

## PRESS RELEASE

**For Immediate Release  
June 5, 2007**



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### **M.E.B.A./Armada/ SPT Offshore Form Terminal Lightering Partnership**

*Agreement complements recent Memorandum of Understanding between M.E.B.A. and Excelerate Energy to supply marine officers for shipboard and terminal LNG operations*

**Washington, DC** - The Marine Engineers' Beneficial Association (M.E.B.A.) has signed an agreement with Armada Companies, LLC to provide Person-In-Charge (PIC) marine officers for liquefied natural gas (LNG) deepwater ports and other terminals worldwide. Armada has a contract with Skaugen Petro Trans (SPT) Offshore, LLC to provide U.S.-citizen merchant officers supplied by M.E.B.A. to serve as PICs at terminals including the liquefied natural gas deepwater port in the Gulf of Mexico and the new deepwater port under construction off Gloucester, Massachusetts.

"M.E.B.A. is at the forefront when it comes to providing qualified, trained and completely vetted marine officers for the LNG trade," said M.E.B.A. President Ron Davis. "We are committed to working with any companies willing to utilize U.S. merchant mariners in the transportation of natural gas to the United States."

PICs serve as a deepwater port operator's representative and are normally stationed aboard vessels during cargo operations. These highly skilled officers must be familiar with deepwater port operations, emergency and security procedures. PICs are also responsible for coordinating gas discharge operations between the Energy Bridge Regasification Vessels (EBRV), ports, pipeline operators and other downstream interests. They also monitor cargo transfer operations, disconnection, maneuvering off STL Buoys and maintain communications between the offshore port and the port managers. Under the terms of the agreement, M.E.B.A. will also supply marine officers for liquefied natural gas ship-to-ship (STS) transfer operations.

Construction commenced this week on Excelerate Energy's Northeast Gateway deepwater port. The new port, which is located 12 miles off the coast of Massachusetts, is New England's first LNG deepwater port and will be the second operating LNG deepwater port globally. The first, Gulf Gateway, is located approximately 100 miles off the coast of Louisiana. Gulf Gateway is also owned by Excelerate Energy.

M.E.B.A. recently signed a memorandum of understanding to supply qualified marine officers to Excelerate Energy to crew their expanding fleet of LNG tankers operating globally. M.E.B.A. has also ramped up their training curriculum at the Calhoun M.E.B.A.

Engineering School (CMES) in Easton, Maryland. This curriculum is specifically tailored for LNG deepwater port operations, making it the first program of its type in the world.

This agreement represents a successful public-private partnership between the U.S. Congress, the Department of Transportation's Maritime Administration (MarAd), and private industry. MarAd has worked tirelessly to promote the use of U.S. mariners in the international LNG trade, and has been successful in securing commitments with a number of operators to use American citizen mariners.

"This Deepwater Port Terminal agreement represents sound public policy," U.S. Maritime Administrator Sean T. Connaughton commented. "MarAd will continue to establish similar commitments with other deepwater port license applicants in order to prepare our maritime workforce for service in an industry vital to the nation's economic and security needs."

#### ***About Skaugen Petro Trans Offshore, LLC***

SPT is a fully dedicated lightering company operating out of Houston, Texas. In the last 20 years, SPT has performed more than 10,000 operations, transferring over 6 billion barrels of crude oil and petroleum products. On a daily basis, SPT lighters 1.1 million barrels of crude a day, or 15% of all seaborne crude oil into US ports. In February of 2007, SPT, in conjunction with Excelebrate Energy and Exmar, completed the world's first full-scale commercial ship-to-ship transfer of liquefied natural gas. Approximately 138,000 cubic meters of LNG was transferred from the LNG-C *Excalibur* to the LNG Re-gas Vessel *Excelsior* inside Scapa Flow in the Orkney Islands. The operation took a total of 41 hours with the cargo transfer lasting 26 hours. The entire lightering operation went according to plan without any incident, accident or injury.

#### ***About Armada Companies***

Armada Companies LLC is a U.S. based, woman-owned marine services provider offering customized ship management, maritime staffing, vessel crewing, marine engineering and project management solutions to maritime and related industries worldwide. Established in 2005 with corporate offices in California and Virginia, Armada is privately held by a three-person management team with complementary and comprehensive expertise in the industry. With over 50 years of combined experience in vessel operations, engineering, manning, logistics, procurement and contract administration with both commercial and government entities, Armada's management team, as well as its specialized staff are seasoned professionals; experts in all aspects of marine operations and management.

#### ***About the Marine Engineers' Beneficial Association***

The M.E.B.A., America's oldest maritime labor union, supplies U.S. Coast Guard licensed deck and engineering officers in both the U.S. domestic and international trades. M.E.B.A. has an impeccable record of transporting LNG, with over 7 million man-hours

of experience during more than 20 years in the LNG industry. M.E.B.A. has several thousand licensed officers, including a large pool of experienced senior level LNG qualified officers. Additionally, M.E.B.A. has been training LNG mariners since 1975 at one of the most technically advanced training facilities in the world — the Calhoun M.E.B.A. Engineering School.

CMES recently installed a cutting-edge Bridge Simulation System built by TRANSAS that allows students to simultaneously control ten simulated ships at once, utilizing any of 56 different types of vessels in over 20 different ports. The LNG cargo simulation program allows students to dock, load and discharge LNG vessels and even encompasses the terminal-side operations of an LNG facility. It also accommodates upgrades to adapt to ever-evolving Coast Guard and International Maritime Organization training and testing requirements.