

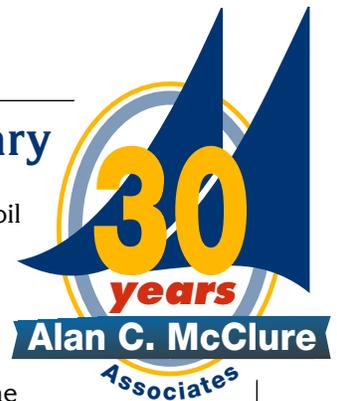


McNotes

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Naval Architects & Engineers

ACMA Celebrates 30th Anniversary



When Alan McClure launched his new Houston-based naval architecture and engineering firm in 1975, the offshore oil & gas industry was still in its infancy – a mere 25 years old. It was the perfect environment for a “pioneer” like Alan who was committed to introducing advanced analytic methods to an industry that often operated “by the seat of its pants.”

In those early years, ACMA was one of the first privately-held companies to own a computer (it filled an entire room!) because Alan’s vision of staying at the forefront of technology required that ACMA lead the way whenever new tools were available.

Alan also believed it was critical to develop strong, personal relationships with clients. ACMA learned how to do that very well and today serves a client base that spans the globe.

“It’s a different environment today,” notes ACMA’s President Scott McClure. When my dad first started building the business, we had direct relationships with the major oil companies. Today, we’re more likely to have those relationships with major engineering firms.

And, because “big” oil & gas companies want to do “big” projects with other “big” companies, we’ve found our niche is acting as subcontractors to the larger engineering firms.”

According to Darrel Harvey, ACMA’s Vice President, the company’s client base has also expanded substantially over the years. “Today, our traditional target markets of geophysical, exploration drilling, production drilling, FSO and FPSO projects have been expanded to include excursion vessels, ferries and marine commodity transportation vessels, dredges, short-sea vessels, tugs and barges.”

Of course, some things haven’t changed. “We’re still maintaining our position as a leader in the application of advanced technology and we’re still developing those long-term, personal relationships that have been the backbone of ACMA for the past three decades,” says McClure.

It’s a successful formula that’s served ACMA well in the past and will continue to do so in the future.

Taming Joe’s Boardwalk Beast

If your idea of fun includes being blasted with wind and music while you fly across the water at 45-50 mph, then you’ll love Joe’s Boardwalk Beast, the 70’ long and 18’ wide high-speed excursion boat based in Kemah, Texas. Powered by two 16-cylinder turbo Deutz diesel engines rated at 1300 horsepower each, the Beast delivers a 25-minute thrill ride across Galveston Bay that’s the dream of every adrenaline junkie.



The Beast unleashed!

ACMA’s assignment was to analyze the Beast’s stability and assist in the repair and modification of its fiberglass reinforced plastic (FRP), a material with which the ACMA team had previous experience. ACMA also assisted in increasing the Beast’s passenger capacity from 126 to 140 passengers – a modification that provided a significant impact to the bottom line!



Alan C.
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From the Top

Celebrating 30 years...it's a milestone that would make any company proud. And, it's particularly impressive when that company has operated in the volatile oil & gas industry.



Of course, my father laid the foundation for ACMA's success. His pioneering spirit and insistence on remaining at the cutting edge of advanced engineering technology positioned ACMA as one of the premier naval architecture and marine engineering firms and allowed us to weather a number of storms over the years.

By combining the principles of sound design and engineering with the latest technology, we've also been able to bring increased efficiency and reduced costs to hundreds of the offshore petroleum and marine transportation projects that we've undertaken during the past three decades.

As for the future, ACMA will continue our innovative, yet disciplined approach of providing specialized services to our ever-expanding base of international clientele as we move confidently in any area of marine technology.

Scott C. McClure
President

McNotes is published by
Alan C. McClure Associates.

Founded in 1975, Alan C. McClure Associates, Inc. (ACMA) is one of the industry's premier naval architecture and engineering firms. Headquartered in Houston, Texas, we've provided advanced design and engineering services to our international clientele in offshore exploration, production and marine transportation for over 30 years.



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ACMA Pedal Pushers Raise Funds for MS Research

Participating in the MS 150 two-day, charity bike ride has become an annual tradition at ACMA. Riders pedal from Houston to Austin, Texas to raise funds through pledges from friends, family, business associates and corporate sponsors that support vital multiple sclerosis research. This year's event attracted over 13,000 cyclists and is expected to raise a record \$10 million in donations.

ACMA's 2005 team, known as the ACMA Knots, tripled in size this year with riders Scott McClure, Andrew Bohlin, Henry Reeve, Brian Hanson, Mike Shaddock, Bobby Wilson, Greg Kelley, Heather Peterkin, Jim Earl, Bryan Earl, Devin Brown, Darrelyn

Brown, Donna Oppenheim, Duncan Oppenheim and Michelle Hargrove, along with her husband Mark and daughter Myers. The support crew also grew substantially and included Carol McClure, Dusty Hardin, Tania Wilson, Tiffani Epperson-Reeve, Tamara Hanson, Emily Bohlin, Lindsey Vermillion and Riley Hargrove.



Team members gathering at 6:15 am for an early morning departure from the ACMA tent.

Brent Clifton – Smooth Sailing

Unlikely as it may seem, Brent Clifton acquired a fascination with boats sailing on the lakes of West Texas – an area not immediately associated with water! When he graduated from West Texas State, Brent parlayed his interest in small boat design by going to work for Blue Water Boat Works in Amarillo.



Brent Clifton

It should come as no surprise that a major milestone in Brent's life came on those lakes in West Texas. "I met my wife, Debra, during a sailing trip," said Brent. "When she was offered a job in Beaumont, my proposal to her was that I'd go with her if she married me." She accepted the job...and Brent, and they moved to Beaumont where Brent took a position in a boat shop in Port Arthur.

By now, boats had become a major focus in Brent's life, so he decided to go back to school to pursue a degree in Maritime Systems Engineering. When he graduated from Texas A&M (Galveston) in 1984, he was close to 30 years old.

Although the oil & gas industry had just crashed, Brent was hired by the Navy as a naval architect and he spent the next 9 years working on amphibious ships. However, when President Clinton shortened President Bush's cutback in the military budget from 5 years to several months, Brent took an early retirement incentive.

With oil & gas in the middle of another slump, Brent spent the next 3 years in construction sales. In 1997, Zentech, Inc. hired him as a naval architect and assigned him primarily to developing operating manuals.

In the summer of 2001, Brent saw an ad in the paper for ACMA and ACMA saw an opportunity to add an exceptional naval architect to their team. Today, Brent works primarily on stability issues/analysis and inclining experiments, and he expects continued smooth sailing for the naval architecture industry as specialized analysis becomes a bigger and more important tool every day.