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MANUFACTURING NEWS



TODAY'S INFORMATION FOR
BUSY PROFESSIONALS

from

Colleen Atwood - Virtual Assistant

colleen@atwood-va-llc.com

www.atwood-va-llc.com



Hello, Friends!

There are some interesting articles in this edition of Manufacturing News. I've also added a complimentary copy of our pricing structure for your convenience.

Thank you,

Colleen

The Creation of an Empire

Before I left the maritime industry for good (so I then believed) several years ago, I worked for a local community college that (still) teaches individuals the skills they need to become a QMED and Captain. My first stint there was just before and after the Director passed away unexpectedly. That was also when TWIC was

introduced and the process for enforcing it was going into effect.

When I returned to the same college a few years later (and before my ‘final’ goodbye to the industry for good), the new Manila requirements were just beginning. The college was in the middle of writing and switching the curriculum over to remain compliant with Manila standards – when they went into effect.

At that time, the original building was expected to be torn down at any time, as a new and improved facility was planned for that location. One of the main components of the new building was supposed to be a Bridge Simulator for the Deck program, purchased from Transas. And while my name is currently on one of the main steel girders, I never saw the simulator itself.

Why mention this seemingly painful time of my life? Not for pleasure, mind you, never that – although I *will* admit that I had some great years working in the industry. I mention this because, in my perusal of current events, I came across the Transas name for the first time since I was laid off for the second time. Specifically, that Transas has been acquired by a Finnish corporation Wärtsilä.

Wärtsilä is known within both the marine and energy industries. And while their history has been interesting (they were first established in 1834), their current offerings and market share are quite impressive.

The acquisition of Transas will enable the vision both companies share of creating a smart platform that digitally connects everyone in the supply chain – from mariners working in the industry to the stakeholders – to become a reality. Both companies state the goal of the platform is “to increase safety and efficiency while minimizing the impact on the environment.”

This will be done by designing and installing what they call “smart ports” that will connect with “smart vessels” for three (3) industry benefits: minimizing environmental impact, maximizing the use of operational efficiency and resources, and attaining the highest levels of security and safety. All through the cloud.

It will be interesting to see how this goes. It could be a game-changer but only time will tell.

Washington Ferry System Upgrades

I did not know – and yes, I will blatantly admit my ignorance – that the Washington State Ferries (WSF) are considered part of the state highway system. As an old friend of mine used to say, “who would have thunk it?” But considering we have the largest fleet in the United States and lots of water between areas of land, I suppose that makes more sense.



It also makes sense that Governor Jay Inslee would have recently signed into law a transportation funding measure that pertains to the RFQ for converting WSF’s three largest ferries – MV Tacoma, MV Wenatchee, and MV Puyallup – over to a new ‘hybrid electric propulsion’ system.

When I first started my research, I remember hearing something about a dumb name called “Dieselgate.” Now, I personally get tired of all the various whatever-gates out there but this one was bad, even by today’s standards. In short, Volkswagon cheated on the emission standards for the United States for several of its diesel vehicles so it could sell in the United States. These diesel vehicles could not have passed EPA’s emission standards, so an electrical device was used that cut down on the emission emitted by almost 40x what it should have shown. Just recently, another idiotic name was leaked – “Monkeygate” – which was dubbed after it was learned that VW first tested on monkeys using their electrical device. Honestly, who comes up with these names?

Anyway, VW cheated all sorts of countries around the world and is currently paying huge fines for doing so after several class-action lawsuits. The United States alone is slated to get around \$15.3 billion for its violations. In that amount, \$2.7 billion is earmarked for environmental mitigation, \$2 billion to promote zero-emission vehicles (promote all you want, there will always be emissions of some sort), and an additional \$607 million awarded to Washington, D.C., 44 states, and Puerto Rico - \$112.7 million of which is coming here to Washington.

The three (3) ferries designated for an upgrade in their systems all currently have 4 x EMD 16-710G Diesel-Electric engines (with a ‘newer’ five-bladed propeller installed on the MV Puyallup in 2009 to help reduce the amount of vibration). They can reach anywhere from 18 – 25 knots, depending on the number of engines being used. They (in addition to the other nineteen (19) ferries operated) are responsible for approximately 67% of the air pollution (as designated by the DOT) and consume around 26% of the diesel used.

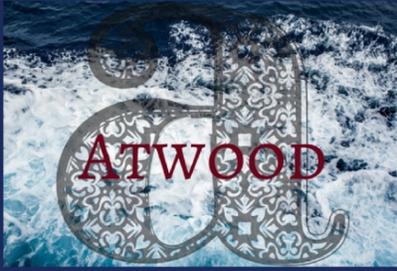
Now, my understanding is that the integrated electric propulsion system (or

series hybrid electric propulsion system) is a modification of the combined diesel-electric and gas propulsion systems used to power electric motors turning propellers. Essentially, they are removing the mechanical transmission of energy and replacing it with electricity. This will allow for less noise, a decrease in vibration, and a reduction in volume and weight.

The state also has plans to do modifications to the terminals these three vessels call to – Kingston, Edmonds, Bainbridge, and of course, Seattle. When these projects will begin is anyone's guess, but it certainly looks as if it is a go.

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