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Naval Architects • Engineers

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FOR IMMEDIATE RELEASE:

Alan C. McClure Associates Designs
Debris-Clearing Vessel For Guadalupe-Blanco River Authority

HOUSTON, TEXAS – September 21, 2004: Alan C. McClure Associates (ACMA), one of the industry's premier naval architecture and engineering firms, has recently completed its contract from the Guadalupe-Blanco River Authority (GBRA) to design and supervise the construction of a 32-foot barge that will remove debris from the Blanco and Guadalupe rivers and their tributaries as they flow through south and southeast Texas.

After establishing the capabilities that would be required to operate in this specialized environment, ACMA developed the conceptual design, recommended equipment and propulsion systems, developed bid specifications, distributed specifications to shipyards for bids, evaluated bid packages, oversaw construction and provided owner's representation throughout the project. "Although this was basically a 'soup to nuts' assignment," said ACMA President, Scott McClure, "I'm not aware of any other vessel quite like this one. Of course, the ACMA team always enjoys a new and challenging assignment and given our extensive analytical and shipyard experience, this is exactly the kind of assignment we specialize in."

"It's all about water rights," noted ACMA Vice President, Darrel Harvey. "There are a number of towns and cities that depend on these rivers flowing freely as they make their way to the Gulf of Mexico. Once the water reaches the Gulf, it can then be pumped back though pipelines to some of the larger cities, like San Antonio, that need the additional water to facilitate their continued growth. Our assignment was to build a flexible, durable and, most importantly, cost-efficient specialty vessel that could perform these critical environmental applications."

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Named MISS GUADALUPE II, the GBRA's newest vessel meets the challenge of operating in very shallow water, while still maintaining its ability to fit under low-level bridges along the waterways. To accommodate a drive-on frontloader that's positioned on the deck to remove different types of debris from the rivers, the craft's beam has been specifically designed to create a very stable environment. And, with its Thrustmaster hydraulic thrusters, the vessel is highly maneuverable. This innovative vessel also has the advantage of being small enough to be truckable to any number of marine locations.

The MISS GUADALUPE II was fabricated and constructed at Bollinger Houston L.L.C., a subsidiary of Bollinger Shipyards, Inc. "This was a great project for our Houston yard," said Robert Socha, executive vice president marketing and sales of Bollinger. "The facility is noted for its inland and offshore vessel services and this project provided the industry with another example of our Houston yard's many marine talents."

Miss Guadalupe II was designed to carry a long-armed track hoe on her bow which gives her the ability to break up logjams by reaching out and picking them apart.

The unique design of the steering and propulsion system allows the barge to easily navigate within the narrow stretches of the river channels.

About Alan C. McClure Associates, Inc.

Headquartered in Houston, Texas, Alan C. McClure Associates, Inc. (www.acma-inc.com) is one of the industry's premier naval architecture and engineering firms, and has been providing a wide variety of design and engineering services to an international clientele for over 29 years. Projects include drilling rigs, floating production systems and support craft for the offshore petroleum industry. Our array of services also includes project management, legal/arbitration consulting, surveying and negotiations. The ACMA staff and services represent the engineering disciplines necessary to successfully complete projects in naval architecture, marine engineering, electrical engineering, mechanical engineering and engineering mechanics.

About Bollinger Shipyards, Inc.

Family owned and operated, Bollinger Shipyards, Inc. (www.bollingershipyards.com) is a leading builder of offshore oil field support vessels, OPA '90 double hull barges, tugs, lift boats, fast patrol boats and other steel and aluminum products. Bollinger is also the largest vessel repair and conversion company in the Gulf of Mexico region with a total of 45 dry-docks and associated specialty shops in 14 shipyards strategically located between New Orleans and Houston with direct access to the Gulf of Mexico, Mississippi River and Intracoastal Waterway.