

GREAT LAKES **SEAWAY REVIEW**

Ballast water management permit proposed ■ Change is constant at Cleveland ■ Great Lakes Compact



GREAT LAKER

The project begun last year by KK Integrated Shipping to convert the former steamer *Reserve* to the barge *James L. Kubler* was completed this spring. The barge was christened March 29 in a ceremony that included Congressman Bart Stupak (D-Michigan). Paired with the 8,000-hp tug *Victory*—which was fitted with a Hydracon connection system and a raised pilot house in 2007—the unit departed Menominee, Michigan April 13 for its maiden voyage.

“The *James L.* conversion has worked out very well,” said Thomas Kubler, KK Integrated Shipping President. “However, the start-up of the tug-barge unit required a few weeks to work the bugs out of the tug *Victory*’s heavy oil system.”

The 815-foot long articulated unit has a capacity of 25,500 tons. KK previously converted the barge *Lewis J. Kubler*.

“We have a full book of business for 2008,” Kubler said, indicating that his company may have similar projects in its future, although nothing is definite yet.

“The industry seems to be preferring engine room conversions right now. However, looking ahead, the KK Integrated Shipping boats, as well as Van Enkevort Tug & Barge’s *Great Lakes Trader* and Upper Lakes Towing’s *Joseph Thompson* all plan on being on the Lakes for a long time,” he said.

A new self-unloading articulated tug-barge for Van Enkevort Tug & Barge is anticipated from Erie Shipbuilding LLC, in Erie, Pennsylvania in late 2009. Construction began on the tug in May, with the barge keel to be laid this summer. The project is expected to take 15 months and will likely increase employment at the yard. The vessel pair will be similar to the tug-barge *Joyce L. Van Enkevort-Great Lakes Trader*.

Over the past year, Erie Shipbuilding has turned out a series of steel deck barges for



A full book of business

Conversions, newbuilds, new markets characterize the towing and barging industry of today

Donjon Marine and its affiliate, Port Albany Ventures in New York for East Coast and Hudson River operation. They were the first new building projects in more than 30 years at the yard.

Great Lakes Towing Company’s Great Lakes Shipyard in Cleveland is currently building the third of their new Handy-size class tugboats. The yard began building the tugs after constructing a new state-of-the-art facility two years ago.

“It tells us we’re competitive with the whole world,” said

Great Lakes Towing President Ronald Rasmus about the recent sale of a 2,800-horsepower Handysize tug to the Port Authority of Honduras for harbor work at Puerto Cortes. “This customer could buy a tug from anywhere in the world.”

The tug, now called *Handy-Two*, is the second the yard completed; it will be renamed by the new owner. A Dutch crew will pick up the tug in Cleveland the end of August for a journey out the Seaway to Honduras under its own power.

The first of the class, *Handy-One*, completed sea trials under winter conditions in March. It was christened and delivered to TUGZ International LLC (a Great Lakes Towing affiliate) at a Cleveland ceremony in April.

“For now, the tug will stay at the shipyard for showing to potential customers,” said William Convery, Great Lakes Towing Sales & Marketing Manager. “The market demand is strong, as potential buyers realize that these tugs are the real deal.”

Eventually *Handy-One* will

Barge conversion becomes travel exhibition

Ironhead Marine in Toledo, Ohio has completed an innovative barge project. The Toledo Shipyard operator has taken the former Moran tank barge *Pennsylvania* and converted it into a technology expo and learning laboratory. The project began by Ironhead converting the tank barge into a deck barge. Once converted, the barge was prepared for on-deck installation of a large exhibition center.

Developed by Siemens Energy & Automation, Inc. and designed in conjunction with OSK Marketing in Cologne, Germany, the expo modular has been built from 55 custom-built containers that are fitted together to form a two-story tall,

10,000-square-foot exhibit area. Now called the *Exiderdome No. 1*, the ship contains displays that provide visitors an interactive experience with Siemens’ technologies, as well as a multimedia show. The traveling information center is now touring the Great Lakes.

“Hannah Marine worked closely with OSK, and together with Siemens, have developed a spectacular and unique movable venue,” said Donald Hannah, CEO of Hannah Marine, the company operating the barge.

Exiderdome No. 1 began its U.S., Canadian Great Lakes and East Coast tour when it arrived at Chicago’s Navy Pier on July 21. Open to the public for tours and seminars, as well as private events, the barge has yet to visit these ports:

- Toronto, August 25-29
- Montreal, September 8-13
- Quebec, September 23-24
- Halifax, October 6-8
- Boston, October 20-24
- New York, Nov 1-7

“This vessel application represents a successful example of implementing Short Sea Shipping on America’s Marine Highway,” Hannah said. ■



Barges with a twist—floating homes

How about putting your home on a barge? Two floating home communities at Port Clinton, Ohio, have "home sites" available.

Phase I of Lake Erie Floating Homes at Lakefront Marina has space for 13 homes, which are arranged like spokes around a floating common area.

"There are five homes in the water now," said Marine Manager Tina Howerth. "They are ideal for people who want a seasonal waterfront home for under \$110,000. Owners have access to all marina amenities, they can have their boat docked right beside their home and there are no real estate taxes.

The homes are built by Breckenridge in Napanee, Indiana. Then they are assembled and attached to their 18 by 54 foot floating deck. They are attached to the center common area and pinned in three areas so that they float up and down but will not wobble. A bubbler system prevents surrounding water from freezing during the winter. The platform base—or barge, produced by Atlantic-Meeco Inc., McAlester, Oklahoma—is a galvanized frame with a two inch concrete deck set on 60 floats.

At Coastal Marine II, four floating homes have been built in the development's initial phase which numbers 14 spaces

on the Portage River. Each site includes 40 feet of shoreline and a 17-foot wide boat mooring site next to the floating home. Floor plans offer from 630 to 1,090 square feet in one- or two-story plans.

"We think that there's a real niche for us," said Doug Scholz, owner of Unibilt Homes, supplier of the manufactured homes at Coastal Marine. Delivering within a 300-mile radius of their facility in Vandalia, Ohio, Unibilt can also provide floating homes to appropriate locations in surrounding states.

Coastal Marine's floating homes are attached to a floating platform manufactured by Merco Marine in Wellsburg, West Virginia. ■



be chartered to a domestic company. Construction of *Handy-Three* is well underway, with completion expected in spring 2009.

"This one will be a 3,200-horsepower model and will have some features different from the first two," Convery said, noting that it's for sale and

is generating a lot of interest. "Green" tug. The Handy-size class tug, a versatile "green" tug designed by Jensen Marine Consultants Inc. has an ice-class

hull, lower maintenance costs, fuel efficiency, a smaller environmental footprint and is built to last. The "green" design means reduced air emissions; Cummins QSK 38 engines meet current U.S. Environmental Protection Agency Tier II and European Union State IIIA emissions regulations. No ballast water or sewage water is discharged from the tug and Great Lakes Towing uses environmentally sound paint coatings and recycled or recyclable materials in its construction. At 74 by 30 feet, available with 2,800 to 3,200 horsepower, conventional propulsion or Z-drives, the vessel can accomplish most tug jobs—harbor work, firefighting, construction, coastal towing—at the lowest operating cost.

"There's a worldwide market need for tugs of this size, smaller tugs that a two-man crew can handle," Rasmus said.

Through Great Lakes Towing's Dock Master-Barge Master division, the shipyard has



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also been building truckable, sectional barges—27 so far. The barges can be used to haul cargo, as floating docks or even linked as temporary bridges.

The keel laying ceremony for Andrie Inc.'s new 50,000-barrel asphalt barge *Endeavour* took place April 15, at Jeffboat in Jeffersonville, Indiana. The hull is expected to be complete by October with delivery in February.

"The construction phase is now progressing very well," said Mike Caliendo, Vice President-Transportation Group. "We are still on schedule for a November 2008 launch, and the *Endeavour* will begin operating early in 2009."

The 360-by-60-by-24 foot barge is being built as part of an agreement with BP Products North America. It will be heated, ice-strengthened, capable of year-round Great Lakes service and paired with tug *Karen Andrie*.

"Business this year is steady, but challenging," Caliendo said. "The high cost of fuel is having

a big impact and the devalued dollar has changed the market a bit. We continue to pursue new projects that make sense for our organization."

Hannah Marine is celebrating 60 years of service to its Great Lakes clients. "We have been concentrating our efforts on upgrading and improving our equipment. During the past year, we have purchased two large tugboats and three ocean-going barges as we concentrate on our 'bluewater' operations," said CEO Donald C. Hannah.

Changes industry-wide. A bright spot offsetting the substantial decline of inbound cargoes of foreign steel is delivery of Canadian steel by barge. At the Port of Cleveland, barges have delivered 48,000 tons of steel from Ontario. According to port officials, there would be more steel traffic by barge if more vessels were available on the Great Lakes.

McKeil Marine, headquartered in Hamilton, Ontario is actively seeking a new barge



The Handy-One, a "green" tug, awaits its next task.

that fits the requirements of its growing fleet.

"The market is tight for equipment right now," said Director of Sales & Marketing Paulo Pessoa. The company hopes to finalize a fleet addition before the end of the year.

McKeil has enjoyed brisk business this year as it continues to move steel products, aggregates and byproducts such as slag.

"2008 has been fairly strong for everybody," Pessoa said. "It's a tight market. Everyone is happy now, but we're cautious

about the future."

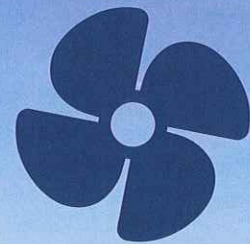
He noted that record fuel prices hurt the economy as a whole, but the marine mode still has the cost and environmental advantage.

"Fuel cost is something that worries all of us, but we are still more efficient than other modes. The bad news is that if nothing's moving because of its cost, then everyone suffers. We continue to offer streamlined cargo movement on the Great Lakes and are proud to be a Hwy H₂O supporter," Pessoa said. **Christine R. Rohn-Tielke** ■

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