



### AMCA Lands Galveston-Port Bolivar Ferry Project

The “bridge” that connects one of the busiest waterways in the world is about to get a facelift. ACMA and Schuller & Allan teamed together and were jointly awarded the job.

The Galveston-Port Bolivar ferry is the bridge between two segments of Texas State Highway 87, the only highway around Galveston Bay. And, the free ferry service provided by TxDOT is the only way motorists can cross the waterway between Bolivar Peninsula and Galveston Island.

The five ferries that make up the fleet travel 2.7 miles and take approximately 18 minutes to cross is the Bolivar Roads Channel that leads into the Port of Houston, the nation’s largest inland port that handles some 7,000 ships each year.

Each of the ferries can carry approximately 70 vehicles, 500 passengers and six crewmembers. Each ferry is also capable of carrying eight 18-wheel trucks weighing 80,000 pounds each. All of the boats are double-ended with a pilothouse on each end, and the Captain changes from one pilothouse to the other to go in the opposite direction.



The 264-foot Robert C. Lanier was christened in 1991

*“Our primary focus will be on changing and upgrading the propulsion equipment.”*

“We anticipate incorporating two new EPA Tier I, and possibly Tier II, engines and moving back to a more conventional propulsion system with steerable thrusters,” notes ACMA President Scott McClure. “We’ll also be concerned with general improvement in structural design and new technology in deck coatings.”

McClure went on to note that Schuller & Allan owns the previous vessel design and ACMA will provide local engineering support as well as construction management services during vessel building.



Hall passes available on request

### Office Expansion

You’ve probably heard it said, “When a door closes, a window opens”. In our case, we just moved the door...and added 1,000 square feet!

To see ACMA’s new, expanded offices, you still take the elevator to the 5th floor of 2600 S. Gessner. But now, instead of walking to the end of the hall (remember, there’s not a door there any more), you’ll turn left when you step off the elevator and you’re at our new double front door.



## From the Top

Our 30th anniversary has certainly been a year of celebration.

We've had an opportunity to work on a number of challenging projects. Some of the most notable include:



- Load-out projects for both ScanTran and National Oilwell.
- Completion of our assignment to design a fully-articulating "boat launch and recovery" ramp for a high-speed ship being built for the Navy by Lockheed Martin. This was our first government work in over a decade.
- Continuing involvement with EnerSea's CNG transportation vessel design.
- Modification and repair of a 70-foot long, FRP high-speed excursion boat.
- The conclusion of our 6-year assignment with the Agbami FPSO FEED.

And, as mentioned in this issue, we've expanded capabilities, services, staff and our offices to better serve our clients.

Of course, while 2005 has been a very good year, we're looking forward to an even better one in 2006.

  
Scott C. McClure  
President

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## Office Expansion - Continued

Along with our facelift, you'll probably notice there are several new faces helping us fill our expanded space. With our increased capabilities, new services and growing project list, we needed more people to deliver the hands-on service that clients have come to expect from the ACMA team.

So, if you're ever in the neighborhood, drop by and take the tour.



The "logo" table in the library

## Ed Echols – Drawing On Years Of Experience

If there's one thing Ed Echols likes to do...it's draw. The other thing Ed likes to do is eat. And, according to Ed, that's why he focused on drafting as far back as high school.

*"I've always liked to draw," says Ed, "but, I didn't want to starve to death with other commercial artists."*

Following high school, Ed had an opportunity to develop his drafting skills with the Army Corps of Engineers drafting school. When he left the military in 1963, he signed on with the Marine Department at Brown & Root where he further honed his drafting skills preparing design, construction and piping drawings.

It was during his time with Brown & Root that Ed first came in contact with Alan McClure. They met in the early '60s while both were working on Project Mohole, an attempt to retrieve a sample of material from the earth's mantle by drilling a hole through the earth's crust. While the ultimate goal of the project was never realized, some of the technology used by drilling rigs today came as a result of the research from this high profile project.

Alan and Ed met again in the late '70s. This time Alan was walking

across the street on his way back to his office from lunch. Ed just happened to be at the same place at the same time and Alan asked him to come talk to him about a job at ACMA.



Ed Echols

The rest, as they say, is history. Ed joined ACMA in 1979 as Chief Designer and Manager of the Drafting Department. He left the company briefly from 1987 through 1991 to work with Newport News Shipbuilding & Drydock Company as Senior Designer/Draftsman on the Seawolf project. In 1991, he returned to ACMA and today is a Senior Design Engineer, with more than 15 years of AutoCAD experience.

"My favorite assignment to date was working as the Lead Designer on the detail construction drawing for the SWATH crew boat project," notes Ed.

Do you think after more than two decades with the ACMA team, Ed's true love is still drafting and design? We'll let you draw your own conclusions.