Theismann talks about football and life

Two weeks ago was the 30th anniversary of when Lawrence Taylor of the New York Giants blindsided Washington Redskins quarterback Joe Theismann on Monday Night Football and broke his right leg. For Theismann, it ended his career, but it also changed his life.

“I’ll never forget that night. I was a successful football player,” said Theismann, who delivered the opening keynote address yesterday at the 30th edition of the International Workboat Show. “What happened with me and my success was that I thought I was the reason we were successful. I moved up the ladder of my profession, but continued to take steps back as a human being. Because I thought that the whole world revolved around me.”

That changed on Nov. 18, 1985. “My life as far as I was concerned was over,” said Theismann. “I was a football player. It’s all I was. I wasn’t a nice person.”

Theismann asked himself what he could be taking from athletics to help him be a better person. “The first thing I thought about was gas prices,” he said. “Then I challenged the overflow crowd to write down their personal goals. “You’ll make the changes in this business in that direction, because it has direction. You can’t avoid it.”

Theismann also discussed how to be the best at what you do, whether on the football field or in the workboat industry. “I know some of you have been around the marine industry for a long, long time. But every industry is changing. Open your minds to what’s happening in this business. How can you make the changes in this business work for you?”

He said that people should open their minds to opportunities available through change. “That’s why this show is so important to every one of you. See as many things as you can, how can this work to make us more efficient, to make us more dependable.”

Richard Bunch

Cutting sugar and carbs will help reduce stress

Feeling tired and stressed on the job? These are not just physiological issues, but the leading causes of stress.

“People who are chronically stressed accidents on the river and other places,” Richard Bunch, licensed physical therapist and ergonomic specialist, told a Workboat workshop on stress and fatigue management.

Stress can be the source of many health problems. It can interrupt sleep, lead to poor eating habits and obesity and cause heart troubles, said Bunch, who is also CEO of WorkSaver Systems, which provides ergonomic services and fit for duty testing. The cortisol that is released during stressful moments can increase blood pressure and insulin, hasten the aging process, deplete vitamins and minerals -can cause one’s body to hit highs and lows during their shifts. “Post lunch grogginess is hazardous for mariners who must be sharp during their shifts.”

“Day,” he said. “We are sugar addicted in this country.”

“Exercising. This can be hard on boats, but Bunch suggests a stationary exercise bike, and working out with an exercise band for strength training,” Bunch said.

“Getting quality sleep. Melatonin is a safe sleep aid.”

“Eating more raw foods - nuts, fruits, vegetables. Using honey as a hot drink gives great results.”

“Cutting sugar and carbs will help reduce stress.”

Richard Bunch

The internet of things

A modern vessel gets more sophisticated and electronically driven, vessel companies need to find efficient ways to process and organize huge amounts of data and use it to improve their efficiency, safety and overall operations.

That was the message offered by Jaime Tetrault, director, product support at Caterpillar Marine, at the Workboat Conference on “The Internet of Things Comes to the Workboat Industry.”

The Internet of Things, Tetrault said, is far more than the internet as we know it on computers or cellphones. It encompasses the broad reach of the interconnectivity of things, which includes the connections of various components of the maritime industry, from ship to shore.

“Every year, with very new boat built, the amount of connectivity doubles,” Tetrault said. “Connectivity is growing rapidly. And as it becomes so important, the question is, what are you prepared to do with it?”

Tetrault said Caterpillar got into the management of data by first watching others do it successfully. “As we looked at our business, we understood that other companies were taking dirt and turning it into the internet of things,” he said.

“They were stepping between us and our customer. Our customers had a contract with a tech company and we were becoming customers of those tech companies, and that was scary to us.”

Caterpillar launched a project called CAT Connect aimed at harnessing the large amount of data surrounding its operations and using that data to help their customers improve their operations.

He said harnessing this data and analyzing it will help workboat companies in many ways: Improving equipment managements by avoiding failures and reducing costs of maintenance; improving productivity by reducing downtime and increasing fuel efficiency; reducing unsafe conditions, and ensuring environmental compliance.

“There’s no reason why we can’t use a big amount of data available to improve the safety and sustainability of our vessels,” he said.

By analyzing the performance of an engine, Tetrault said that vessel owner might be able to get many more hours of service out of the equipment than what was projected by the manufacturer.

Other applications of data collection could be used to identify potential heavy wear conditions on engines, monitor onboard alarms, improve engine fuel efficiency and identify faulty sensors. He cited a case in which Caterpillar was able to use automated analytics to identify a fuel injector issue that avoided a potential catastrophic failure. Replacement of the faulty fuel injectors improved fuel efficiency that saved $175 a day or $50,000 a year.

“If you are not onboard, (with data analytics) your competitors will leapfrog over you. They can hire better professionals onboard, have better assets, and have more cash on-hand,” Tetrault said.

— Pamela Glass

Workboat/LSU leadership grads recognized

Graduates of the Workboat Strategic Leadership Development Program were greeted by football great Joe Theismann at their graduation luncheon Tuesday, capping the second year of the joint program with Louisiana State University’s Executive Leadership Program.

The former NFL MVP quarterback and Super Bowl champion told the class of maritime professionals that “leadership the way I define it is purely influence.”

Over two years the Workboat/LSU program has graduated 32 mid-career students so far and a third class is gathering for 2016.

“The maritime group is one of the best networking classes. They really mesh well together,” said Michelle Boullion, associate director of the LSU executive education program. “It’s a good network approach.”

“As it gets more globalized, it’s important for these young operators to find ways to network,” said Robin Kistler, the LSU program director. The training includes case studies on business strategy and execution, and benefits from being able to tap LSU’s large faculty, she said.

— Kirk Moore
The heart of Tenneco’s SCR aftertreatment system is a compact and powerful urea delivery module that manages total fluid line lengths of up to 120 meters. This provides design flexibility to place urea tanks and system controls in locations that minimize impact to the engine room and vessel. The SCR reactor can be integrated with the ship’s existing exhaust piping, either vertically or horizontally; touch screens provide convenient remote monitoring, and the entire system can be maintained without any special tools. The result is an SCR aftertreatment system that is easy to install, economical to use, and simple to maintain.

For more information, visit www.tenneco.com/marine
The expansion of Conrad Deepwater South is now a reality. Visit us at Booth 3127 to learn how this state-of-the-art facility can provide cost-effective solutions to the new construction, repair and conversion needs of your fleet.

**Producers of**

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**QUESTION OF THE DAY**

What is your business outlook for 2016 and beyond?

**Paul Comyns**

Vice President
Global Marketing
Intellian Technologies USA Inc.
Booth #3458
“We see it as another good year for Intellian because more satellites are coming online. There will be more satellite services available.”

**Jeremy Davis**

Director of Sales,
Brunswick
Booth #4079
“We want to see more opportunities in 2016 for RFQs that are not small-business set aside, and are open competition.”

**Mike Lane**

Poseidon Barge
Booth #3901
“We’re looking for more sales, and to expand our customer base and get a bigger share of the market. We’re looking at expanding into Canada more, and more international sales.”

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“We’re looking for more sales, and to expand our customer base and get a bigger share of the market. We’re looking at expanding into Canada more, and more international sales.”
ABS develops industrial systems and equipment guide for classing

Offshore support vessels (OSVs) are evolving, and the next generation of vessels will incorporate even more extensive and advanced industrial systems and equipment. Recognizing that evolution in vessel design will require new guidance, ABS developed the “Guide for the Classification of Industrial Systems and Equipment” to provide a foundation for classing specialized systems and equipment.

The Industrial Equipment Guide provides requirements for design, construction, installation and survey after construction of industrial equipment installed onboard ABS-classed vessels and mobile offshore units, including high specification offshore support vessels and vessels used for pipelaying operations. The ABS requirements can be applied to other industrial equipment types as well — such as cable laying and offshore inspection, maintenance and repair vessels.

While the Guide is written with newbuilds as a focus, the benefits of applying the classification process for industrial systems and equipment can be realized not only during the construction phase, but also during the full life cycle of the vessel or unit.

Transas T-Bridge, an innovative integrated bridge solution

During the International WorkBoat Show, Transas is presenting its advanced integrated bridge solution — Transas T-Bridge. The Transas T-Bridge brings together diverse systems into a single bridge environment, where data sources are combined to provide a full and clear picture to support efficient decision-making.

Known for its cutting-edge solutions, Transas has designed a bridge to increase navigation safety, to simplify bridge operations, and to offer flexibility for customized bridge configurations, putting the operator at the heart of the system.

In limited visibility, congested or shallow waters, at night or in poor chart coverage areas, Transas Augmented Reality technology provides the ultimate picture: sensor input from the forward looking sonar, chart data or position and route data are integrated with live video of the surroundings.

A new level of wheelhouse automation based on the Transas Touch interface will give the crew intuitive and consistent access to all automated information, and allow for the control of an interactive Transas Navi-Conning system, which can be custom configured to suit any bridge configuration.

To complement its innovative bridge solution, Transas has designed a bridge automation application which is directly linked to the system and gives access to the highly accurate navigational information related to the vessel.

Ace specializes in material handling

For over 25 years, Ace World Companies has specialized in the design and manufacturing of some of the most sophisticated material handling equipment in use today.

Ace products include gantry cranes, overhead cranes, wire rope hoists, electric chain hoists, end trucks and transfer cars.

Ace serves the marine industry with both custom and standard products. Landmark installations include Huntington Ingalls, VT Halter, Austal and Lockheed Martin.

Stop by the Ace World booth 4461 at the show and let us help you with your material handling needs. You can also visit us at www.aceworldcompanies.com

Valence supplies lithium ion battery system to Damen tug

Damen, a leading international shipbuilder, has selected Valence Technology’s safe, reliable battery technology for the battery system in its new ASD tug 2810 Hybrid. The tug has a combination of diesel-direct and uses Valence’s batteries for the diesel-electric propulsion which facilitates fuel savings of up to 30% and cuts local emissions by 20%-60%.

Valence U-Charge intelligent battery modules were selected by an independent testing facility. Considerable research by Damen went into the choice of componentry and its configuration. Valence has been manufacturing energy storage solutions since 2005. During this period the company has produced more than 165 MWh of its proven modular technology which has been used to power diverse applications including electric and hybrid trucks and buses, commercial delivery vehicles, in addition to private and commercial marine use. The technology is used in the largest hybrid and electric bus fleets across the UK, passenger ferries in France, postal delivery vehicles in Switzerland, and an innovative rail project which will demonstrate the use of lithium batteries to power locomotives. Valence has also received both the DNV-GL and ABS (American Bureau of Shipping) certifications. For additional information please stop by booth #936 or visit www.valence.com.

Innovative ideas. Sound solutions.

Glosten

Visit us at Booth 525

Come See us at Booth #2954

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Fanbeam® Advance
Upgrade today for cost-effective fleet-wide access to Fanbeam 5 DP laser technology and world-class global service and support

World-leading vessel operators use the new Fanbeam Advance upgrade kit to gain fleet-wide access to Renishaw’s proven Fanbeam 5

- **Reduce downtime** Quick and easy mobilization from discontinued Cyscan Mk.3 to Fanbeam 5 in under a day
- **Fleet standardization** Enhance vessel reliability and the safety of operations across multiple vessels
- **Superior laser DP technology** Renishaw’s proven Fanbeam 5 offers high performance and reliability in extreme conditions
- **Expert service and support** Renishaw has the scale and resources to keep you working wherever you operate

To find out the quickest and most cost-effective way to access the benefits of Renishaw’s proven Fanbeam 5, visit www.renishaw.com/fanbeam
Sentinel provides new gangway controls and control software

Sentinel, a Beier Radio company, provides engineering solutions that help preserve multimillion dollar investments.

After the manufacturer of a gangway system went out of business, a vessel operator looked to Sentinel to engineer new gangway controls and provide new control software to get its gangway back into operation quickly and cost-effectively.

Sentinel’s team of engineers and marine electronics professionals did just that, designing and manufacturing new control systems and PLC for a master control console chair for a fraction of the cost of replacing the unit.

The master control chair outfitted by Sentinel, includes joysticks to operate the gangway, which can be manually controlled during approach and switched to automated mode for a free-float landing that allows a seven-foot safety toleration. Monitors installed by Sentinel in the chair console and in the wheelhouse allow the operator and vessel captain to view the gangway activity.

The control systems and PLC were designed and manufactured by Sentinel at Beier Radio’s 20-acre facility in Gray, La. Sentinel, an original equipment manufacturer of high quality control and instrumentation products and systems, is an affiliate of Beier Integrated Systems and The Marine Training Institute within the Beier Radio family of companies.

(A Photo: Sentinel designed and manufactured new joystick controls and provided software for a client’s gangway master control console chair.)

Ayres Composite Panels introduces lightweight, fiber-free noncombustible acoustic panel system

Ayres Composite Panels is a leading manufacturer of lightweight interior panel systems for the marine industry.

At the WorkBoat show, Ayres introduces the Ayrlite 2071, a revolutionarily lightweight, fiber-free acoustic panel system designed specifically for marine applications. With facilities in Perth, Western Australia, and Mobile, Ala., Ayres Composite Panels are currently used in a variety of marine applications. Decorative C-Class joiner panels like the Ayrlite 2054 are used as liners, partitions and furniture assemblies aboard high-speed and weight-sensitive craft.

Stop by booth 3701 to see our Ayrlite bunk house, and experience the Ayrlite 2071 silent booth. www.ayrescom.com.

ABS Nautical Systems HSQE Manager helps demonstrate compliance

Safety and environmental incidents can produce catastrophic results. Mitigating the risk of an incident and demonstrating regulatory compliance are vital, but achieving those objectives is not always easy. That is why ship owners need to have a reliable and comprehensive compliance management program.

A leading global provider of marine transportation and logistics services in North America has found a way to manage this process with the ABS Nautical Systems (NS) HSQE Manager software. The company has been a customer of ABS NS for over 10 years and also uses the NS Maintenance, Purchasing, Crew, Payroll and Hull Manager modules.

The company’s commitment to a successful safety and compliance program required integrating comprehensive operational data across many functional areas. Choosing to implement HSQE Manager enables the company to manage health, safety and environmental activities and analyze trends to drive continuous improvement. ABS NS worked closely with the company to implement the software and document all safety processes. A customized manual facilitates quicker adoption as the company rolls out the solution to the pilot 28 vessels. Because the HSQE Manager module fully integrates with the NS Maintenance and Purchasing modules, the company can use one system to support compliance on these vessels and can create corrective actions from maintenance activities that link to a document for complete visibility.

For more information on ABS Nautical Systems Fleet Management Software Solutions contact: ns-info@eagle.org
The launch date for Tier 4 emissions regulations varies by power. But one thing never varies – our commitment to providing you with responsive, reliable Cummins marine diesels that operate cleanly and efficiently. With ratings up to 800 hp (597 kW), our proven QSK19 is more powerful than ever before, yet still falls below the Tier 4 threshold, and will continue to be available indefinitely. Popular with barge, tug and towboat operators across the U.S., our QSK38 and QSK50 will not require aftertreatment until 2017. Contact your local Cummins distributor or visit marine.cummins.com, and see how our advanced technology keeps your business pushing ahead.
Duramax Marine DuraBlue, a composite self-lubricating rudder bushing engineered for high performance

Duramax Marine DuraBlue is a pollution-free, self-lubricating rudder bushing designed to outperform traditional bushing materials. DuraBlue proprietary composite matrix is exceptionally wear resistant, with extremely low wear life, and high load capacity. DuraBlue ultra-low coefficient of friction of 0.04 to 0.08 eliminates stick slip. DuraBlue is used for rudder stocks, pintles and steering gear bushings. It is an alternative to bronze, brass, nylon and other urethane based materials.

DuraBlue is dimensionally stable. It has a very low thermal coefficient of expansion in high and low temperature environments. Unlike polyurethane rudder bushings that have a wide range of thermal expansion and contraction rate, DuraBlue experiences negligible swelling in water, and remains stable in chemical solutions.

DuraBlue is tolerant to load edging and misalignments. Its composite structure is light weight and resists damage and fracture. It maintains a high compression strength, and a high strength to weight ratio.

Duramax DuraBlue Composite Rudder Bushings are available in outside diameters: 1” to 42” (2.5 – 107 cm). The bushings are easy to machine and install.

Duramax Marine is a world leader in water-lubricated bearing technology, along with engineered heat exchangers, shaft sealing, and impact protection systems. www.duramaxmarine.com

Caterpillar to showcase Cat marine engine repair options at the International WorkBoat Show

Caterpillar Inc. will showcase Cat marine engine repair options at the International WorkBoat Show Dec. 1-3 in New Orleans. The show is a resource for commercial marine professionals to learn about the latest in marine safety and technology.

Visitors to the Caterpillar display in booths 1901 and 2001 can learn about a variety of Caterpillar components for marine engines, which are designed and manufactured using quality materials and controlled processes for maximum performance and durability. The display will include:

- Cat liners – featuring a uniform surface finish and advanced design to ensure durability and performance;
- Cat valves – manufactured with precision heat treatment and welding for optimal strength and component life;
- Cat seals – chemically superior to ensure quality installation and durability;
- Cat gaskets – quality materials for improved sealing capability and longer life;
- and Cat Reman products – remanufactured to perform and last like new but sold at a fraction of the cost, all backed by our full one-year parts warranty.

For more information on these and other Caterpillar marine support products, visit catmarinesupport.com

Conrad Shipyards lands multiple contracts in November

November proved to be a record-setting month for Conrad Shipyards as the company signed new construction contracts with three repeat customers. The new contracts consist of multiple oceangoing tank barges and tugs.

Johnny Conrad, Conrad Shipyard president and CEO, discussed the significance of the record setting achievement. “The fact that these contracts came from three long-term Conrad customers says volumes about our service, the quality of our work, and the exceptional shipbuilding teams that manufacture these vessels,” he said. “We know that the Conrad way of doing business through quality, craftsmanship, integrity and service is key to our continued success.”

Conrad Shipyard was founded in 1948. The shipyard has four ship-manufacturing facilities in Morgan City and Amelia, La., and one in Orange, Texas. Conrad builds a wide variety of vessels including pushboats, tugs, offshore supply vessels, tank barges, LNG transport barges, ferries, ATBs, construction barges and specialty vessels.

Parker Conrad, the shipyard’s founder, celebrated his 100th birthday in October. The standards he set for our company have served us well.
Finding what you really need is only possible when you have the best marine offering on earth to choose from. Wärtsilä is the market leader in improving efficiency, proven gas solutions and ensuring environmental compliance while protecting profitability. Our global service network offers support when and where you need it. Read more at www.wartsila.com

PLEASE VISIT US AT WORKBOAT SHOW, STAND # 3201

WÄRTSILÄ: YOUR SHORTER ROUTE
Cummins technology transforms

Cummins has been in the marine industry for almost 100 years, anticipating changes and introducing innovative new products that its customers can depend on. Some examples:

- Our most powerful engine to date – a 4,200-hp QSK95 – will be available for spec’ing in 2016.
- Connected Diagnostics utilizes a vessel’s onboard telematics system to provide immediate remote diagnosis of critical engine system fault alerts, and clear recommendations for service directly from Cummins.
- QSB6.7, QSC8.3, QSL9, QSM11 and QSK19 engines meet all current and future U.S. emissions requirements
- The QSK38 and QSK50 engines meet current U.S. emissions requirements and will not require after-treatment until 2017
- Tier 4 compliance is achieved by adding selective catalytic reduction (SCR) to proven Tier 3 engines

While the requirements of the marine market are evolving, one thing remains the same – our commitment to providing you with responsive, reliable Cummins marine diesels that operate cleanly and efficiently.

Cummins offers a complete line of propulsion and auxiliary power solutions, from 100 hp to 4,200 hp, and generator sets from 4 kW to 1,240 kW, designed specifically for the challenges of marine applications. Visit marine.cummins.com for more information.

Seattle-based Glosten acquires Noise Control Engineering

On Sept. 1, Seattle-based naval architecture and marine engineering consultancy Glosten announced it had acquired of Noise Control Engineering LLC. NCE is a leading acoustical engineering consultancy specializing in vibration measurement and mitigation for marine, industrial, and commercial environments.

The acquisition has brought together two industry leading firms, both with a proven record of integrating rigorous analytical and experimental approaches with practical, cost-effective solutions for their clients.

“For over 55 years, Glosten has grown carefully, responding to the unique and challenging needs of our clients,” Glosten President Jay Edgell said. “Joining with NCE is an exciting next step. We are adding resources and capabilities that will allow us each to offer a more comprehensive scope of services while maintaining our individual identities and industry focus.”

Noise Control Engineering, which will continue to operate under that name, is now a wholly owned subsidiary of Glosten Inc. NCE will maintain its current offices in Billerica, Mass., and Mobile, Ala., and will serve customers as an independent group within the Glosten organization.

To learn more about the benefits of this new partnership, please visit Booth S25.

Diagnose issues before problems arise with gplink

Gplink continually monitors multiple parameters aboard vessels and the operating conditions of high horsepower assets. This information is available to anyone the customer designates. It could be the vessel owner, fleet owner, fleet manager, or even the local engine dealer. The gplink system identifies potential problems before they occur to help minimize down time by using chronological diagnostic reports that include critical details such as event time/duration, DM code and parameter message details.

In the event an alarm is triggered, the gplink unit will alert customers by text, email and/or a personal phone call from gplink staff. If repairs are needed, a technician can be granted access to the inner workings of the vessel’s equipment to help diagnose any problems or operating discrepancies.

Gplink uses dual-band technology with both GSM and Iridium satellite networks to monitor commercial vessels and equipment. With these worldwide networks and our round-the-clock monitoring, support and notification system, customers can maximize workboat productivity from desktop computers or mobile devices. Whether managing a single vessel or a large fleet, gplink is an invaluable tool designed to help keep vessels on the water longer and increase bottom lines.

Visit ABS at the International WorkBoat Show, Booth #1840, to hear our specialists present on the following topics and find out how we are helping companies meet current and future industry needs.

11:30 am Subchapter M
12:30 pm Tugs & Barges
2:00 pm Nautical Systems
3:00 pm Type Approval

YOUR PARTNER IN THE NEXT GENERATION OF WORKBOATS
We've Evolved, Have you?

AYRLITE® 2071 | FLAT
AYRLITE® 2071 | CORR
AYRLITE® 2054
AYRLITE® 2022

Booth #3701
**Imtra CLite 2 searchlights**

When small size, energy efficiency and powerful light is needed, check out the searchlights from Colorlight. The searchlights, which target customers that actively use their lights for normal operations, will soon have a new member in the family - the CLite2. The CLite2 platform will share the same features as the bigger Colorlight searchlights:

- Modern and functional design.
- Unlimited maneuverability for superior sea area coverage.
- Smart and sensible operator control system.
- Reliable and durable construction due to high-tech modern solutions.

The CLite2 is designed to fit perfectly nice on smaller patrol, SAR, pilot, windfarm service, workboats and yachts. We have a concept model at the International Workboat Show in New Orleans. A CLite2 with integrated thermal imaging and powerful LED-technology will be present at IMTRA Corp., booth 3817.

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**Sperre pleat cooler from W&O helps solve seawater cooling challenges**

The Sperre pleat cooler has many similarities with convention plate coolers, which have been widely used in the marine industry for decades. But there is one major difference – ease of maintenance.

All heat exchangers need to be disassembled and cleaned periodically to prevent pressure drop due to fouling and other pollutants. With the Sperre pleat cooler, the cleaning challenges related to seawater as a cooling source have been solved, increasing uptime for the vessel and enabling an efficient and problem-free work day for the crew. A full day of work can now be completed in approximately an hour by one crew member.

Sperre’s highly efficient rack cooler is a closed tank system in which frequently controlled pumps distribute seawater regardless of the vessel’s speed. Sperre rack coolers can deliver two-to-three times the heat transfer (K-value) than box coolers and can save space in the engine room.

For pressure classes as well as high quality and long lifetime, Sperre’s shell and tube heat exchangers have design pressure ratings from 10 to 100 bar depending on size. All heat exchangers are hydrostatically pressure-tested, and supplied with a pressure test certificate.
Marine solutions experience matters. We’ve been proving it for 123 years.

At Crowley, we leverage our 123 years of maritime experience to successfully design, engineer and manage marine projects for our customers. Having completed projects from $10,000 to more than $900 million, no assignment is too big or too small, because we tailor our engineering consulting and project management services to meet the unique challenges and desired outcomes of each customer. We engineer risk and cost out of every marine solution to generate maximum value for our customers. And we can do the same for you. Learn more by contacting Crowley today.
Jamestown Metal Marine Sales: Contractors, manufacturers, engineers, marine interior outfitting

Stop by booth 1422 and discuss how Jamestown Metal can help you find the most economical solution to your habitability and system needs on your next project, conversions and M&R activities.

Jamestown has been providing materials and installing interior outfitting in the marine market on thousands of vessels for over 45 years. We offer turnkey packages including joiner bulkheads and ceilings, furnishings, modular toilet spaces, HVAC, piping and electrical installations. Jamestown specializes in the design and installation of marine interiors for new construction, conversion and refits for all types of vessels. Jamestown’s experience includes the Navy and Coast Guard.

Jamestown’s experience and capabilities include offshore living quarters (LQ) for fixed accommodation modules as well as temporary living quarter’s buildings. Our full service design and construction includes steel, interior outfitting and all MEP systems and equipment.

Our corporate offices located in Boca Raton, Fla., and operating facilities in Newport News, Va., Pascagoula, Miss., and Brownsville, Texas. Jamestown has dedicated engineering, procurement and project management resources actively engaged in the development and execution of projects.

Shearer Group designs LPG barge

The Shearer Group Inc. (TSGI) is currently completing the detail design phase of a 2,700-cu.-meter double hull liquid petroleum gas (LPG) bottle barge for Sociedad Fugas of Brazil. The barge will be classed as an ABS Inland Waterways barge, and will meet all NORMAM requirements from Brazil and the International Gas Carriers (IGC) code (as applicable).

The vessel has been designed to carry all LPG products. TSGI is also participating with Pittsburgh Region Clean Cities (PRCC) and Clean Fuels Clean Rivers (CFCR) to conduct a marine air quality study centered on the conversion of an inland towboat to dual fuel diesel/LNG to reduce diesel emissions in marine vessels.

The Maritime Administration’s Maritime Environmental and Technical Assistance Program (META) grant awarded to the CFCR coalition is the first awarded by the federal government that specifically targets the marine community that operates on the U.S. inland rivers. The coalition will meet all NORMAM requirements from Brazil and the IGC code (as applicable). The vessel has been designed to carry all LPG products.

BHGI and TSGI are available to develop practical and efficient designs to meet your specific needs. Come stop by booth #2954.

Crowley Marine Solutions delivers Furie Kitchen Lights project

Crowley Marine Solutions recently completed the successful installation of Furie’s Kitchen Lights Unit natural gas production platform and underwater pipeline in Cook Inlet, Alaska.

As the prime contractor, Crowley provided engineering and project management for nearly 300 on-site, contracted workers, and up to 20 support vessels, both Crowley-owned and chartered. The challenges were extreme. Every six hours, the tides in Cook Inlet changed by up to 35 feet, causing extreme currents of seven knots (nearly 12 feet per second). Those same fast-moving waters were saturated with glacial silt, which caused black-out conditions for divers, eliminated the opportunity to use remote operated vehicles (ROVs) for underwater operations, caused higher-than-normal wear and tear on equipment, and added risks for workers. Further, the sea floor in Cook Inlet was a hard bottom, uneven and littered with boulders up to six meters in diameter, which made the drilling and pipe laying phases even more difficult.

The Crowley team utilized its extensive Alaska project experience to mitigate the challenges presented, with specialized vessels, equipment, black water dive teams, engineers and safety, security, quality and environmental experts to deliver the project on time and on budget. www.CrowleyMarineSolutions.com

J. Goodison Company purchases new Marine Travelift 820 C mobile boat hoist for facility expansion

J. Goodison Company Inc., North Kingston, R.I, has announced the purchase of a new Marine Travelift mobile boat hoist with a lifting capacity of 820 metric tons. J. Goodison’s full-service marine operation is incorporating the 820-MT unit into its major expansion project at its Quonset Point facility.

Once it’s delivered in spring 2016, the 820 C will be the largest lift in the Northeast. The expansion project is a major milestone in the family-owned company’s 16-year history. Founded in 1999 by Jamie Goodison and his father, veteran U.S. Navy diver Jack Goodison, the company started with just the two employees who focused on mobile painting and maintenance services. The company now has a full-time staff of 30, with a roster of 25 to 50 expert subcontractors who are brought in as needed. It also is a full-service marine operation, offering drydock repairs, dockside services, welding, UHP blasting and painting services, cleaning services, mechanical repairs, 24/7 emergency support, inspection services, and electrical/electronic repairs.

In 2015, J. Goodison finally has the accessible waterfront it needs to take its business to the next level. Once the expansion project is complete, the yard will be a one-stop shop for all necessary maintenance and repair services.

Stop and see Marine Travelift at the International WorkBoat show in booth # 3341.
Renishaw launches a new dedicated time-tagged marine lidar system to help cut the cost of vessel-based surveying

Global engineering technologies company Renishaw launched Merlin, the latest innovative laser scanner in its range of mobile 3-D mapping products.

Merlin supports safer, faster and more complete marine survey data acquisition for efficient coastal, offshore and inland waterway project management and enhanced decision-making capabilities for vessel operators.

The first mapping product launched under the Renishaw brand, Merlin has been engineered specifically for use in the challenging marine environment and to help significantly cut the cost of vessel-based laser scanning.

Merlin speeds up operations, improves crew and vessel safety, and produces more complete point clouds for better data analysis.

The Merlin laser scanner is unique in that it offers seamless integration with existing vessel hardware and software. This means that vessel operators do not duplicate costly equipment, infrastructure and technologies. This cost-effective access to the advanced lidar technology required for exceptional surveying enables smart vessel operators to expand their product offering at low cost.

Renishaw has worked closely with leading hydrographic software companies to develop Merlin’s new dedicated Renishaw SLM driver, which is fully operational with the following major industry-standard software packages:

- HYSWEEP multibeam collection and editing software from HYPACK. Fully operational in the HYSWEEP_15.0.18 version of HYPACK® 15.
- NaviScan and Kuda sonar and laser data acquisition software from EIVA.
- QINSy (Quality Integrated Navigation System) hydrographic data acquisition software from QPS.
- Teledyne PDS software for hydrographic survey and dredging operations (version 3.9.5.4 and newer).

Using time-of-flight laser technology, Merlin measures and records time-tagged geo-referenced data points above the waterline. This information can be synchronised with the vessel’s bathymetric data captured below the waterline, which means that a detailed 3D map of the full marine environment can be captured simultaneously.

Acquiring the full point cloud in a single pass significantly reduces project timelines and the amount of time that survey teams have to spend in challenging conditions.

For further information on Renishaw’s new Merlin dedicated marine time-tagged laser scanner please visit www.renishaw.com/merlin.

Simrad unveils new low-cost GPS compass, a compact heading and positioning smart antenna option for workboats

The Simrad Professional Series launched a new GPS compass, the HS60, which brings expanded functionality to traditional heading sensors such as rate-of-turn and pitch-and-roll output. With these features, the HS60 provides a low-cost, yet highly effective smart antenna option for marine vessels.

Using SimNet and NMEA 2000 data communication, the new HS60 provides the most accurate heading, pitch, roll and position data on the market. With excellent out-of-band interference rejection and two-degree RMS heading accuracy, the HS60 is exceptionally precise for such a compact unit.

Designed with extremely quick time-to-first-fix, the HS60’s integrated rate gyro and tilt sensors deliver fast start-up times for almost instantaneous responsiveness and provide heading updates during temporary loss of GPS satellite signal. The differential positioning accuracy of one meter – 95 percent of the time – can be achieved with a Satellite-Based Augmentation System (SBAS) including WAAS, EG-NOS, MSAS, as well as other similar systems.

The rugged and low-profile enclosure houses two multipath-resistant antennas for increased accuracy, portability and simplification of installation. Mounting easily to flat surfaces or poles, the maintenance-free HS60, is an all-in-one antenna and has no need for a black box solution – making installation simple and straightforward.

Protected by the Simrad Advantage Service Program, the new Simrad HS60 is currently available from authorized dealers around the world.

For more information and system pricing, or to learn more about the Simrad Professional Series’ entire line of marine electronics, please contact 800-324-4737 x4702 (toll-free) or visit navico-commercial.com.

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To exhibit contact:
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EVERYTHING YOU NEED TO POWER FORWARD
Coleman unveils new Stearns powerboat bomber-style jacket

Coleman Company Inc., a leading manufacturer of military- and industrial-grade flotation devices, has released its new and improved Stearns I077 powerboat jacket. The bomber-style jacket is now more comfortable and offers better protection from harsh environments.

The I077, which retails for $329.99, features Suisse Aire flotation foam which helps lock in body heat while also allowing for full range of motion. The new design features an integrated hood and improved wrist and waistbands that will not expand when they get wet, keeping the wearer more dry throughout the day.

“When we were redesigning this product, we worked with end users to ensure that the jacket met all of their needs,” said Darin Webb, senior director of global product development for the Coleman Company, owner of the Stearns brand. “Rather than just making a PFD shaped like a jacket, we made a jacket that doubles as a PFD. Comfort and protection for those long days on deck was our main goal.”

Other features of the I077 include:
• Nylon shell for long-lasting durability
• Expandable radio pocket with elastic antenna opening
• Multiple storage pockets with hook-and-loop closures
• Water-resistant construction and design
• Minimum 15.5 lbs. (69 Newtons) buoyancy
• SOLAS grade 3M™ Scotchlite reflective material
• Reinforced wear points
• Hook-and-loop-adjustable cuffs

I077 powerboat jacket in orange/black

Tenneco’s Spinks among featured speakers at 2015 WorkBoat Show

Thomas Spinks, business development manager for Tenneco, will provide insight into some of the best practices the company has employed in the development, testing and integration of its large engine diesel aftertreatment technologies for the marine market designed to meet U.S. EPA Tier 4 and IMO Tier III emissions regulations. Spinks will appear on Thursday, Dec. 3, at 10:30 am in the Shoreline Room.

Titled “Selective Catalytic Reduction: Regulatory Impact on Vessel Operation,” Spinks’ presentation will highlight sea trials the company conducted on marine vessels in both freshwater and saltwater environments to demonstrate emissions compliance in real-world operating conditions.

Last summer, through a partnership with the Texas A&M Maritime Academy, Tenneco conducted saltwater sea trials on the TS General Rudder in the Gulf of Mexico. Tenneco’s SCR system was installed on a 33-year old 800-hp, Tier 0 engine that was operational for the duration of the academy’s summer cruise training period. Results showed NOx reduction levels that kept the General Rudder compliant with today’s stringent EPA Tier 4 marine emission requirements under all operational conditions.

Tenneco’s complete liquid urea SCR aftertreatment system meets EPA Tier 4 and IMO Tier III NOx reduction requirements. Visit booth #1117 to learn more about Tenneco’s advanced SCR diesel aftertreatment technology for marine applications.

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C&C Marine and Repair (C&C), Belle Chasse, La., has begun 3-D computer modeling and will build three new 6,300-hp triple Z-drive inland towboats for SCF Marine Inc. (SCF).

The towboats were designed by The Shearer Group Inc. (TSGI), Seabrook, Texas. The propulsion package is made up of three Cummins QSK60-M engines (supplied by Cummins Mid-South) coupled to three Steerprop SP-25D Z-drives supplied by Karl Senner LLC. The company said it is “proud to provide Steerprop thrusters and shaft lines on these revolutionary inland Z-drive vessels.”

Karl Senner is the exclusive North American distributor and service provider for Reintjes marine transmissions, Steerprop azimuthing thrusters, and EPD electrical systems. You can visit Karl Senner at the International Workboat Show booth 2017.

The Shearer Group is a full service naval architecture, marine engineering, and marine surveying firm specializing in commercial vessel design and consulting. These include barges, tugs, towboats and passenger vessels.

C&C Marine and Repair reentered the inland towboat construction market when it recently added three new fabrication bays. The bays add 115,000 sq. ft. of fabrication space, bringing the total area under roof to 230,000 sq. ft. This allows 100% of fabrication to take place under cover. Visit C&C at www.ccmrepair.com.
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