Elliott Bay Design Group
Architectural & Engineering Services for the Marine Industry

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EBDG-Designed Port Aransas Ferries Begin Service

First in class vessels mark significant improvement over older ferries

Seattle, WA (July 14, 2011) – The first two of a new class of vessels designed by Seattle-based Elliott Bay Design Group LLC (EBDG) and built for the Port Aransas Ferry Service went into operation on July 1. EBDG was selected by the Texas Department of Transportation (TxDOT), Corpus Christi District, to prepare the design for this new 160-ft, double-ended ferry serving as a continuation of Texas State Highway 361 across the Corpus Christi Channel, between Port Aransas and Harbor Island.

The new vessels, the Michael W. Behrens and the Charles W. Heald, are named for former directors of the transportation department. They increase the Port Aransas fleet to eight vessels, and each new vessel has a carrying capacity of 28 vehicles, eight more than the port's older ferries.

Images courtesy of Southwest Shipyard L.P.

One of the most significant structural improvements of these vessels is the pilothouse support. "The old vessels have a pilothouse on a pylon that comes up from the center of the vehicle deck," said Brian King, Vice President of Engineering at EBDG. "This ferry has the pilothouse over a bridging structure supported on each edge of the ferry, leaving the vehicle lanes clear of obstructions. This is most

significant for trucks that load on the center line of the vessel." The ability of large trucks to roll on and roll off without maneuvering around a pilothouse support significantly reduces loading and unloading times.

"These vessels are also considerably more fuel efficient and produce fewer emissions," said King. MTU engines drive two shafts at 600 horsepower each, an increase in power over the older ferries, which have two shafts at 375 horsepower each.

In addition to providing a smoother and quieter ride, the new ferries include passenger shelters and accessibility to passengers with disabilities. The vessels are ABS classed and U.S. Coast Guard inspected.

Length overall (molded)	159' 7"
Length on design load waterline	153' 6"
Length between perpendiculars	145' 0"
Breadth (molded) over guard	52' 0"
Breadth (molded) at DLWL	42' 4"
Depth (molded) amidships at side	11' 8"
Draft (molded) at DLWL	8' 0"
Displacement (molded) at DLWL	512.7 LTSW
Maximum DWT Capacity	234 LT
US Gross Tonnage	79 GT
Brake Horsepower (@2100 Engine RPM)	600 BHP
Generators (2) continuous duty service @ 1800 rpm	55 KW @ 0.8 pf, 60 HZ
Fuel Oil Capacity (95%)	4,200 Gallons
Automobile Capacity	28
Passenger Capacity	150

ABOUT ELLIOTT BAY DESIGN GROUP

With offices in Seattle and New Orleans, Elliott Bay Design Group provides unparalleled naval architecture, marine engineering and production support services on behalf of owners, operators, and shipyards across the country. Elliott Bay Design Group LLC is a wholly-owned subsidiary of American Commercial Lines Inc. For more information please visit EBDG on the web at www.ebdg.com

ABOUT SOUTHWEST SHIPYARD L.P.

Southwest Shipyard owns and operates four (4) shipyards in South Texas with direct deep water access to the Gulf of Mexico. Southwest Shipyard, L.P. provides gas freeing and cleaning services, topside and major repairs, surface preparation and painting, major conversion and new construction services to the entire commercial and government marine industry. Southwest Shipyard L.P. currently can handle Inland and Offshore Tugs and Barges, Boats, OSV's, Ferries and Offshore tugs. SWSLP take pride in our dedicated and experienced workforce that focuses on Safety and Environmental Excellence. Our goal is to provide the Best Value to our customers consistently. www.swslp.com