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TIDEWATER TRANSPORTATION & TERMINALS CHRISTENS TWO STATE-OF-THE-ART TOWBOATS

Granite Point and *Ryan Point*, which are the newest inland river towboats in Tidewater Transportation and Terminals' fleet, were christened Saturday, June 11, during a late afternoon ceremony at Vancouver Landing in Vancouver, Washington. After Deacon Tim Dooley from Portland's Holy Family Parish delivered a blessing, Patty Reed, wife of Bruce Reed, Tidewater's Vice President and Chief Operations Officer, and Diane Laya, wife of Marc Schwartz, Tidewater's Maintenance and Engineering Manager, broke champagne bottles over the vessels' hull while the City of Vancouver's fire boat sprayed Columbia River water in the background.

Joining the Tidewater team for the bottle-breaking moment were 49th District Washington State Senator Annette Cleveland, 49th District Washington State Representative Jim Moeller, Vancouver City Councilman Ty Stober, David Hodges and Bryan Stebbins from US Senator (WA) Patty Murray's office, Dena Horton from US Senator (WA) Maria Cantwell's office, Megan McKibben from US Representative (OR) Kurt Schrader's office, and Shari Hildreth from US Representative (WA) Jamie Herrera Beutler's office.

"This celebration is the culmination of three years of research, design, and hard work," expressed Marc Schwartz, Tidewater's Maintenance & Engineering Manager. "We began the Point Class project with a visionary belief that we could create a vessel that efficiently serves our customers along the river, is environmentally-friendly, and is outfitted with crew endurance in mind. I believe we accomplished our goal."

Three years ago, Tidewater retained the services of CT Marine, Naval Architects and Marine Engineers of Edgecomb, Maine, to design a towboat that can maneuver barges through the swift-moving currents, high winds, and eight navigation locks along the Columbia Snake River System. Once the plans were developed, Tidewater contracted with Vigor's Portland shipyard to construct the series of vessels (returning propulsion-construction to Swan Island after nearly 60 years) and partnered with Umpqua Bank's Equipment Leasing and Finance Division to finance the two tugs.

"It's been a great source of pride for the Vigor team to build these three tugs," said Corey Yraguen, Executive Vice President of Fabrication. "Tidewater is a quality operation committed to safety and ecologically responsible. These exceptional vessels are a reflection of those values."



The first vessel in the series, *Crown Point*, was christened in June of 2015 and has been in operation for over a year. The *Granite Point* recently began journeying upriver, and the *Ryan Point* will follow suit in early July.

All three vessels are built to the same specifications - 104 (length) by 38 feet (beam), with a depth at full load of 11 feet, and a hexagonal wheelhouse with floor-to-ceiling windows on all six sides. An enhanced steering system utilizing four main steering and four flanking rudders, coupled with two Caterpillar 3516C Tier 3 engines, allowed the design team to increase the margins of safety and efficiency. With crew endurance being a priority, Tidewater employed Noise Control Engineers of Billerica MA to develop a sound and vibration control package for the vessel. By incorporating Christie and Grey vibration control mounts and comprehensive acoustic insulation, noise levels register at less than 60 decibels in the accommodations during vessel operation – which is equivalent to an air conditioner.

Tidewater and their collaborative partners spent a great deal of time conceiving and engineering the plans used for all three vessels. The final product has been recognized globally. *WorkBoat Magazine* and *Marine Log*, named *Crown Point* as one of the Best and Most Significant Work Boats of 2015.

“The Point Class towboats stand out amongst other towboats along the river,” stated Bruce Reed. “The vessels are a true testament to the dedication and pride of the entire shipbuilding team at Tidewater and Vigor.”

Tidewater has serviced clients from the mouth of the Columbia River to Lewiston, Idaho for nearly 85 years. The names of the tugs reflect this Tidewater tenet – honoring the past, committed to the future. *Crown Point* was named for the majestic promontory on the Columbia River Gorge, approximately 15 miles east of Portland, Oregon; *Granite Point* was named for the significant granite cliff in Washington, about 20 miles southwest of Pullman along the Snake River; and *Ryan Point* was named after the scenic bend in the Columbia River (Washington State side) about one mile upstream from the I-5 Bridge.

About the Company

Headquartered in Vancouver, Washington, Tidewater operates the largest barge transportation and terminal network on the Columbia-Snake River system*. Tidewater transports a wide range of cargo among a network of ports, terminals and grain elevators throughout the entire Columbia-Snake River system. We also operate five strategically located terminals and five pipelines with key intermodal connections to railroads, highways and other pipelines.



Tidewater has an excellent reputation with customers, regulators and the communities we serve as a result of our strong and unwavering focus on service, safety and environmental stewardship. We at Tidewater are proud of our heritage and respect the privilege of operating on the waterways of the Pacific Northwest.

*The Columbia-Snake River system spans 465 miles from the Pacific Ocean, at the mouth of the Columbia River, inland to Lewiston, Idaho.

For more information about Tidewater Transportation and Terminals, please visit: www.tidewater.com

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