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(PVA)

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Foghorn Focus:

Maintenance

Oil Spill Response Plans

Online PVA Maintenance Checklists

Maintenance & Repair Tips

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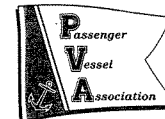
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ON THE COVER

This year marks the 100th anniversary of continuous service that Miller Boat Line has provided passengers to Put-in-Bay, Ohio, on Lake Erie.

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LETTER FROM THE PRESIDENT

PVA Tackles ADA

I hope that you have had a successful spring preparing the fleet for a busy season. All indications are that we are in for a busy summer.

This issue of FOGHORN focuses on maintenance. PVA's Safety and Security Committee has developed a basic Preventive Maintenance Checklist System for our members to use. I would urge you to check it out on PVA's web page (www.passengervessel.com) if you are not already using such a system. In addition, we are also starting negotiations with a web-based preventive maintenance system provider, similar to what is used by the airline industry. We believe that this product may prove to be a valuable member service and, quite possibly, the wave of the future. Stand by for more information on this in the future.

The public comment period for the Advanced Notice of Proposed Rulemaking for vessel construction guidelines pertaining to the Americans with Disabilities Act (ADA) closes July 28. PVA will be preparing and submitting comments relating to the ADA and the passenger vessel industry at that time. Because of the importance of this rulemaking on our industry and members, PVA is marshalling its resources to ensure that our opinions concerning ADA are taken into account. Since we believe that ADA regulation will ultimately impact all of our members in some way, the PVA Regulatory Committee and Board of Directors felt strongly that we needed expert advice in making our case during the public comment period. Specifically, we felt that identifying and discussing the economic impact that ADA regulations will have upon the passenger vessel industry would be particularly critical in making our argument. With this in mind, the PVA Regulatory Committee recommended, and the Board of Directors approved, hiring outside experts in ADA matters to assist us in this important submission.

After careful review, the PVA Board of Directors voted to hire Carolyn Gray, Barnes & Thornburg LLP, Washington, DC, to work on this project. Carolyn, and her firm, is highly recommended by members of the PVA Regulatory Committee—many of whom came



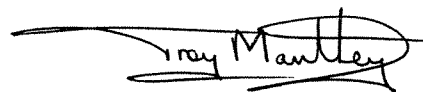
to know her and her skills during our participation in the Passenger Vessel Access Advisory Committee from 1998-2000. She brings a great deal of experience advocating for business concerning ADA issues and we are confident in her abilities and expertise in this area. Carolyn also represents International Council of Cruise Lines

(ICCL) and other clients on these same issues. Carolyn and PVA will soon be surveying vessel members to gather information that will assist us in developing our economic case. I ask that you help us with this by providing valuable input when asked. We will keep you posted on our progress.

I was honored to see the winning Southeast Region Dragon Boat team on the cover of the May FOGHORN. I must tell you, though, that I was disappointed (not really) in being served with a (phony) lawsuit during the PVA Spring Board Meetings by Alan Bernstein, B.B. Riverboats, Covington, KY, and the other regions, all because they claimed that the Southeast Region won the PVA Dragon Boat races in Tampa unfairly. I can only say that I am invigorated by the thought of a rematch next year. Our Southeast Region team general counsel and paddler (Steve Bers) will be drafting a reply to the "lawsuit," so stay tuned. By the way, a successful local dragon boat event was just held here in Tampa with more than 53 teams participating. Tampa was also awarded the U.S. National Championships in Summer 2006. We are well on our way to becoming a dragon boat powerhouse! I understand that the Seattle Convention Committee is planning another exciting regional "team building" challenge for the 2006 convention.

We are now slowing down in Florida. With the summer approaching, it's time to get some maintenance done. I wish our members a busy, safe and prosperous summer season.

Sincerely,



Troy Manthey
PVA President

PVA Maintenance Checklists Are Online

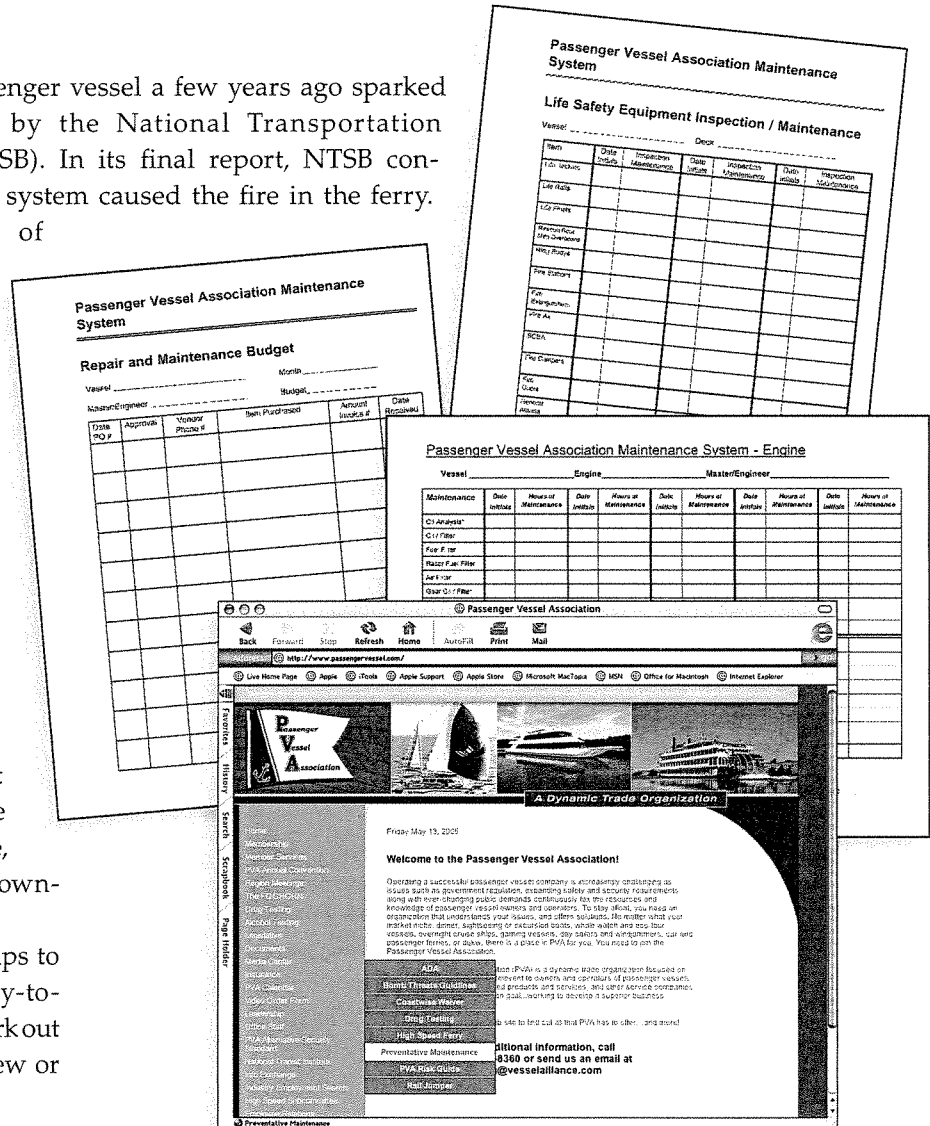
By Karen Rainbolt, FOGHORN Managing Editor

A fire aboard a passenger vessel a few years ago sparked an investigation by the National Transportation Safety Board (NTSB). In its final report, NTSB concluded that a faulty electrical system caused the fire in the ferry. The report cited a lack of clear guidelines by the operator on preventative maintenance for its crew. NTSB called upon PVA to provide preventative maintenance guidelines.

PVA offers a series of preventative maintenance documents for members. Designed as checklists, the series is now available online at www.passengervessel.com (click on Documents, then on Preventative Maintenance) at no cost. The 10-document series are PDFs which can be readily printed off the web site, or saved to your system and downloaded as needed.

Ranging from daily checkups to annual system reviews, the easy-to-use checklists take the guesswork out of maintenance for veteran crew or first-year deckhands.

Along with other PVA documents, the Preventative Maintenance checklists were created by a team of vessel operators who have listed the major—and critical—functions common to most types of operations. However, like all PVA products, this series is a “living” document and is updated whenever the situation warrants. If you have suggestions to make this document even more useful, please pass along your comments to pva@vesselalliance.com. ■



Find checklists on:

- Engine Specifications Sheet
- Budget Worksheet
- Daily Checklist
- Priority Repairs Worksheet
- Engine Maintenance Worksheet
- Weekly Checklist
- Painting Worksheet
- General Repairs and Maintenance
- Life Safety Equipment Inspection and Maintenance Worksheet
- HVAC System Worksheet

The Best Ideas in Maintenance

Maintenance has to be done routinely to keep your largest financial investment in sound working order. FOGHORN spoke with three operators around the country to

find the best tips for saving time, money, and equipment. Here are ideas that may also work for you. If you have ideas you'd like to share, send them to pvafoghorn@aol.com.

Patrick Christian, Casco Bay Lines, Portland, ME

A year-round ferry operation with five vessels, this company provides service to islanders (including mail delivery) and tourists visiting these small Maine gems in summer. Along with regular ferry service, Casco Bay Lines also offers seasonal scenic cruises, charters, lobster bakes, and music cruises. (cascobaylines.com)

Minimizing Downtime for Dry Dock:

"Our vessels are on a biannual dry dock schedule. To reduce the length of time that each vessel is in dry dock, we spend more time beforehand preparing for the haul-out. We meet with our marine surveyor/owner's rep to inspect the vessel at least three months before its scheduled haul-out. From this, we generate detailed specifications and cost estimates before we go out to bid. Included in the bid package are a draft vessel repair contract and a requirement for the shipyard to provide a GANTT chart displaying completion dates for each task. Once the contract is awarded, we have a 'pre-haul-out' meeting where every step of the process is reviewed. In attendance at this meeting are all parties who will have a part to play in the job—owner, project manager, owner's rep, shipyard's superintendent, paint foreman, machine shop foreman, etc."

"We've found that by working with the marine

surveyor/owners rep early, there are no costly—or time-consuming—surprises when the vessel is finally pulled out of the water. It adds needed discipline to the whole process."

Christian credits this tip, which saves valuable time and money, to PVA Past President Chris Hendricks who offered this advice at a session of the PVA Annual Convention at MariTrends a few years ago. Chris emphasized the need to get per square foot quotes for steel repair and painting in your bids.

Maintenance Tips:

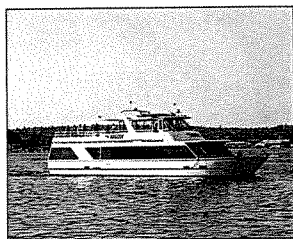
"We enhanced the reliability and cost effectiveness for our two largest vessels by re-powering them with more fuel efficient, electronic controlled engines. Since we had been experiencing excessive wear to the reverse gears on these vessels, we used the re-powering project to install heavier duty reverse gears and added propeller shaft brakes. To date, both re-powering projects have been a huge success.

For regular, preventative maintenance, Casco Bay Lines began using Cat-

erpillar's On-Site PM program to perform routine oil changes and engine room inspections. This has freed CBL's mechanics to spend more time doing preventive maintenance on other systems on each boat in the fleet.



Donald Wicklund, Argosy Cruises, Seattle, WA



Argosy Cruises is a large operator in the Pacific Northwest with a fleet of 12 vessels. Offering a variety of services, from fine dining aboard a luxury vessel to sight-seeing cruises, this operation has been a mainstay in the Seattle area for more than five decades.

Maintenance Tips:

"We use simple customized, maintenance sheets using Excel (the Microsoft spreadsheet software), so it updates itself whenever new data is entered. Our crews complete the sheets with engine hours and fuel vacuums weekly for each vessel. When maintenance is done, oil changes etc. the sheet is updated again.

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FOGHORNFOCUS: MAINTENANCE

continued from page 12

It updates itself with each entry. The sheets basically log engine numbers and the number of hours between all servicing. Simple, quick and good for record keeping.

"For oil changes we have standardized our oil pump out fittings for use with a 12volt portable jabsco pump or air pump. After removing the oil on larger engines we simply move the pump to our fresh oil tank and refill our engines."

"We have installed dripless shaft bearings. The cost of the bearing is \$600 to \$800, and installation can run from \$200 to \$1,000, but the return on the investment is nearly priceless. We no longer have salt water in the bilge, so we have eliminated most of rust in our bilges along with

painting and plate repair, it's easy to clean up any oil leaks and we no longer need to worry about accidentally pumping oily waste overboard since we have dry bilges. This was well worth the money and effort."

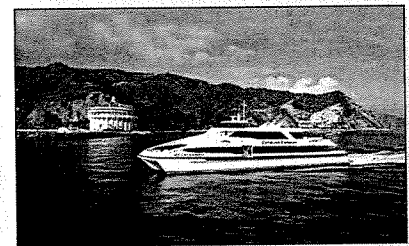
Wicklund also credits fuel vacuum gauges, a \$60 part, as one of their best maintenance tools. The gauge sits on the top of the fuel filter and rises as fuel filter starts to get plugged. "It can tell us very quickly if we get dirty fuel. It can also prolong fuel filter changes to sometimes thousands of hours. We find our engines with a clean filter usually start with 0 vacuum and we change the filters at a -10hg or before. Engines can stop at a -15hg to -25hg. If you have never experienced an engine dying, it usually happens just as you pull the throttle back to neutral."

Roger McElroy, Catalina Express, San Pedro, CA

Catalina Express operates eight vessels, including a high-speed catamaran. Since its inception in 1981, the company has carried more than 15 million passengers to and from Catalina Island, 22 miles off California's coast.

Maintenance Tip:

"Preventative maintenance is by far our best – and most economical – tool for keeping problems at bay. By working daily with our crew, we are able to rectify most situations before they become problematic."



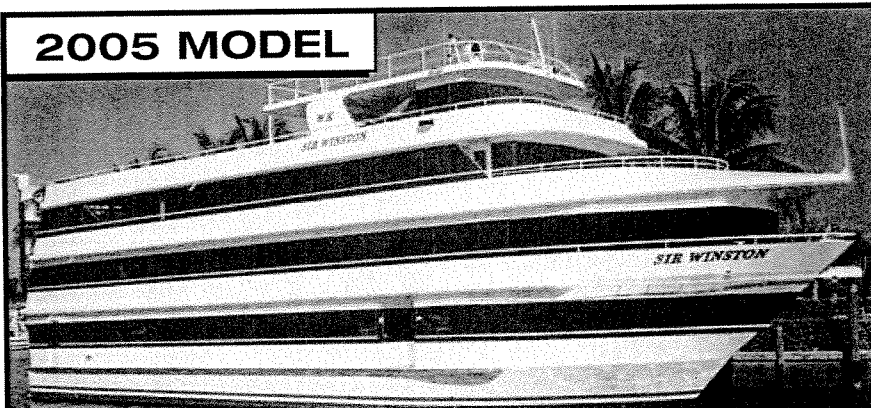
McElroy, like many operators, relies on electronic maintenance records to keep up-to-date on every facet of the vessel's upkeep.

Reducing Time in Dry Dock:

"While the Coast Guard mandates each vessel be pulled into dry dock every 24 months, we generally pull each boat out of the water every 12 months. Dry dock in the Los Angeles area is a challenge, though, as there is only one facility large enough to accommodate our vessels. Detailed scheduling and preparation is absolutely essential. The good news is each vessel is only out of the water for three days."

Because pulling the vessels out of the water is not always feasible, McElroy hires divers to inspect the bottom of the vessels. He has even cleaned vessels while still in the water, but states that this is an expensive option and puts the vessel out of service. ■

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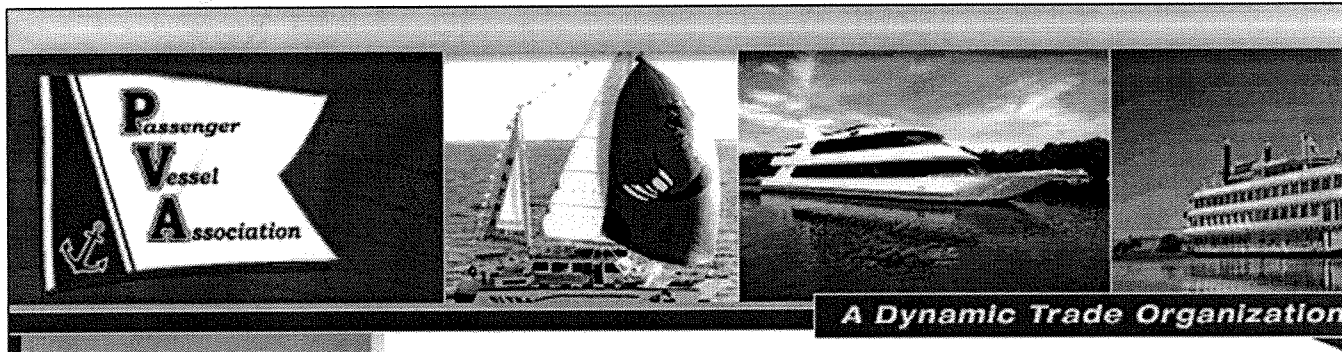
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- Budget Worksheet
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- General Repairs and Maintenance
- Life Safety Equipment Inspection and Maintenance Worksheet
- HVAC System Worksheet