

Spring, 1982

## Towing & Offshore Oil

THE CALIFORNIA LEASE SALE, No. 73, which was scheduled to present four environmentally sensitive and controversial areas deleted from sale No. 53, has been postponed beyond the January, 1983 date by the U.S. Interior Department. The decision appears to have been effected by the 1983 state governor's race.

THE U.S.C.G. expects to submit a revised proposal to recover some of the cost of its activities through user fees and has asked the International Association of Drilling Contractors for input. The user charge would ensure that government services be paid for by those most directly benefited, instead of the general taxpayer. Services considered for charging could be licensing and certification of maritime personnel, vessel documentation, admeasurement, inspection during construction and dry-dock examination, inspection of artificial islands and waterfront facilities and maintenance of private aids to navigation. An alternative would be an annual tonnage charge to offshore vessels. A tonnage fee for 100% recovery of costs would be an annual charge of \$2,000 per unit for vessels in the 200-299 gross tons class.

MOST FAVORABLE AREAS for 1982 exploration are considered to be Australia, China and the west coast of Africa. The exploration area drawing the most attention for 1983 and beyond is the Bering Sea, off Alaska.

THE SEMISUBMERGED SHIP, combining some hydrofoil attributes with those of conventional submersibles is favored as a crew transporter in the North Sea. According to studies by JGMA Development Corp. and Alan C. McClure Associates, a properly designed semi-ship can provide regular scheduled service in all but the most severe weather conditions in the northern North Sea. Displacement of about 2,000 tons with a twin strut configuration will be adequate to carry about 300 passengers with full sleeping and meal accommodations. A semi-ship of suitable dimensions can deliver passengers at significantly lower costs than the most advanced air transport system.

MV GOLDEN GULE, a 173' long-range supply boat, was christened in July. The new vessel, designed to service the offshore oil industry, is owned by California-Gulf Partnership. The Golden Gulf has a width of 40' and a working deck space of 4,500 square feet. Fuel capacity is 57,000 gallons, with 11,200 gallons of potable water.

TACOMA BOATBUILDING CO., Tacoma, WA recently launched a \$3.4 million, 214' petroleum products barge for operating in Arctic waters. The new ice class II vessel will be used to support Sohio Alaska Petroleum Company's exploratory



drilling program in the Beaufort Sea. The vessel is instrumented to log and record ice movements and pressures.

SUMMIT GEOPHYSICAL INTERNATIONAL, Houston, has launched "Summer Wind", a research vessel designed to perform high resolution marine geophysical seismic surveys for the oil/gas industry. The vessel has capability for surveying as far as 200m offshore to depths of 4,000 feet beneath the ocean floor and will increase the company's activities to include surveying off the west coast of Alaska.

KANEB SERVICES, INC., Houston, announced that its offshore drilling subsidiary, Diamond M Company, has signed for two semisubmersible drilling rigs presently under construction in Mobile, Alabama. The first unit, delivered in November, will drill initially offshore Brazil, and then will be mobilized to either West Africa or the Mediterranean. The other rig, "The Eagle", will work for Chevron U.S.A., Inc. at various locations off the U.S. coasts, including Alaska.

THE GLOMAR EXPLORER is being evaluated for potential use as a platform for ocean core drilling work. Lockheed, Sunnyvale, CA, has won a contract to do the study. First operational area under consideration for the Advanced Ocean Drilling Program of the National Science Foundation, which selected Lockheed, is a site about 200 miles off the mouth of the Columbia River.

A NEW SEATTLE RECRUITING COMPANY, called McCutchan Recruiting was recently announced. The firm will specialize in the marine and transportation industry. The address is 419 Queen Anne Avenue North, Suite 105, Seattle, WA. Telephone 206-282-5056.

THE PORT OF BELLINGHAM, which is negotiating for a proposed multi-purpose bulk shipping terminal at Cherry Point, agreed last month that the Bellcoal Group, which hopes to operate the terminal, could look at the idea with the focus of coal as its only commodity.

THE AMERICAN BUREAU OF SHIPPING has just published the 1981 edition of Rules for Building and Classing Steel Vessels. The 1981 edition costs \$30 in the U.S. Orders may be placed with the Book Order Section, ABS, 65 Broadway, New York, NY, 10006 or from local ABS offices.

NEW REPORTS FOR MARCON NEWS from interested companies will be accepted up until the 15<sup>th</sup> of the month prior to publication. Publication dates are the 15<sup>th</sup> of March, June, September and December.

THE TRAINSHIP "ALASKA" is undergoing extensive remodeling for her new role as a drilling base for Gulf Oil in Alaska beginning early spring.

OFFSHORE TECHNOLOGY CONFERENCE to be held May 3-6, in Houston, TX. Contact OTC, 6200 North Central Expressway, Dallas, TX 75206.

DAKOTA CREEK SHIPYARD, Anacortes, WA has received contracts to build four 90' tugs for Crowley Maritime's Prudhoe Bay Fleet. The four special-service vessels, to be ready for the annual summer run, were designed by Larry Glosten & Associates, a Seattle based naval architect.

THE ABILITY TO PREDICT ARCTIC SEA ICE movement in response to changing seasons, tides and wind is vitally important to transport and supply boat contractors, who must plan ocean routes through the Arctic. Until now, such predictions were through to be almost impossible. Microwave sensors aboard satellites can obtain ice data, but the data is useless without interpretation. According to Drs. Campbell of the USGS and Johannessen of the University of Bergen in Norway, the international Marginal Ice Zone program will study the structure and dynamics of the interface zone, sea dynamics and ice thermodynamic interaction, with the goal of testing numerical models of the interface zone. One observation obtained thus far is that microwave sensors are able to detect old ice from new ice by the difference in the crystalline structures.

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Marcon International, Inc. P.O.Box 1170, 9 NW Front Street, Coupeville, WA 98239 USA  
Phone:360-678-8880 | Fax: 360-678-8890 | Telex: ITT 4931464MARCUI.  
email [info@marcon.com](mailto:info@marcon.com).