



ACMA Ramps Up Its Relationship With Unidynamics

Over the past few years, ACMA has built a solid relationship with Unidynamics as both companies explored the possibility of working together on a number of projects. Now, that relationship has taken a step up to the next level as we take on our first project together.



Recently, Unidynamics secured a contract to provide shipboard equipment handling systems and shell door structures for the 115-meter, high-speed Lockheed Martin Littoral Combat Ship (LCS) being built for the U.S. Navy. The Lockheed Martin team includes Gibbs & Cox, Marinette Marine and Bollinger Shipyards. ACMA, in turn, has been subcontracted by Unidynamics to design a fully-articulating ramp for this LCS combat support boat. Our assignment, which is a critical part of the operation, is to give the carrier the ability to deploy its ramp while the craft is underway, allowing various watercraft to be launched and recovered.

Construction of the first LCS will begin at Marinette Marine in the first quarter of 2005, with delivery scheduled for late 2006. The LCS provides the Navy with fast, maneuverable and shallow draft ships aimed at maximizing mission flexibility in coastal waters. The ship's first missions will include mine warfare, anti-submarine warfare and surface warfare.

ACMA Moves Into Phase II With NOAA's SWATH CMV

As noted in our November 2003 Issue of McNotes, ACMA and VT Halter Marine were one of the two teams that qualified for Phase I of a project commissioned by the National Oceanic and Atmospheric Administration (NOAA) to design and build a new Small Waterplane Area Twin Hull (SWATH) coastal mapping vessel (CMV).

Phase I consisted of contracts to complete Feasibility Analysis and Preliminary Design, and lasted 4 months.

We're proud to report that now ACMA and VT Halter Marine have been awarded Phase II of a three-

part contract. Phase II will entail the Contract Design and is expected to be completed around July of 2005. At that time, NOAA will decide whether to proceed with the last phase of the program. This final phase will consist of the Detail Design and Construction of the NOAA SWATH CMV.

According to ACMA's principal marine engineer Doug Ottens, the ship's primary mission will be to conduct research in support of nautical charting and seafloor mapping of coastal areas.

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From the Top

Some of the highlights from a busy 2004 include completing the design of a mooring spread system for COROCORO, as well as completing Phase I, and being awarded Phase II, of the NOAA SWATH CMV project. We also continued our role in developing EnerSea's unique CNG vessel, maintained our involvement in a number of LNG terminal issues and developed life cycle support for an FPSO operated by a major oil company. If that weren't enough, we directed the design and construction of two small specialty vessels—an all-steel, river debris removal vessel and an all-aluminum personnel transport vessel. We even found time to support one of our favorite charities, the MS 150 charity bike ride.



As for 2005, it appears we'll have an equally full plate. We'll continue our support on a major FPSO project, developing EnerSea's CNG transport and providing support legal consultation. We'll also begin working on a short-haul container feeder ship. And, in April, we'll celebrate our 30th Anniversary!


Scott C. McClure
President

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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 29 years.

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NOAA's SWATH CMV

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The SWATH CMV will conduct basic hydrographic surveys via full seafloor ensonification, to verify navigational area clearance of fairways and approaches to ports, as well as diver or small boat resolution of individual significant items deemed hazardous to surface navigation.

The research will be conducted continuously 24 hours a day, allowing the SWATH CMV to provide a certain level of national security support, since it will monitor discrete changes and detect any potential intruders.



Faris Guirguis – From Wooden Ships To Computer-Driven Design

In 1966, Faris Guirguis emerged from the University of Alexandria in Egypt with a B.S. in Naval Architecture & Marine Engineering, ready to take on the world. His first assignment – testing and inspecting wooden ships.

Of course, Faris quickly moved beyond wooden ships, and when the opportunity to relocate to Canada came in 1975, Faris jumped at the chance. For the next 22 years, Faris honed his craft first in Ontario and then Quebec. During this time Faris performed a variety of engineering tasks including hydrostatic calculations for new hulls, speed and power calculations, engine room layouts, preparation of sea trials and feasibility studies for new designs. One of his favorite memories from his time in Canada was the excitement surrounding the actual launching of ships and drilling rigs.

In 1997, Faris traded his role as a self-employed consultant and headed to the United States to join Alan C. McClure Associates as a Senior Engineer. At ACMA, Faris continued

to apply his experience to a broad range of projects – all of which he has thoroughly enjoyed.

“There's no one specific project that stands out as a favorite,” says Faris. “I've really enjoyed all of the projects I've worked on.”

And Faris's joy in his work is reflected in his willingness to adapt to all of the technology advances that have reshaped the naval architecture and engineering industry over the past decade.

“My career was well on its way when I had to put away my slide rule and learn all about AutoCad,” notes Faris. “Now I work in a completely high tech environment and computers are just another tool that we use every day to complete our assignments.”

Quite a change from wooden ships...but as Faris has demonstrated throughout his career, he's not afraid to explore a new opportunity.

