Oliver Johnson and two other crew were working aboard the 61-foot *Charlie Boy* on July 19, 2015, when the towboat lost



Photo courtesy Patrick Bader

tight doors and hatches be closed while underway, and has included the changes in pre-departure checklists.

In its statement, Savage said the “historic rainfall” from Hurricane Harvey should be considered a “substantial causal factor” in the accident. The stronger-than-normal current necessitated the use of an assist towboat, and the

company argued that the vessel’s actions also contributed to the sinking.

“The assist boat was positioned on the aft port quarter of the empty barges and began pushing *Savage Ingenuity* and the aft of its barges to starboard, into the prevailing current,” Savage said.

The NTSB report indicates that operators on both boats dis-

cussed the maneuver beforehand, but the agency does not specifically note whether the actions carried out by the assist boat matched the agreed-upon plan.

Al Cenac Towing of Houma, La., owns the 64-foot *Alfred P. Cenac III*. The company did not respond to an email message seeking comment on the case.

Casey Conley

control and then became pinned against a barge broadside to the fast current. The vessel rapidly sank. The other two crewmembers escaped without injury, but Johnson was unable to get off the boat. His body was found in a stateroom about a month later when the vessel was salvaged.

In court documents, attorney Patrick Bader argued that the 40-year-old towboat was unseaworthy, and that owner B.N.B. Towing Service should have known it was unsafe. Osage Marine Services operated the vessel. Both companies are located in St. Louis.

In an initial court filing, an attorney for the two firms argued that Johnson was responsible for his own death.

“Decedent’s death ... was the result in whole or part, however slightly, of decedent’s failure to work in the required manner in breach of his primary duty as

lead man aboard the vessel,” the two companies wrote in a Nov. 7, 2016, filing.

Charlie Boy, a 1,000-hp fleet boat, has operated under several names over the years, including *Leslie Brewer*, *Stud* and *Valley Sunshine*. Three mariners died when *Valley Sunshine* sank in the Mississippi River on May 16, 1996, in St. Louis. There were no witnesses or survivors.

Coast Guard rescues crew from ship adrift in Atlantic

The U.S. Coast Guard rescued 10 people from a cargo ship adrift in the North Atlantic Ocean for nearly three weeks.

The 250-foot Tanzania-flagged *Alta* lost propulsion on Sept. 19 while en route from Greece to Haiti, the Coast Guard said, and crew were unable to make repairs. The ship initially became disabled about 1,380 miles southeast of Bermuda.

Almost two weeks later, on Oct. 2, a Coast Guard airplane dropped food to the crew after they reported supplies were running low. The drop consisted of a week’s worth of meals ready to eat (MREs). At the time, the crew was said to be in high spirits.

Days later, the Coast Guard diverted the cutter *Confidence* from a patrol near Puerto Rico amid concerns that *Alta* could be damaged by Hurricane Leslie. The cutter reached the disabled ship on Oct. 8 and brought the crew on board before sailing to Puerto Rico.

At press time, the fate of *Alta* was not known. As of Oct. 10, the Coast Guard said personnel were still working with its owner to coordinate a rescue tow.

Crew escapes as towboat sinks near Cairo, Ill.

The Coast Guard is investigating the sinking of an 800-hp fleet

boat on the Upper Mississippi River near Cairo, Ill.

Authorities learned at about 1400 on Oct. 9 that *Totem Kole II* was taking on water at mile marker 59.7. It later grounded and partially sank along the left descending bank of the river. Crew escaped the towboat without any reported injuries.

Totem Kole II had about 800 gallons of fuel and another 60 gallons of oil on board, and authorities aren’t sure how much product entered the waterway. An oil spill response organization placed boom around the vessel to prevent further contamination.

Additional details on the incident, including the cause, were not available.

The 49-foot boat was built 56 years ago and is registered to KHC Marine of Percy, Ill. Attempts to reach the company for comment were not successful.

Casey Conley

Bunker barge strikes docked ro-ro, leaks fuel in Port Arthur

More than 13,000 gallons of diesel fuel spilled from a bunker barge after it struck a docked roll-on/roll-off cargo ship (ro-ro) in Port Arthur, Texas.

The accident occurred at about 1600 on Aug. 29 as the 1,000-hp towboat *Savage Pathfinder* approached the ro-ro *Endurance* while pushing a single fuel barge. The barge, *CBR 2017*, made contact with the ship's transom, tearing open a cargo trunk extending from the deck of the barge.

"The transom on this ship is almost like a half moon, and the (ship's) bottom portside caught the trunk of the barge and opened it up like a can opener," said Aaron Heniger, chief investigator with U.S. Coast Guard Marine Safety Unit Port Arthur.

The bottom of Endurance's transom "caught the trunk of the barge and opened it up like a can opener," a Coast Guard investigator said. The ro-ro is shown transiting Japan's Kanmon Straits.

The incident happened while the 868-foot ship was awaiting fuel at dock No. 4 at the Port of Port Arthur. No injuries were reported. The cause remains under investigation.

Savage Pathfinder and *CBR 2017* approached the docked ship from behind. The towboat was shifting the bunker barge on behalf of a separate company that was assisting with fueling the ship. The impact tore a 3-by-4-foot gash in the No. 2 starboard trunk top, allowing fuel to spill into the waterway. The Coast Guard said the source of the leak was "secured" shortly after the accident.

"Immediately upon receiving notice of the incident, we dispatched our designated oil spill removal organization (OSRO), which promptly notified all applicable authorities on Savage's behalf and deployed containment booms," said Jeff Hymas, a spokes-

man for Savage Marine, which owns the towboat.

The Coast Guard and Texas General Land Office oversaw the spill response, which started on Aug. 29 and continued until Sept. 2. Over the next five days, various absorbent materials were used to capture fuel on the surface.

Karina Erickson, a spokeswoman for the Texas General Land Office, said responders used 416 bales of boom and 55 bales of sorbent pads to trap and remove the spilled fuel.

"Additionally, 2,800 gallons of oily water mixture was recovered with on-scene skimming equipment and vacuum trucks," she said in an email, noting that the spill did not cause any "measurable environmental impact."

An estimated 13,272 gallons of diesel spilled into the port waterway located alongside Sabine Lake. Authorities aren't sure how much fuel was recovered.

Savage Marine, based in Midvale, Utah, confirmed basic details about the incident and spill response while noting the cause of the accident remains under investigation.

American Roll-on Roll-off Carrier (ARC) owns the ro-ro, which carries military vehicles, aircraft and other equipment for the U.S. government. The company acknowledged the incident in a news release but declined to comment beyond its initial statement.

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Courtesy: YouTube



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Engine room fire disables NY-bound asphalt tanker off Nantucket

A loaded asphalt tanker went adrift in the Atlantic Ocean off Nantucket after an engine room fire disabled the ship's engines and generators.

Crew aboard the Hong Kong-flagged *Feng Huang AO* reported the fire at about 0115 on Oct. 5, while the ship was 57 miles south-east of the island. Coast Guard officials said the fire started in the engine room and severely damaged at least one engine.

No one was injured and there was no pollution from the incident, the U.S. Coast Guard said, adding

The disabled *Feng Huang AO* awaits repairs after anchoring off New York City on Oct. 8. A fire in the engine room left the ship adrift for two days until a McAllister tugboat established a tow.



Courtesy U.S. Coast Guard

that the cause of the fire remains under investigation.

Crews from the rescue tugboat *Buckley McAllister* learned that the

tanker "suffered a fire in her cargo-heating boilers which required the release of the shipboard CO2 system, which in turn shut down the

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engines and generators,” according to Capt. Steven Kress, McAllister Towing’s vice president of operations.

The 479-foot *Feng Huang AO* was en route from Antwerp, Belgium, to New York Harbor when

the incident occurred. Crew used the ship’s carbon dioxide fire suppression system to extinguish the flames, which did not spread beyond the engine room.

The Coast Guard reported the fire was extinguished by 0330. The

blaze was “significant,” although authorities did not specify the extent of the damage.

“It did not completely decimate the engine room. They are going to be able to fix parts of it,” said Petty Officer 3rd Class Steven Strohmaier.

The Coast Guard dispatched an air crew from Cape Cod to assess the tanker’s condition on the morning of the fire, and diverted the cutter *Legare* to meet the ship and check on its crew.

The 4,000-hp *Iona McAllister* reached *Feng Huang AO* on Oct. 6 but was unable to establish a tow, Strohmaier said. The 5,150-hp *Buckley McAllister*, skippered by Capt. Robert Rand, arrived at about 0700 on Oct. 7. Both McAllister tugs are based in Providence, R.I.

“The towing evolution (with *Buckley McAllister*) commenced around 8:30 a.m.,” Strohmaier said. When the tow began, the vessels were about 150 nautical miles east of the New York Harbor entrance.

The 4,000-hp *Alex McAllister* met *Buckley McAllister* and the tanker at Fire Island, off Long Island, and escorted the vessels to the edge of New York Harbor.

Ellen McAllister and docking master William O’Neil guided *Feng Huang AO* into Pier 1 on Staten Island on Oct. 8 for repairs. *Charles D. McAllister* held the ship against the pier during initial repair work.

Valt, a subsidiary of the London-based energy company Vitol, manages the 2-year-old asphalt tanker. The company did not respond to a request for comment on the fire.

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Barge string breaks free after towboat hits Upper Mississippi dike

Twelve barges broke away on the Upper Mississippi River near St. Louis after the towboat *Kevin Michael* hit a dike just upriver from a lock and dam.

The incident occurred shortly after midnight on Sept. 26 at Lock and Dam 25, located near Winfield, Mo. Six barges remained against the structure for more than a week, while six that had entered the lock were recovered soon afterward, said U.S. Army Corps of Engineers spokesman Scott Ross.

U.S. Coast Guard Lt. j.g. Meagan Scholten said the accident

remains under investigation and the formal cause has not been determined. No one was injured and there was no environmental damage. The barges were carrying corn.

The 5,600-hp *Kevin Michael* was downbound with its 12-barge tow when it arrived at Lock and Dam 25, one of 27 such structures on the Upper Mississippi. While backing out of the lock as it attempted to separate its barge string, the towboat's starboard stern hit a dike, Scholten said.

"With the lock structure, they



Courtesy U.S. Army Corps of Engineers

Six barges loaded with corn were pinned for more than a week at Lock and Dam 25 near Winfield, Mo., after a breakaway on Sept. 26.

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can only push so many barges through at a time,” she said. “It is a common practice for the towing vessel to break their entire tow up into separate portions to get everything through.”

Upon impact, Scholten said, the barges “went everywhere.”

Authorities closed the lock for about 15 hours after the incident and sporadically over the next week. The lock was closed again

on Oct. 5 to allow salvage crews to remove the six barges pinned against the dam.

The dam is made of concrete with steel gates. Inspectors examined the structure after the impact and “determined no immediate risks,” Ross said.

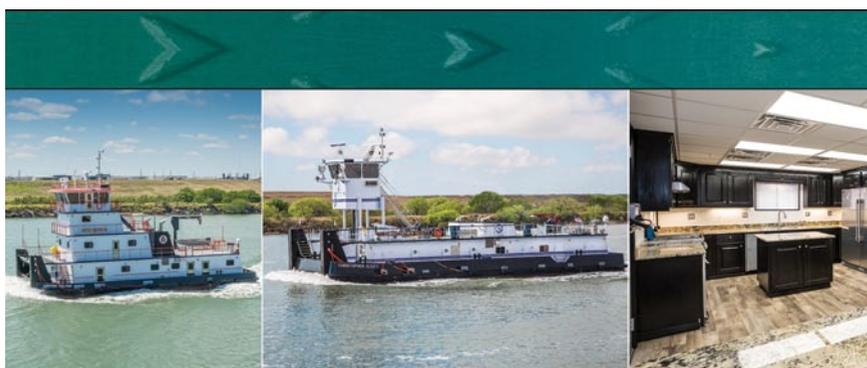
The incident at Lock and Dam 25 was the third casualty involving *Kevin Michael* in 15 months. According to Coast Guard records, the vessel grounded on July 12 and July 24 of 2017.

In the first incident, the towboat grounded at mile marker 702 on the Upper Mississippi near Lock and Dam 7, near Onalaska, Wis. Coast Guard records indicate a separate grounding occurred four days earlier in the same location, which is considered “a trouble area.”

Twelve days later, *Kevin Michael* grounded at mile marker 723 on the Upper Mississippi, near Winona, Minn., with 12 barges in tow. Coast Guard investigators noted three other vessels grounded in the same area shortly after *Kevin Michael*. “Additionally,” the Coast Guard acknowledged, “it was reported that several red buoys were missing.”

Kevin Michael's ownership has changed many times since the towboat was built in 1957. Steel City Marine Transport of Freedom, Pa., now owns the vessel, according to Coast Guard records. A phone message left with the company seeking comment on the incident was not returned.

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Barge damages yacht during maneuver near Connecticut terminal

A loaded gravel barge being guided to a terminal in Stamford, Conn., struck a high-end sailboat docked at a newly built marina, extensively damaging the vessel.

The lead barge pushed by the 1,800-hp tugboat *Seeley* hit the 52-foot catamaran *Sea Jay* at about 1030 on Sept. 17 in the West Branch of Stamford Harbor. The tug was on final approach with two barges to the O&G Industries terminal at the time. The yacht was docked at Hinckley boatyard located immediately south of the terminal.

Stamford Harbormaster Eric Knott said *Seeley* was reconfiguring its two barges from a line-ahead to side-by-side setup when the accident happened.

“What they were trying to do is pivot the barge around to port so they had two barges side by side,” Knott said in a recent phone interview. “They still had the line attached — it’s a common move in the harbor.”

The U.S. Coast Guard is still investigating the incident and has not determined the cause, according to Petty Officer 3rd Class

Hunter Medley of Sector New York.

The lead barge struck the rear of the portside pontoon on *Sea Jay* as the barge pivoted into the side-by-side configuration, Knott said. The impact tore off part of that pontoon and damaged internal structures on the boat. The starboard pontoon was damaged from getting pushed into the dock.

Sea Jay, a custom-built yacht valued at roughly \$1.3 million, was at Hinckley undergoing final outfitting for a voyage to the South Pacific. Sea Tow later hauled the

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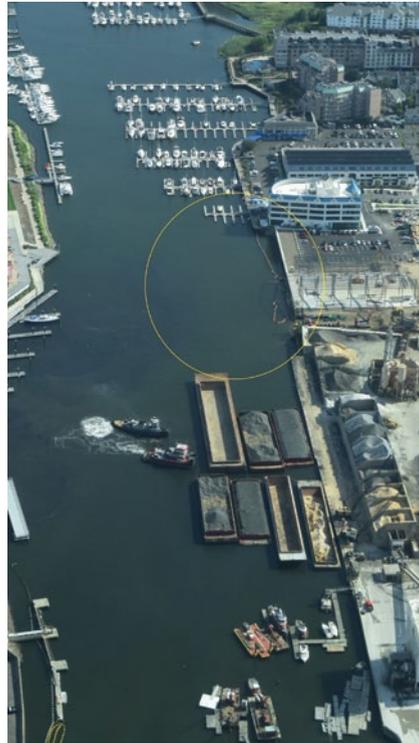
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maritime casualties



Courtesy: Eric Knott

An aerial image of the West Branch of Stamford Harbor shows the proximity of the O&G Industries terminal (foreground) and the site of the new Hinckley marina (yellow circle). "The new marina is right at the end of the federal channel ... right at the beginning of the turning basin where the tugs actually maneuver," says Harbormaster Eric Knott.

vessel to Norwalk Cove Marina, which pulled it out of the water. No monetary estimate of the damage was available.

Hinckley staff reported light sheening in the waterway after the incident, and responders deployed boom and sorbent pads to recover any fuel in the waterway, Medley said. Information on the amount of fuel that entered the waterway, and its source, was not available.

The O&G terminal is located toward the back of the harbor's West Branch, which runs almost north-south near the city's down-

town. Reaching the terminal dock requires passage through several marinas on both sides of the waterway.

Authorities recently approved construction of the Hinckley yard and its placement of slips in the waterway, despite strong objections from Knott and some other harbor stakeholders. He said he predicted two years ago that such an accident was likely. The marina became operational in June.

"The new marina is right at the end of the federal channel ... right at the beginning of the turning basin where the tugs actually maneuver," Knott said. "This is where the tugs start to maneuver and reconfigure things."

Peter Manion, general manager of Hinckley Yacht Services in Stamford, acknowledged that the marina runs right up against the O&G terminal near the navigation channel. He believes *Sea Jay* was located outside the channel but noted the Coast Guard will make a final determination.

"We're sorry for the damage to the boat because the owners were getting ready to go on a long trip and they have been delayed," he said. "How long is to be determined."

Weeks Marine of Cranford, N.J., owns the 37-year-old model bow *Seeley*. The names and dimensions of the two barges were not available. Weeks Marine did not respond to phone and email requests for comment about the accident.

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Courtesy/ Reinhard Link

Threat of contaminated fuel easing, but looming sulfur cap is wild card

by Alan R. Earls

The last thing a mariner wants to worry about is an unreliable prime mover.

But it's become a top concern for many due to recent fuel contamination issues, particularly along the U.S. Gulf Coast.

When an aircraft takes to the skies, there is an implicit understanding that the entire fuel supply chain has been carefully crafted to deliver consistent, high-quality product. Planes, as a consequence, spend most of their existence in the air, reliably shuttling people and goods from

city to city and from continent to continent.

On the water, the supply chain may be less exacting, but the expectation that fuel will be of appropriate quality to get a vessel home has long been taken for granted. However, recent events in the Gulf and elsewhere around the world have shattered that expectation.

In early 2018, vessels began to report problems that sometimes made power plants inoperative. Given the large number of vessels involved and the geographic proximity of the incidents, bunker fuel became the prime suspect.

"Members have had problems in the Gulf," said Kathy J. Metcalf, president and chief executive officer of the Chamber of Shipping of America. She said operators who have tested their fuel after loading and found problems are segregat-

ing the contaminated product and offloading in their next port of call.

"We were the first entity to come up with an explanation for these problems," said Steve Bee, group commercial and business development director at Veritas Petroleum Services, a global testing company.

According to the U.S. Coast Guard, blended products such as intermediate fuel oil (IFO 380) have fouled fuel pump plungers and caused pump seizures and other system-related failures. The contaminated fuel is also believed to increase sediment levels at separators and filters and, in some cases, may completely clog these systems. Standard testing methods in ISO 8217 specifications have not been able to identify the problem.

Instead, companies like Veritas used their chemical analysis skills in testing that included extraction-gas

Questions about contaminated bunker are at the heart of a legal dispute between Thorco and World Fuel Services over the grounding of the freighter Thorco Lineage in French Polynesia in June. The ship took on fuel in Panama and later experienced engine failure.

Courtesy La Depêche de Tahiti



In a June safety alert, the U.S. Coast Guard said no definitive source had been identified for the contamination affecting fuel suppliers and vessel operators in the Houston area, left, but “it’s presumed to be associated with the use of fuel oil cutter stocks.”

chromatography and mass spectrometry to ferret out the culprit.

Veritas and another firm conducted tests on samples from multiple vessels and found a contaminant identified as 4-Cumyl-Phenol (CAS No. 599-64-4), a phenolic compound. All fuel oil samples were found to have the compound in the concentration range of 300 parts per million to 1,000 ppm. That might not sound like much, but it was enough to cause serious problems in the Houston area, the epicenter of the contamination in the U.S. While the threat there has eased, many maritime stakeholders remain cautious.

Some in the industry have publicly speculated that the grounding of the freighter *Thorco Lineage* as it was sailing from the U.S. to Australia last summer may have been linked to bunker fuel contamination. Reports also show that in recent months, fuel contamination issues have been identified in Singapore, the world’s largest ship refueling hub. Closer to home, problems have been reported in Panama (where *Thorco Lineage*’s fuel originated) and the Dutch Antilles.

According to Bee, this is not the first time fuel contamination has been an issue — some problems date back a decade — but it is perhaps the most widespread episode so far. He said his company has tested about 50 vessels in the Houston area, along with 20 in Panama and 10 in Singapore. In the case of Houston, Bee estimated that an

equal number of vessels might have had problems that his firm was not consulted about.

“Where certainty is lacking (regarding the cause of fuel problems) this also affects liability, and it is likely that some questions may be raised about previous bunker fuels carried on vessels and the onboard fuel management procedures,” the International Bunker Industry Association (IBIA) has stated. “Ship-owners would be well advised to carefully document procedures and retain all relevant fuel samples.”

The liability issues also could involve insurers. Dieter Michael Hugel, president of the underwriting

the Gulf Coast may have been due to a formulator trying to find a way to reduce sulfur in an acceptable blend, he speculated.

The decision to implement a global sulfur cap of 0.5 percent, effective Jan. 1, 2020, was made by the IMO’s Marine Environment Protection Committee (MEPC) in October 2016 in London. The current global limit for sulfur is 3.5 percent for vessels operating outside of Emission Control Areas (ECAs).

The 2020 standard is an effort to sharply reduce sulfur oxide emissions from maritime sources, particularly for people living in port cities or near shipping routes. But



Courtesy Wikimedia Commons

company Gulf Coast Marine LLC, said that so far his firm “has not had any claims issues regarding contaminated bunker fuel,” though he stresses to many of the vessels that he insures to not use bunker fuel.

While contamination may be the most obvious symptom, Bee said a more serious malaise — and one with longer-term implications — is the International Maritime Organization (IMO) mandate for reducing sulfur content that is roiling the fuel markets. Recent contamination on

Marine fuel surveyor Maritec warned clients in July that six samples of ship fuel sold in Singapore had “resulted in severe sludging at centrifuges, clogged pipelines (and) overwhelmed fuel filters.”

the impact on the shipping industry is unknown. Bee said it boils down to increased costs and the potential for further contamination issues as the supply chain works to develop compliant fuels.

The regulations are included in Annex VI to the International Convention for the Prevention of

Pollution from Ships (MARPOL). Annex VI sets increasingly stringent standards for reducing vessel emissions of both sulfur oxides (SOx) and nitrogen oxides (NOx). In 2008, when the amendment was adopted, a commitment was made to review the feasibility of the 2020 date before that time, allowing an optional implementation date of 2025 if sufficient fuels seemed unlikely to be available. The review was conducted in 2016 and concluded that compliant fuel oil would be available in sufficient quantities by 2020 for the shipping industry. While there are some limited exemptions — for instance, when the safety of the ship is at stake, or if equipment is damaged

— the regulation otherwise covers essentially any fuel used on board.

To meet the new 0.5 percent standard, the IMO also touts the use of alternative fuels such as methanol, or the installation of scrubbers to capture sulfur in the exhaust stream. An additional IMO regime applies for ECAs, where the sulfur limit currently is even lower — 0.1 percent. Areas covered under this 2015 regulation include designated coastal areas of the United States and Canada, the Baltic Sea, the North Sea and portions of the Caribbean Sea around Puerto Rico and the U.S. Virgin Islands.

“The initial changes imposed on the industry in 2015 added hundreds of millions of dollars in

additional costs, and in 2020 that will become many, many billions,” Bee said.

And it’s not just the IMO. Many complementary national measures have kicked in or will kick in, following the organization’s lead, he said. According to some estimates, operators by 2020 will be paying up to \$400 more per ton of fuel than at present.

With the new deadline looming, Lars Robert Pedersen, deputy secretary-general of BIMCO, has called for bunker states that are committed under MARPOL Annex VI to take responsibility for enforcing the mandate among suppliers — particularly language ensuring fuel quality — which he asserts they



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have so far failed to do. Pedersen also anticipates more blending as suppliers rush to meet the deadline, and he questions whether the IMO is correct in assuming that adequate fuel supplies of the correct type and quality will be available in little more than a year.

Looking ahead to the challenges of 2020, Metcalf cited recently published guidance from the International Chamber of Shipping, which includes more than 40 national maritime trade associations. Aside from the obvious expected increase in bunker fuel cost, major issues that the global industry is concerned about include:

- Geographic availability of fuel.
- Composition of the blends

of 0.5 percent sulfur fuel, which is expected to vary from source to source and may vary over time with the same source.

- Compatibility issues with blends and marine engines and lubricants.
- Safety issues associated with blends that may compromise the operation of marine engines due to components such as cat fines (left-overs from catalytic cracking).
- Port state control issues associated with action taken against a vessel in the early days after Jan. 1, 2020, if an operator is unable to procure compliant and/or compatible fuel in a specific port.

Discussions on the topic no doubt will only grow more heated in the coming months. For now,

the Coast Guard simply recommends caution and awareness. Quoting an unnamed testing organization in a news release, the service suggests that vessel owners and operators pay attention to the terms of bunker requisitions; specify that the fuel must be absent of abnormal components; determine the acid number of the fuel; and carefully pay attention to the vessel's fuel supply and fuel injection equipment.

The Coast Guard also recommends that any potential problem be communicated to relevant personnel, and that vessel operators "consult their bunker suppliers and other technical service providers regarding this issue." •

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the busiest of the NYC Ferry routes, accounting for nearly half of all riders. It starts at Pier 11 in Lower Manhattan and runs across the East River to stops in Brooklyn and Queens before returning to midtown Manhattan. The city ran a ferry along the route as a pilot before launching the new service.

Other NYC Ferry routes serve the Lower East Side of

New NYC ferries get up and go to meet surging demand

Story and photos by Casey Conley

NYC Ferry's H207, above, departs the Dumbo section of Brooklyn for Wall Street/Pier 11 in Lower Manhattan on a sunny Saturday in July. Amenities on the new fleet of vessels include airplane-style seating, right, an open second deck, bicycle storage and Wi-Fi.

The ferries also have well-stocked bars and concession stands. At far right, Capt. James Arnpriester guides *Owls Head* on the East River while another NYC Ferry boat speeds past.

Capt. James Arnpriester backed the ferry *Owls Head* away from New York City's Pier 34 and pointed the bow east. He paused while a southbound city tanker passed, then throttled up the engines.

The catamaran quickly came to life. But within a minute, he pulled back on the controls and began the approach into Long Island City, Queens. The East River crossing took less than two minutes.

"They are really quick,

which is nice," Arnpriester said of the 86-foot, 149-passenger aluminum vessels now operating for NYC Ferry. "They are lightweight and these engines have plenty of torque, so they really do get up and go."

The NYC Ferry service launched May 1, 2017, after two years of development. The city partnered with Hornblower Cruises to operate the network comprising 19 high-speed vessels. Six routes link every borough except Staten Island.

The East River run is by far



Manhattan, Rockaway and Astoria, Queens, South Brooklyn, and Soundview in the Bronx. Since launching, the ferry service has carried 6.5 million riders, and it's projected to reach 9 million riders a year by 2023.

On a sunny and warm day in July, the lower level on *Owls Head* was about half full, populated mostly by professionals staring at cellphones or reading books and newspapers. Seats were hard to come by on the exposed upper deck. People dressed for the office sipped coffee alongside tourists eagerly snapping photos of the Manhattan skyline.

Back in the wheelhouse, Arnpriester approached Greenpoint, the second stop on the



return trip from the 34th Street Pier to Wall Street/Pier 11. Winds were calm as he aimed for the terminal extending 100 yards into the river. Pulling back on the throttles, he used the 2-knot facing current to ease into the landing.

Deck hand Mark Schmidt stood on the bow ready to open the loading ramp and check tickets. Schmidt signaled to the wheelhouse once everyone was on board. Arnpriester welcomed the new passengers and gave a safety briefing before getting underway. The entire process took just a few minutes.

“The bow-loading ferries are pretty much as efficient as you get. We are literally in and out,” Arnpriester said. “We push up, disembark the passengers, board the next crowd and then we’re pretty much off again.”

That’s precisely the idea. The city developed the NYC Ferry system to enhance its jam-packed public transit network. More than 5.5 million people ride the subways each day during the week, and the city’s bus network carries 2 million daily riders.

Ridership on the NYC Ferry vessels accounts for a tiny fraction of overall public transit use in New York, with between 12,500 and 15,000 passengers a day. But the ferries serve communities with limited access to other transit, and as several commentators in New York have noted, every little bit helps ease congestion on the subway. Each ride on

the ferries costs \$2.75, the same as the subway.

During one busy July weekend, Hornblower said 75,000 people rode its ferries — a significant jump in demand. At about the same time, the 350-passenger *Ocean Queen Rockstar* joined the NYC Ferry fleet. Hornblower now operates

Head and its River-class siblings comes from twin Baudouin 6M26.3 engines generating 803 hp each at 2,100 rpm. The engines turn five-blade Michigan Wheel props through ZF gearboxes. To improve stability, Humphree Interceptor trim tabs are installed at the transom. Service speed is 25 knots.

HB106, right, awaits passengers at Wall Street/Pier 11 in Lower Manhattan. Ferries in the new fleet arrive bow-first at each terminal for faster loading and unloading. Below, Brendan Smith, left, director of engineering for NYC Ferry, and Dominic Rinaldi, the engineering manager, have developed maintenance and repair systems aimed at maximum efficiency.



two 350-passenger boats and two more are expected by the end of 2018. An additional two are coming next year, all from

Louisiana-based Metal Shark.

Metal Shark and Horizon Shipbuilding — now owned by Metal Shark after declaring bankruptcy — built all of the vessels in the NYC Ferry fleet, split across the 1,600-hp River class and the 2,800-hp Rockaway class. In addition to larger engines, the Rockaway-class boats have wider pontoons, a higher freeboard and a deeper draft. Incat Crowther of Australia provided the designs.

Propulsion aboard *Owls*

“The design is pretty great for the harbor here,” Arnpriester said. “They are pretty comfortable-riding boats.”

The trim tabs make the ride a little more pleasing for passengers while making a big difference with efficiency. “Trimming the boat down properly is going to mean we’re burning less fuel at the same speed, so they help us overall,” he said.

NYC Ferry captains typically work eight-hour shifts, although sometimes they stay at the controls for a little longer. Although the routes themselves don’t change, conditions in the harbor are always fluid. The East River in particular is extremely busy with ferries, tugboats, personal watercraft and even swimmers. The occasional large ship also passes through.

Managing currents is another focus given the varied approaches to the terminals. Some of the approaches allow ferries to come straight into the landing, while others require tight turns either with or against the tidal flow.

“(This landing) right here, and the next one we go to, we are perpendicular to the current,” Arnpriester said as *Owls Head* approached the terminal at North Williamsburg. “You have to know exactly what the current is doing before you get there.”

Arnpriester, who grew up in Massachusetts and still has the accent, has been with NYC Ferry since before the service launched. He traveled to the Gulf of Mexico to deliver four of the early newbuilds to New York. The vessels stayed outside the Intracoastal Waterway for much of the journey, offering a glimpse of their capabilities in rougher water.

“Obviously, you have limitations with an 86-foot aluminum boat, but they did great,” Arnpriester said. “It was actually a pretty rough spring in the Gulf of Mexico, and all things considered they did really well. They ran into probably more than anything we’ll ever see in the harbor. They are definitely well built.”

Hornblower has more than 325 people working for NYC Ferry,

including dozens of captains and deck hands. Fifty engineers work all hours at the Brooklyn Navy Yard to keep the vessels running safely and efficiently. Brendan Smith and Dominic Rinaldi, the director of engineering and engineering manager, respectively, oversee that operation.

Both men joined Hornblower in New York after Navy careers working on nuclear submarines. The two have tried to instill a similar level of discipline in the maintenance, repair and safety regimen across the ferry fleet. By now, they said, any issues require only tweaks rather than major fixes, but they’re always looking for improvement.

“The main thing we do in our department is constantly reassessing processes and systems and making sure everything is more efficient every day we operate,” Smith said.

One benefit of starting the service from scratch, Rinaldi said, is the ability to establish best practices right from the start. “Our standards are very, very high,” he said. “The benefit of our backgrounds is we don’t have the industry norms in mind when we do what we do. And that is a benefit rather than a detriment.”

Back on board *Owls Head*, Arnpriester steered the vessel along the Brooklyn waterfront. Marquise

Steele ran the well-stocked concession stand, and deck hand Syed Hoque kept watch of the passenger spaces. Hoque is a SUNY Maritime graduate who has since been promoted to captain.

“I like the variety. I’m always doing different routes, so I get to see a lot of the city most people don’t get to see,” Hoque said, noting that he’d yet to work through a New York City winter.

Arnpriester steered *Owls Head* under the Brooklyn Bridge for a quick stop in the Dumbo section of Brooklyn. Minutes later, the vessel sped due west across the East River toward its final stop at Pier 11.

During rush hour, it’s common to see five or six ferries coming and going from Pier 11 at once, many loaded with commuters from New Jersey, making for a tricky approach. But during this trip, most workers were already at their desks and river traffic was tame. Arnpriester turned to port and guided the vessel softly into position.

Wall Street/Pier 11 is the end of the line, but a dozen or so people were waiting to climb on board for another run. For the crew, it was just another stop in a day spent helping New Yorkers get where they’re going. •

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the two able seamen on my watch, along with the second pumpman, Riz, on the UHF radio and asked them to meet me at the base of the catwalk just in front of the ship's house.

I am sure that they expected me to go over my operations plan for the next four hours, as I usually did at the beginning of each cargo watch. Instead, I pulled out three plastic bags full of candy, four paper coffee cups and two bottles of Welch's carbonated grape juice. Pouring each one a cup and handing out the bags of candy, I said, "Time to toast the new year, gentlemen." As we raised our cups of "bubbly," all of a sudden we got to experience the Hawaiians' new year tradition

of fireworks at midnight. Explosions that sounded like cannon fire, with flames lighting up the night sky in reds, yellows, hot whites and green star clusters, soon filled the ocean-fresh air with acrid smoke. Concerned, I was ready to shut down cargo operations, but then realized that although fireworks were exploding all over the island, there were none over the marine terminal itself, and thus they posed no danger to the vessel. That was certainly the most colorful New Year's Eve I have ever experienced while working at sea — and a moment I will always remember.

On a personal level, New Year's Eve is a time to reflect upon the year past, contemplate the one ahead, and to celebrate the moment. On a grander scale, the turn of the cal-

endar is also a time to ruminate on "the big picture." For our industry, 2019 will see new pollution, ballast water, bulk cargo and emissions rules enter into force, with amendments to the International Convention for the Safety of Life at Sea (SOLAS) not far behind. As the year progresses, it will be up to us to stay informed, ready and alert.

Till next time, I wish you all Happy New Year and smooth sailin.'

Kelly Sweeney holds a license of master (oceans, any gross tons), and has held a master of towing vessels license (oceans) as well. He sails on a variety of commercial vessels and lives on an island near Seattle. You can contact him at captksweeney@professionalmariner.com.

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A Mariner's Notebook

by Capt. Kelly Sweeney

Toasts of New Year's past: Ship horns, sky fire and a bit of 'bubbly'

In a few short days, New Year's Eve celebrations around the world will take place, with different cultures noting the turn of the year in their own

unique ways. In Denmark, tradition calls for standing on a chair and jumping off it at the

stroke of midnight, literally jumping into the new year for good luck. In Peru, people mark the new calendar by having organized fistfights because beating each other up over past differences "clears the slate" for the coming year. Here in the United States, millions of revelers watch the "time ball" drop during festivities in New York's Times Square, probably without realizing that Capt. Robert Wauchope of the British Royal Navy first came up with the idea of a "time ball" to help vessel navigators ensure that the

chronometers needed for their navigational calculations were accurate. The maritime industry has its own cultural tradition to celebrate the new year: the blowing of the ship's horn at the stroke of midnight.

As a cadet at the California Maritime Academy and early in my career working on tugs, I was unaware of this maritime tradition. I first experienced it as a third mate on a chemical tanker carrying benzene, caustic soda and toluene from Louisiana to the West Coast. It was 2345 on Dec. 31, and I had just come up to the wheelhouse to relieve the watch. We were at anchor off of Cristobal, Panama, in the Atlantic Anchorage, awaiting passage through the Panama Canal the following morning. After checking in by UHF radio with the able seamen on my watch, the first order of business was fixing myself a cup of coffee. Then, it was time to go out on the starboard bridge wing to get some bearings for the midnight check of our anchor position. There were dozens of

ships anchored, and from my solitary vantage point I could see them riding easily as the warm, moisture-soaking air hung thickly in the moonlight. All was still and quiet.

Suddenly the calm was shattered by a cacophony of ships' horns. The belting from huge Panamax ships mixed with the shrill piercings of smaller tuna boats and Japanese fishing vessels, almost making me jump out of my skin. Then, after a few minutes all was calm again. Stepping back into the wheelhouse to plot our position and make the first entries in the new deck logbook, I thought about all of the merchant ships blowing their horns at midnight, like a wave of sound following the time zones around the globe. My new year had started.

Other than the traditional sounding of the ship's horn, for me New Year's at sea has consisted mainly of a few decorations put up around the ship, coupled with a specially prepared feast for the crew. I recall one year,

though, when Lynwood, the radio operator on our oceanographic ship, went out of his way to make our day more special. He worked hard all day to pull in the shoreside radio stations transmitting the bowl games, and set it up so that each of us could tune into them and listen live on the radio in our stateroom. It was a little bit of home we all appreciated, although after the games I did notice a few long faces on those who lost money in the betting pool.

One of the most surreal New Year's Eves I have experienced on a ship occurred while I was a mate on a product tanker berthed in Kalaeloa Harbor at Barbers Point, Hawaii. We were pumping unleaded gasoline and diesel to the Chevron facility, and at 2330 I arrived in the cargo control room to sign the declaration of inspection and read over the chief mate's cargo orders. Fifteen minutes before midnight, I called John and Carlos,

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