

Thank you for signing up for the quarterly Crowley Cadet Newsletter. Crowley has been working closely with all academies over the past several years developing opportunities for cadets at each academy. These opportunities include: Scholarships, Cadet Shipping, Internships, and Employment opportunities.

For further information about any or all of these opportunities, contact your school's career services department or visit our website: www.crowley.com/careers

Also, keep your eyes peeled for Crowley to visit the fall academy career fairs.



New Hire Mates Attend Training in Seattle

Last fall, Crowley began placing its new academy graduate hires through a one-week training program based in our Seattle offices. The training is intended to provide a method to introduce mates to the basics of towing and to Crowley's procedures and safety culture. The training also provides an initial evaluation of the employee for Crowley by using simulator based training scenarios and coaching. The introductory training has proven a valuable tool to build confidence in new mates before subjecting them to what could otherwise be an overwhelming first day on the job. After training, the new-hires sail as trainee mates for approximately one month under the guidance of Crowley's experienced Captains and Chief Mates. The goal of the program is to bring new-hires into an environment that gives them the tools to succeed and advance their skills.



Since its inception last year, 4 SUNY Maritime, 10 Kings Point, 1 Massachusetts Maritime, and 4 California Maritime graduates have attended this training. This training has been organized and overseen by Crowley Marine Services General Manager Capt. Chris Peterson, 1986 California Maritime graduate, and Manager of Marine Operations in Seattle Capt. Scott Craig, 1975 Texas A&M graduate, who had the following comments:

"This program has greatly improved the success rate of our most recent hires from Maritime Academies. Not only do we get to teach aspects of towing that they likely haven't been exposed to, but we also have been able to use simulation techniques to evaluate new-hires so we know where to focus their on-board training. It's a win-win program."

Not only is this a valuable program for operations, but it provides a useful tool for new graduates in their indoctrination to towing. Said Nicholas Oliva, a recent 2007 Kings Point graduate:

"It was great. We were treated very well and the training is actually fun. Most of all, it is helpful. It definitely gives us a good idea of what it is we are getting ourselves into. It helped a lot knowing some of the things I'd be doing: making and breaking tow, different nomenclature, and the like."

What You Should Know About Towing Licenses

With deep sea jobs becoming harder to obtain and wages in the towing industry now more competitive, many deck officers are now looking to start careers in the towing industry. However, there is often one key stumbling block -- a towing license or Towing Officer Assessment Record (TOAR). These relatively new regulations in the towing industry have affected crewing, seaman development, and turnover in a multitude of ways.



After a series of bridge allisions, groundings, and other accidents on America's inland waters, the Coast Guard determined that one of the factors in many of these accidents was a lack of training and experience specific to the job of towing. Most accidents that occurred were committed by individuals who had an appropriate license, but may not have possessed an adequate level of expertise or experience towing.

In order to address this issue, the Coast Guard, in coordination with advisory committees from within the industry, created a set of qualifications required for all mates in order for them to stand a watch on a towing vessel. This process started in 1994 with many interim rulings and changes; finally ending with the system we know today effective as of April 2001.

The two most important items that came from these rulings were that STCW applies to both inspected and uninspected vessels so long as they operate in ocean routes or are greater than 200 GRT and that ALL officers of towing vessels need to possess a TOAR. The requirement for academy graduates who hold a 3/M unlimited license or a 500/1600 Ton license is 30 days aboard a towing vessel on the appropriate route and the completion of all TOAR assessments under the supervision of a Designated Examiner. Most of these assessments are common with those performed as part of the STCW for an Officer in Charge of a Navigation Watch. This requirement to get a TOAR can be met while serving in a cadet capacity. This is a huge benefit to you as you graduate, as having a towing endorsement on your license ensures all possible avenues of employment are available. We urge cadets who are interested in towing to speak to their respective sea-year advisors and ask about the possibility of serving as a cadet aboard a Crowley tug for at least 30 days.

For those who hold a license less than 500 GRT, a completed TOAR is not enough to acquire a towing license, as these individuals must go through an Apprentice Mate/Steersman of Towing route. This requires the individual to take an original test then spend 360 days at sea as an apprentice mate and finish all of the TOAR assessments. After they have accomplished this, they can then apply for a Mate of Towing license.

Resolve Launched in Mississippi

The tug Resolve was launched on May 4, 2007 at the VT Halter shipyard in Moss Point, Mississippi. Immediately following the launching the tug was moored alongside the outfitting dock where it will have the remaining



superstructure installed and will undergo engine and system start up and testing. The tug will be mated to the barge 650-3, which was launched earlier in the month, and delivered in July of this year to join Crowley's petroleum services ATB fleet.

Additionally, the company signed a contract with VT Halter Marine Inc. in September of 2006 to build four additional articulated tug-barge (ATB), 185,000-barrel tank vessels. The new vessels will have an estimated delivered cost of approximately \$236 million, including owner-furnished equipment. The vessels will be delivered in six-month intervals between the first half of 2009 and the end of 2010.

The four new ATBs (Pride/650-7, Achievement/650-8, Innovation/650-9 and Vision/650-10) will also be operated by Crowley's petroleum services segment as they are completed. These four new vessels will bring Crowley's total ATB fleet to 14, consisting of four 155,000-barrel and ten 185,000-barrel ATBs.

Four of Crowley's 155,000-barrel vessels, the Sea Reliance/550-1, Sound Reliance/550-2, Ocean Reliance /550-3 and Coastal Reliance/550-4 have each made more than 100 successful voyages and moved over 75 million barrels of product with zero spills in the last four years, averaging approximately 21 million barrels moved a year.

The first of the 185,000-barrel ATBs, Pacific Reliance/650-1 was christened at the end of March and the remaining vessels contracted in 2005 (Resolve/650-3, Commitment/650-4, Courage/650-5 and Integrity/650-6) will be delivered by 2008.

New Boat. Same Result. Crowley Clinches Seattle

Tug Race for the 12th Time.

It may not be the tug Hunter but it's still a Seattle Tugboat Race winner and that's all that matters. The Crowley tug Gladiator stole the spotlight this year during the annual maritime festival cruising to first place in the unlimited "Class A" category and making Crowley a 12-time race winner. Joel Klenck, vice president of West Coast services, rightfully boasted, "at the start of the race, Foss showed up at the line with four of their big boats. They took the tires off their racing tug, the Craig Foss, and had less than a dozen people on their vessel. We left all the tires on our single tug, the Gladiator, and had 118 customers and employees on the vessel." Following a close run, the Craig Foss veered away from the Gladiator putting them a half a length behind. "Captain Keith Kridler kept our course straight, true, and toward the finish line," Klenck said, "and we crossed the finish line cruising at a speed of 15.2 knots with the Gladiator one boat-length ahead of the Craig Foss. The other members of the Gladiator team were Steve Randall (Chief Engineer), Mark Hall (Deck Hand/Engineer), and Jim Clark (Deck Hand/Cook). "Chris Peterson, and so many Crowley employees did a great job preparing the vessel for the race," said Klenck. "It was an excellent event for our employees and customers. We now know why the tug was named -- the Gladiator."



Crowley Completes Work With 5500-ton Platform

Crowley recently completed the sail out of a 5500-ton production platform for Petroleros Mexicanos (PEMEX) from Tampico, Mexico. The load out and tow of the platform named PB-KU-H is headed to the KU-MALLOB-ZAAP development field in the Gulf of Mexico. Crowley's tug Warrior had been on site working since the middle of March working on this project and has now returned to Lake Charles to prepare for its next assignment.



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SAFETY MOMENT



Your hands are one of your most valuable assets. Without them, you wouldn't be able to touch, hold, feel, write or gesture. Too often, however, we take them for granted. Just a few examples of when your hands should be protected are whenever cutting, painting, welding, or handling sharp metals, chemicals, needles, or blood samples. And it is very important to wear the right glove for each specific task, since no one glove protects against all hazards. Knowing when to use cotton, leather, latex, a composite metal glove, or when not to wear gloves at all should be evaluated at the start of each job.

It is also important to maintain personal hygiene and keep your hands clean to prevent infection. Barrier creams provide limited protection against alkalis and acids and can sometimes be used in conjunction with gloves. When using barrier creams, always be sure to wash your hands before putting on the cream and at the end of the day when ready to go home. Being conscientious and proactive in hand safety may help you keep all five digits.

Gladiator to the Rescue Again



For the 33rd time since 1999, including four times since the start of this winter season, the Washington state-funded rescue tug has been called into service. A 758-foot container ship lost electrical power eight miles northwest of Cape Flattery. The U.S. Coast Guard directed the vessel to move offshore and await arrival of a tug escort. Within the hour, the Washington Department of Ecology (Ecology) released Crowley's rescue tug Gladiator to leave its homeport of Neah Bay and escort the ship to Port Angeles.

Sea Victory tows Kan Tan IV



Crowley's tug Sea Victory was contracted by Canadian Superior Energy to tow the semi-submersible drilling rig Kan Tan IV from AMFELS shipyard yard in Brownsville, Texas to two anchor handling tugs waiting offshore. The offshore towing tugs were not cleared to enter Brownsville, so Crowley was contracted to deliver the Kan Tan IV to them offshore. The Sea Victory was crewed within two hours of the contract signing and was ready to depart within two hours of its arrival in Brownsville. The rig will ultimately be towed to Trinidad for a two-year contract.

Crowley Names KP Grad Rampolla as General Manager, Valdez Services

Michael Rampolla, a 1978 Kings Point graduate, has been named general manager, Valdez Services. In his new position, Rampolla will be responsible for Crowley's Valdez operations. This position will allow him to bring his years of fleet management experience, crew development programs and focus on safe operating practices to the Valdez operation. Rampolla joined Crowley in 1978 and has over 25 years experience in marine operations for Crowley on the east and west coasts. In 2005 he was promoted to Director of Business Development for emergency services. Michael is currently a director for the Marine Response Alliance and has extensive project management experience, most recently with the CMC 450-10.

Gregory Palmer Promoted to Port Captain

Gregory Palmer has recently been promoted to port captain in Lake Charles, LA., reporting to Eric Vizier, manager of marine operations. He has been a 2nd mate at Crowley since October 2006. Palmer graduated with a bachelor's degree in maritime transportation and a third mate unlimited license from the S.U.N.Y Maritime College

Carly Moore Hired as Port Engineer Trainee

Carly Moore has recently been hired as Port Engineer trainee based in Jacksonville, FL, reporting to Ed Schleuter, Vice President of VMS. Moore has been a Chief Engineer at Crowley since October 2006 in the Crowley Liner Service. She graduated with a bachelor's degree in Marine Engineering Systems and a Third Assistant Engineer unlimited license from the United States Merchant Marine Academy in 2006.

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