



SEABRIDGE
INC.

SNAME SD-5 PANEL and INTERNATIONAL HYDROFOIL SOCIETY

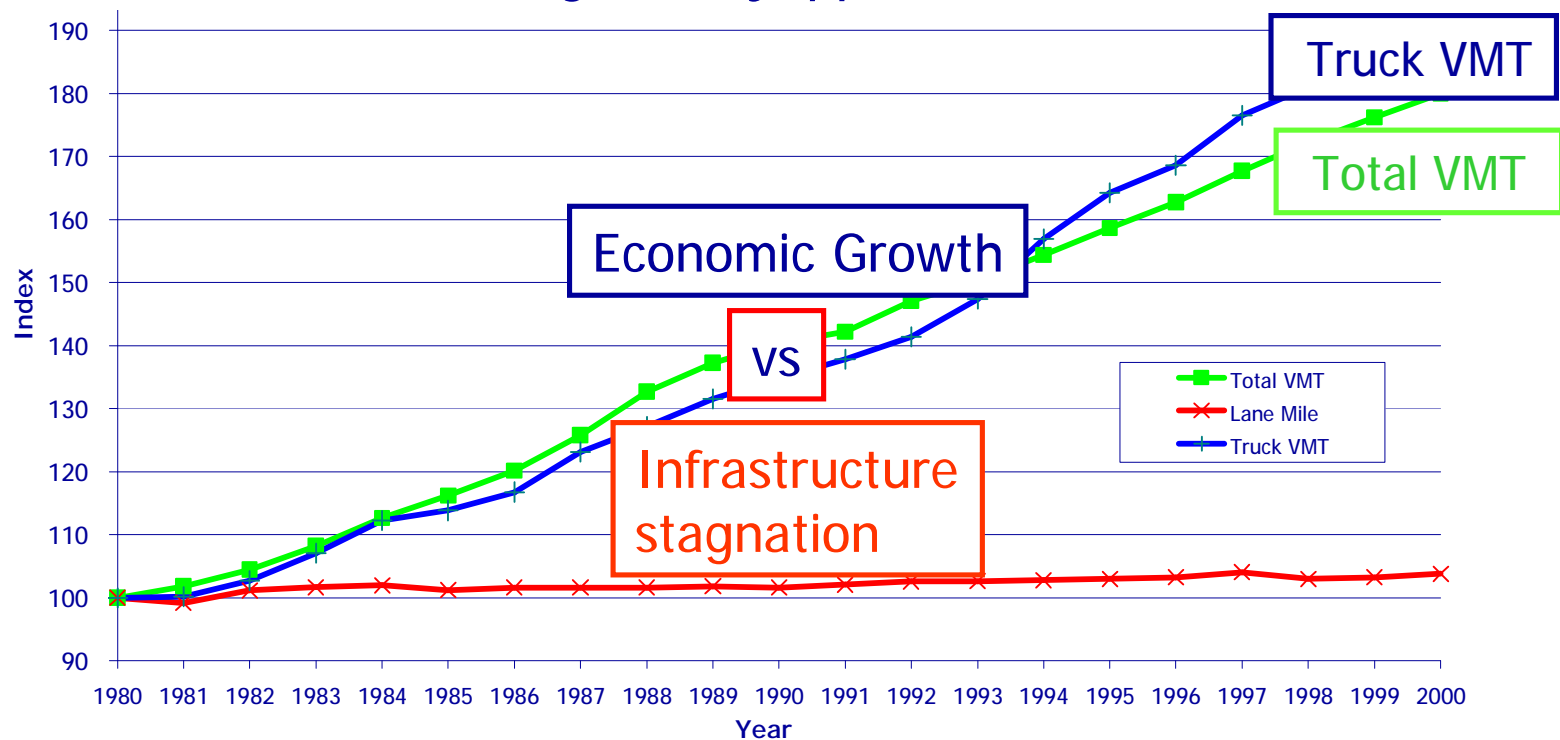


A Pentamaran Bridge over the Sea
Stephen Flott, Chairman - SeaBridge Inc.
Arlington, VA – Wednesday, June 27, 2007



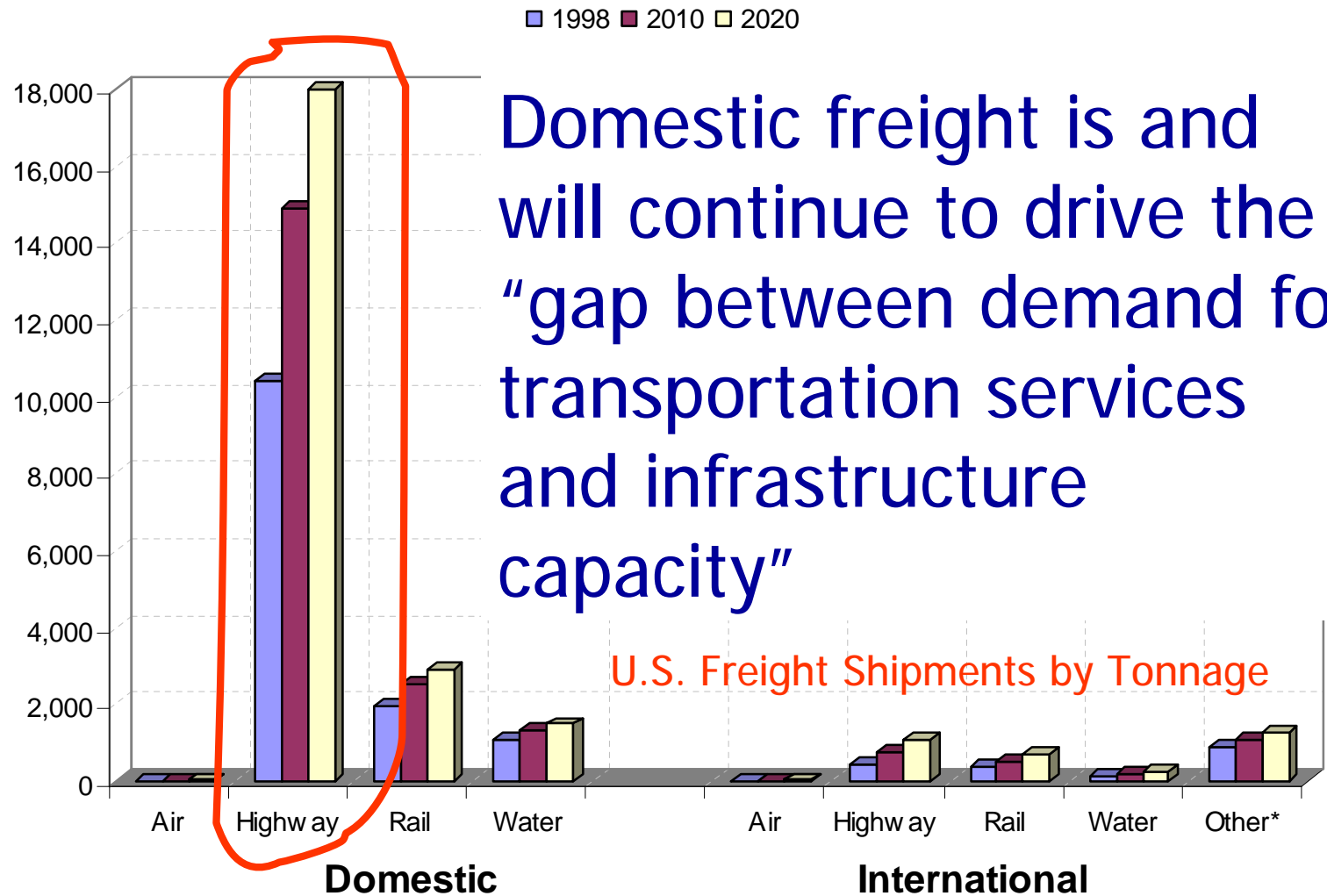
“One of the nation’s biggest challenges is closing the gap between the demand for transportation services and infrastructure capacity.”

The Freight Story, pp. 12-13, USDOT, November 2002



Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, DC: Various years).





Domestic freight is and will continue to drive the “gap between demand for transportation services and infrastructure capacity”

U.S. Freight Shipments by Tonnage

Source: The Freight Analysis Framework (FAF), U.S. Department of Transportation





Secretary of Transportation Norman Mineta

Speech at US Chamber of Commerce Conference [6/12/03](#)

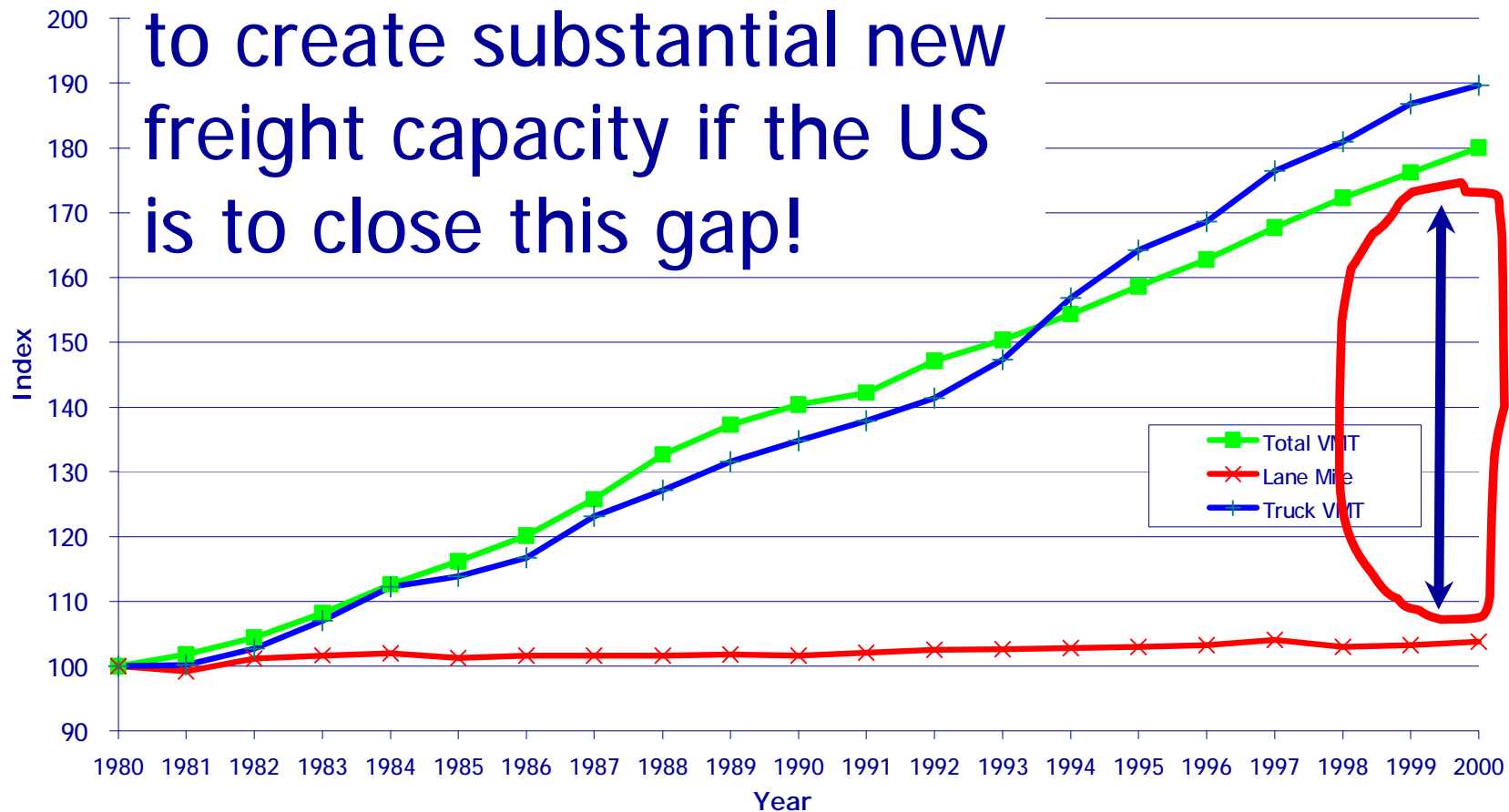
“Our landside transportation system is already stressed to the limit and currently planned infrastructure improvements and expansion cannot possibly meet this escalating demand.”

“One intermodal alternative is the development of a robust short sea shipping system that would aid in the reduction of growing freight congestion on our nation’s rail and highway systems.”





Waterborne services need to create substantial new freight capacity if the US is to close this gap!

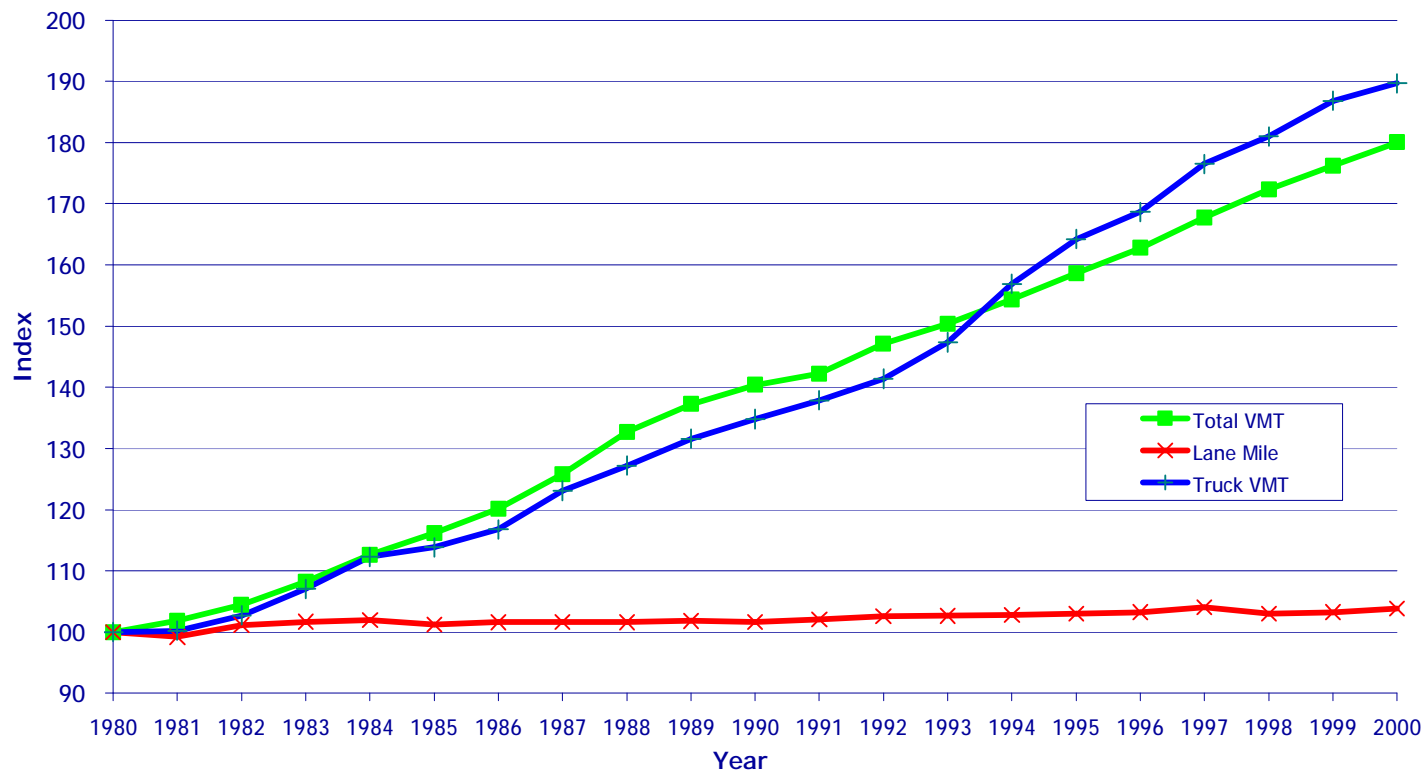


Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, DC: Various years).



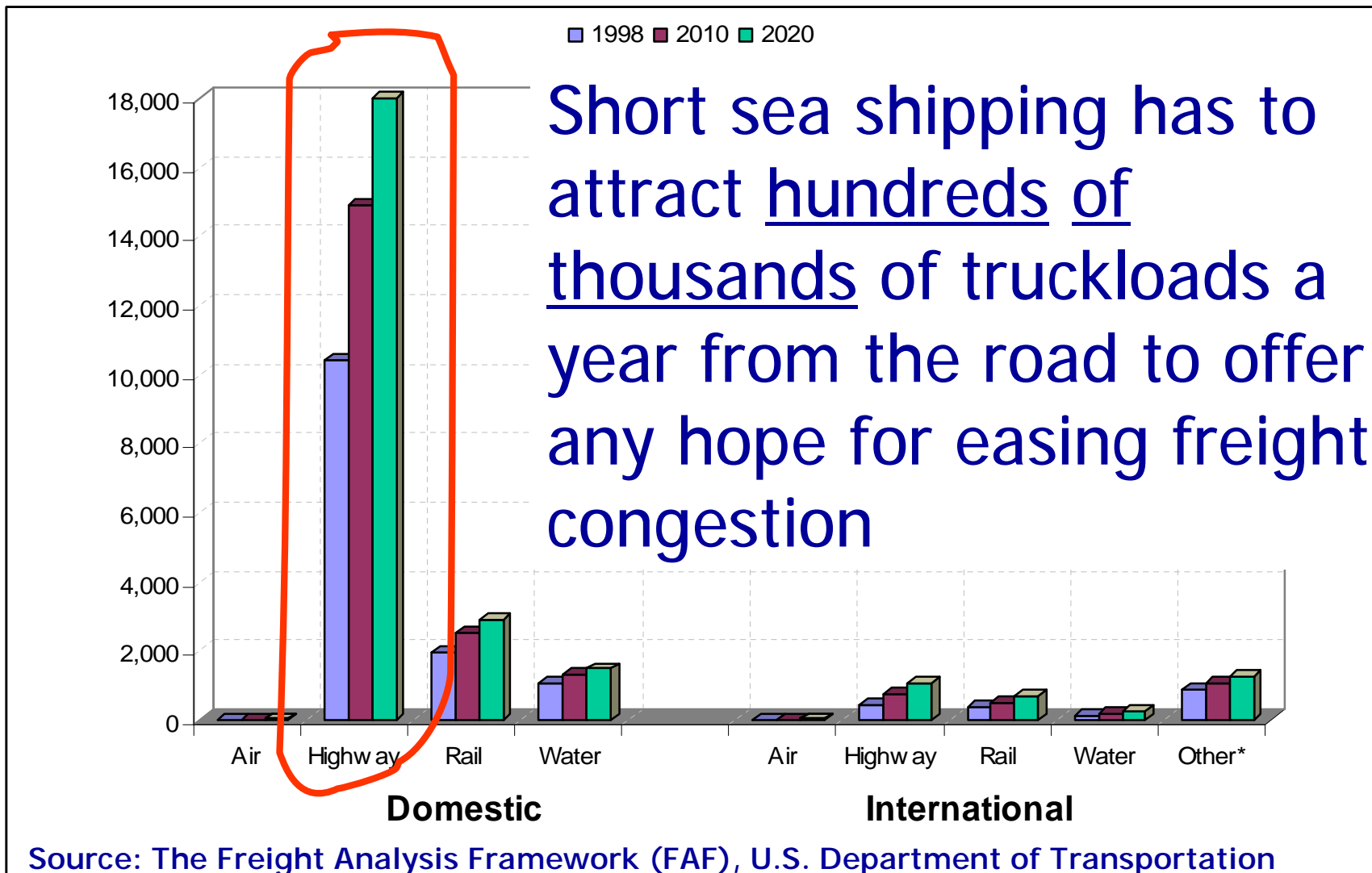


Absorbing vehicle miles from highways creates capacity without adding lanes



Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, DC: Various years).







The SeaBridge Approach is just one option

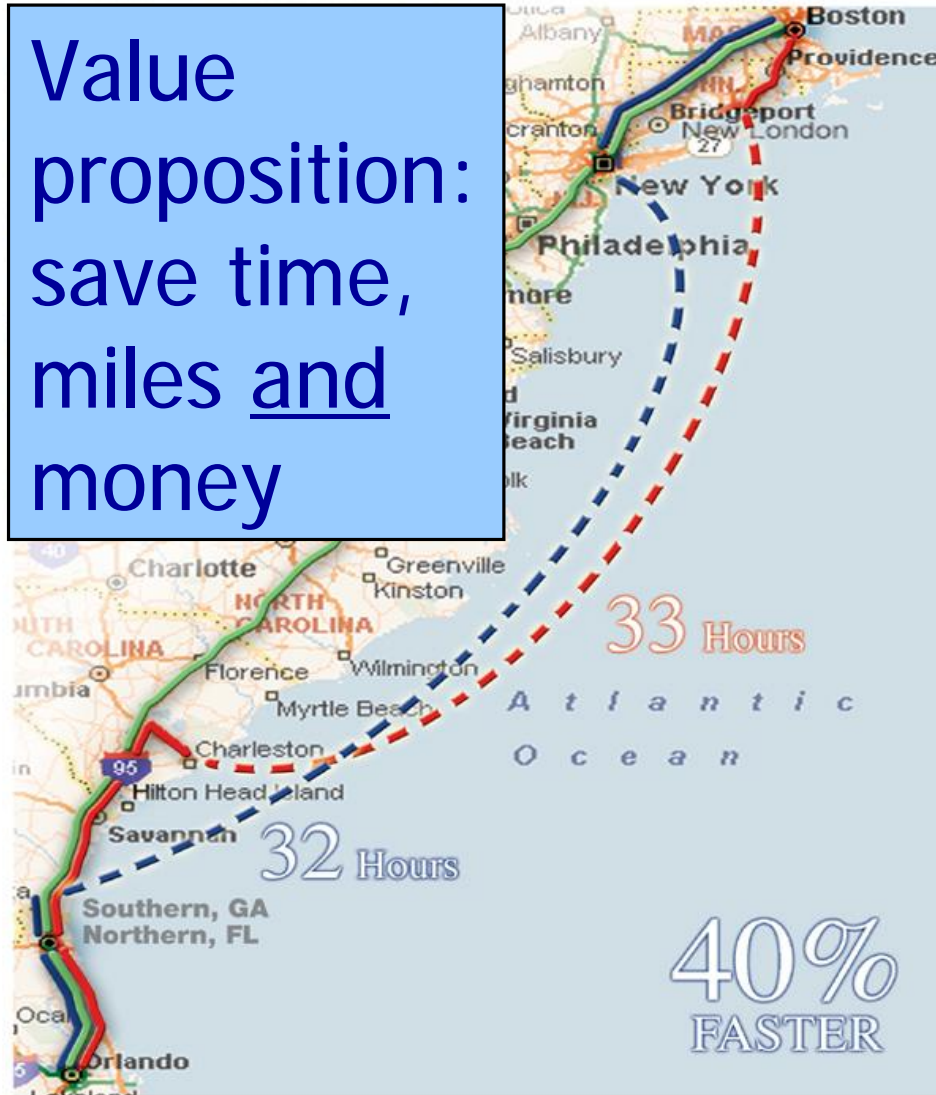
Create a fast, reliable, coastal freight and passenger ferry network with the capacity and scale to improve motor carrier service capabilities and lower costs and offer a new “mini-cruise” option to motorists





Turning Coastal Oceans into Sea Bridges

Value proposition:
save time,
miles and
money



ROUTE TWO: BOSTON TO ORLANDO (TWO OPTIONS)

All-Road Option (Green Line)

Day#	Duty	Miles	Hours
Day 1	Pickup	0	1
	Driving	523	11
	Rest+Other	0	13
Day 2	Driving	523	11
	Rest+Other	0	13
Day 3	Driving	254	5
Total Trip		1,300	54

SeaBridge Option 1 (Red Line)

Origin	Destination	Miles	Speed	Driving	Hours
Boston	New London	106	47.5	2	2
SeaBridge Link - - -					
New London to Charleston	0	N/A	0	23	
Charleston	Orlando	379	47.5	8	8
Total Trip		485		10	33

SeaBridge Option 2 (Blue Line)

Origin	Destination	Miles	Speed	Driving	Hours
Boston	New Jersey	244	47.5	5	5
SeaBridge Link - - -					
New Jersey to So GA/No FL	0	N/A	0	24	
So GA/No FL	Orlando	141	47.5	3	3
Total Trip		385		8	32





Advantages of expedited intermodal for truckers

- ü Faster transit times than existing over-the-road and rail intermodal services
- ü Matches team driver operations
- ü Reduces exposure to accidents
- ü Improves equipment velocity and utilization
- ü Improves driver utilization and retention
- ü Hours of service compliance without loss of service speed
- ü Expands markets; increases profitability





Ship size, speed, fuel efficiency and seakeeping ensure schedule integrity with a high level of passenger comfort

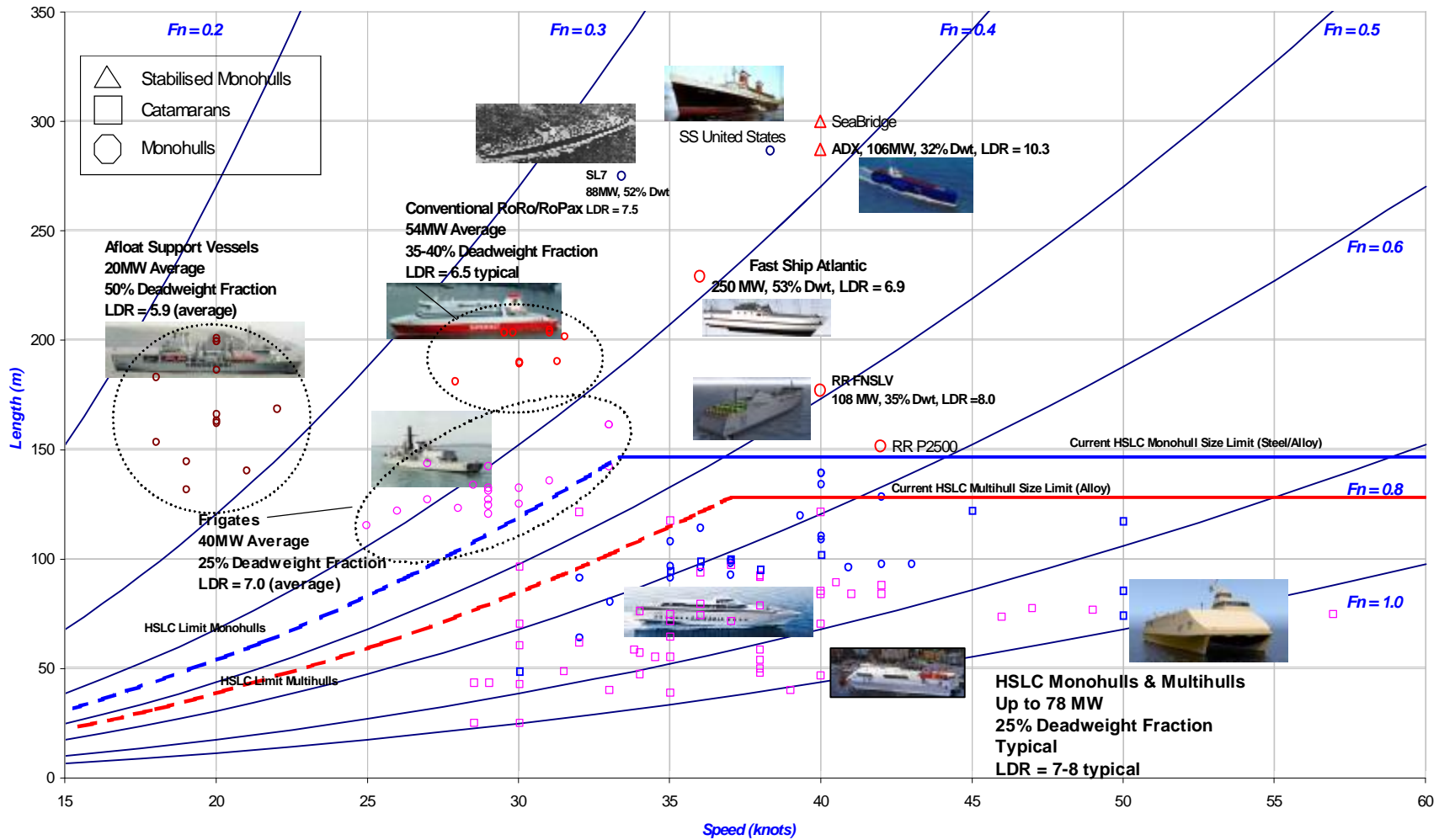


SeaBridge USA's roll-on/roll-off passenger vessel can transport more than 170 trailers or 100 trailers & 500 cars and 1,800 passengers at up to 42 knots



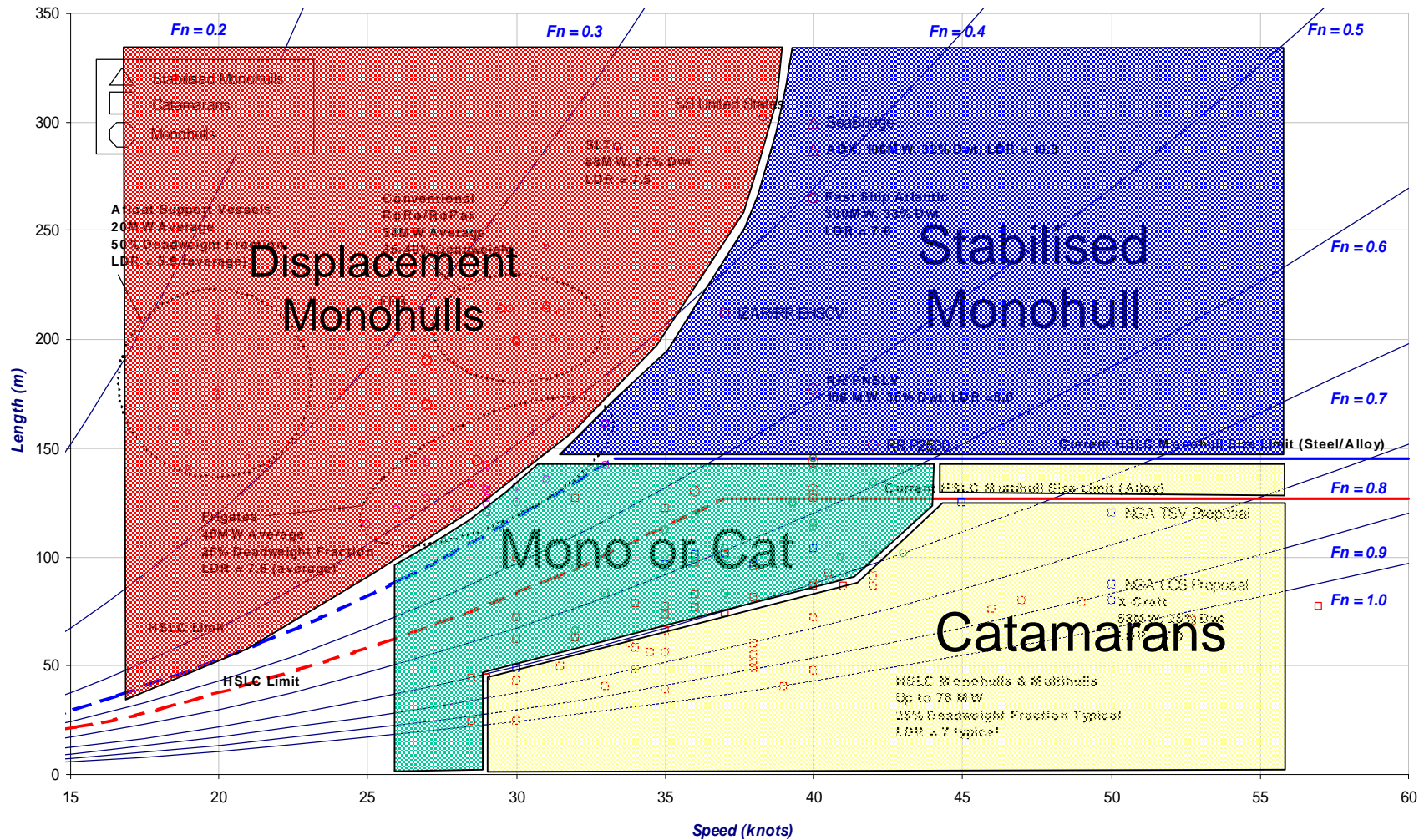


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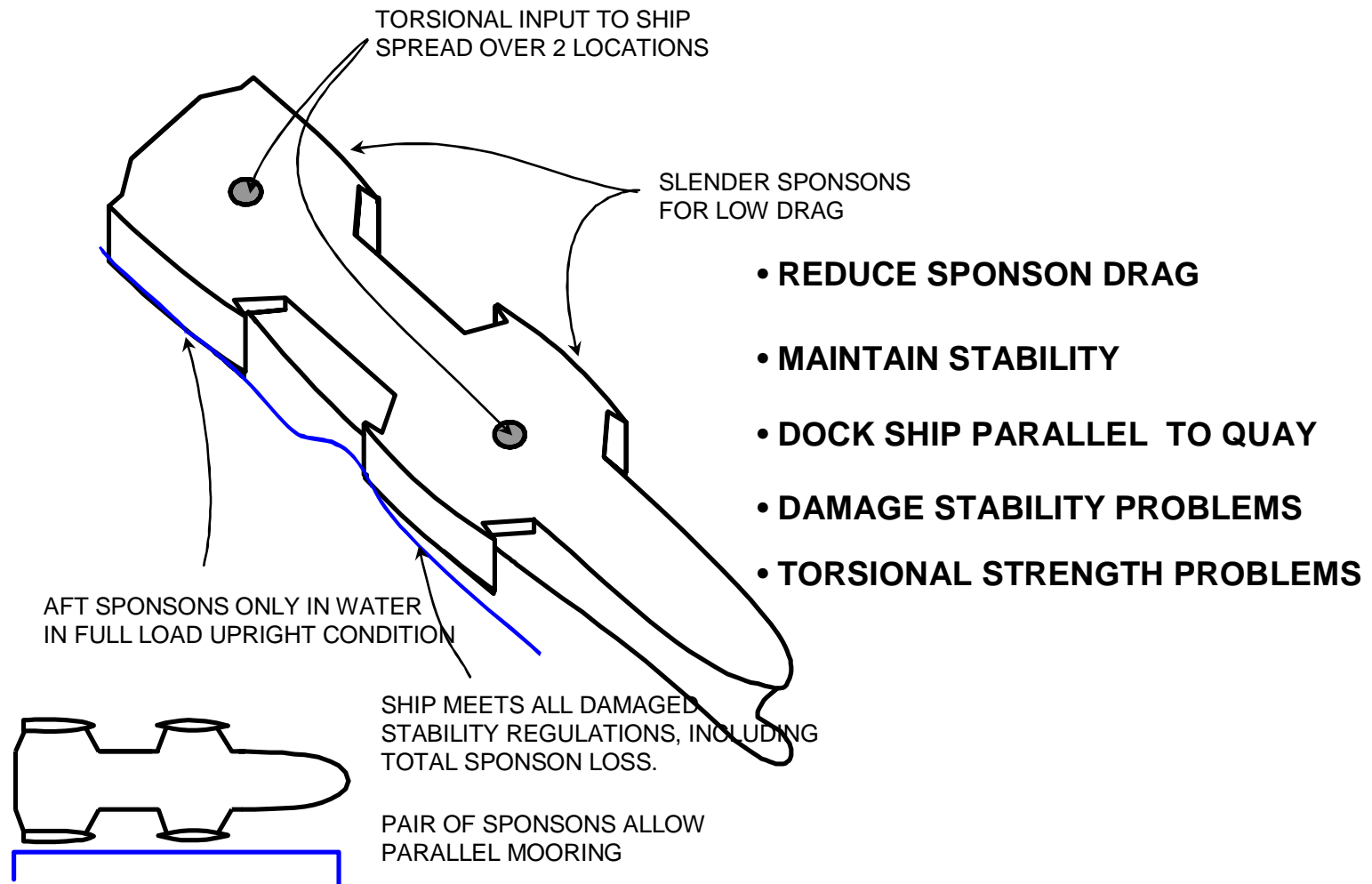


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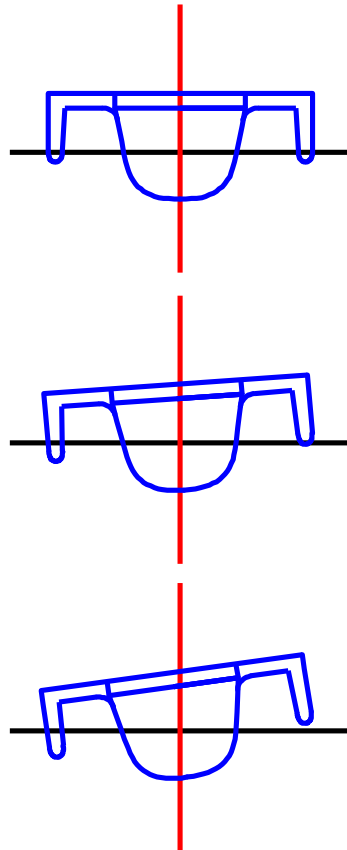


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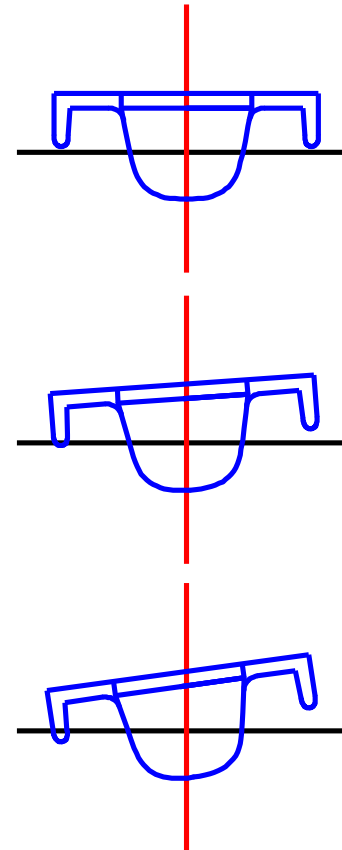
Progressive Heeling

Aft Sponsons

Forward Sponsons



Upright - Zero Heel Angle



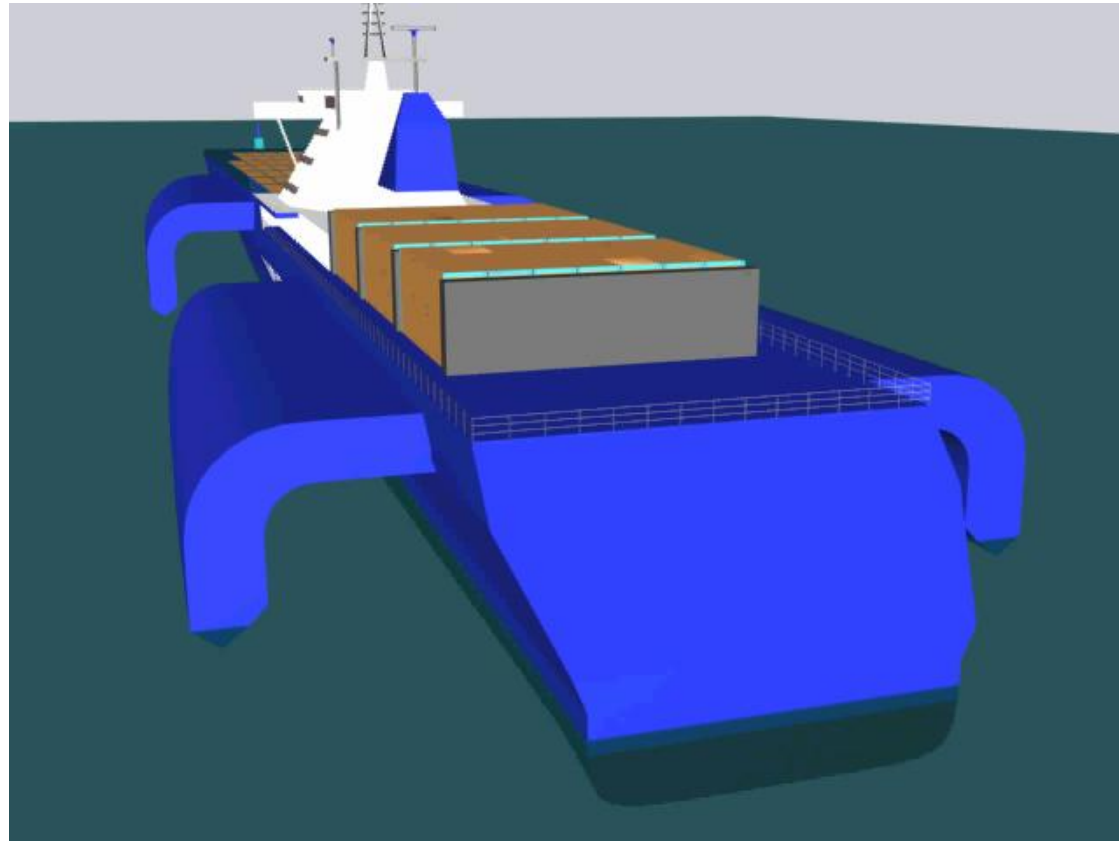
Small Heel Angle

Larger Heel Angles





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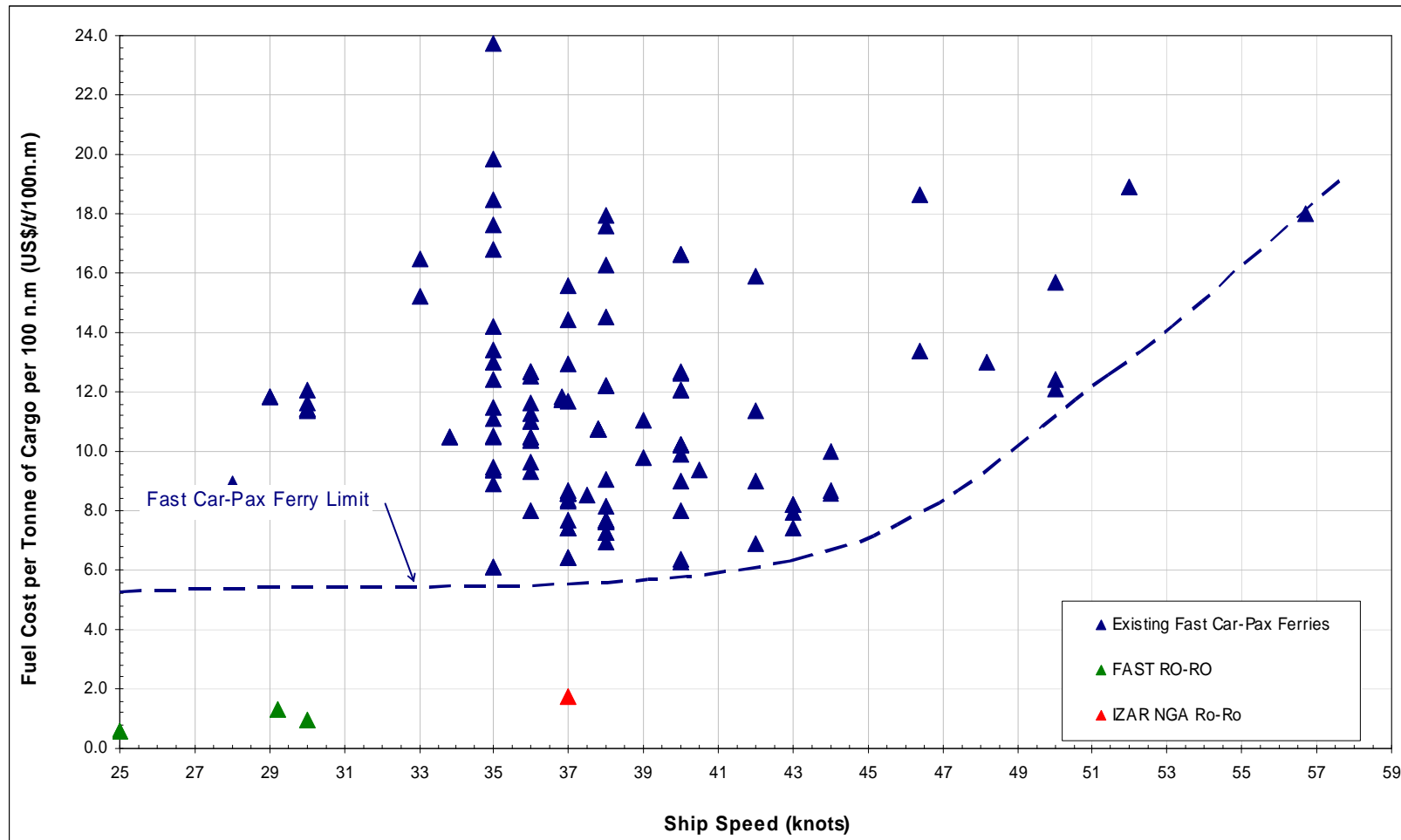


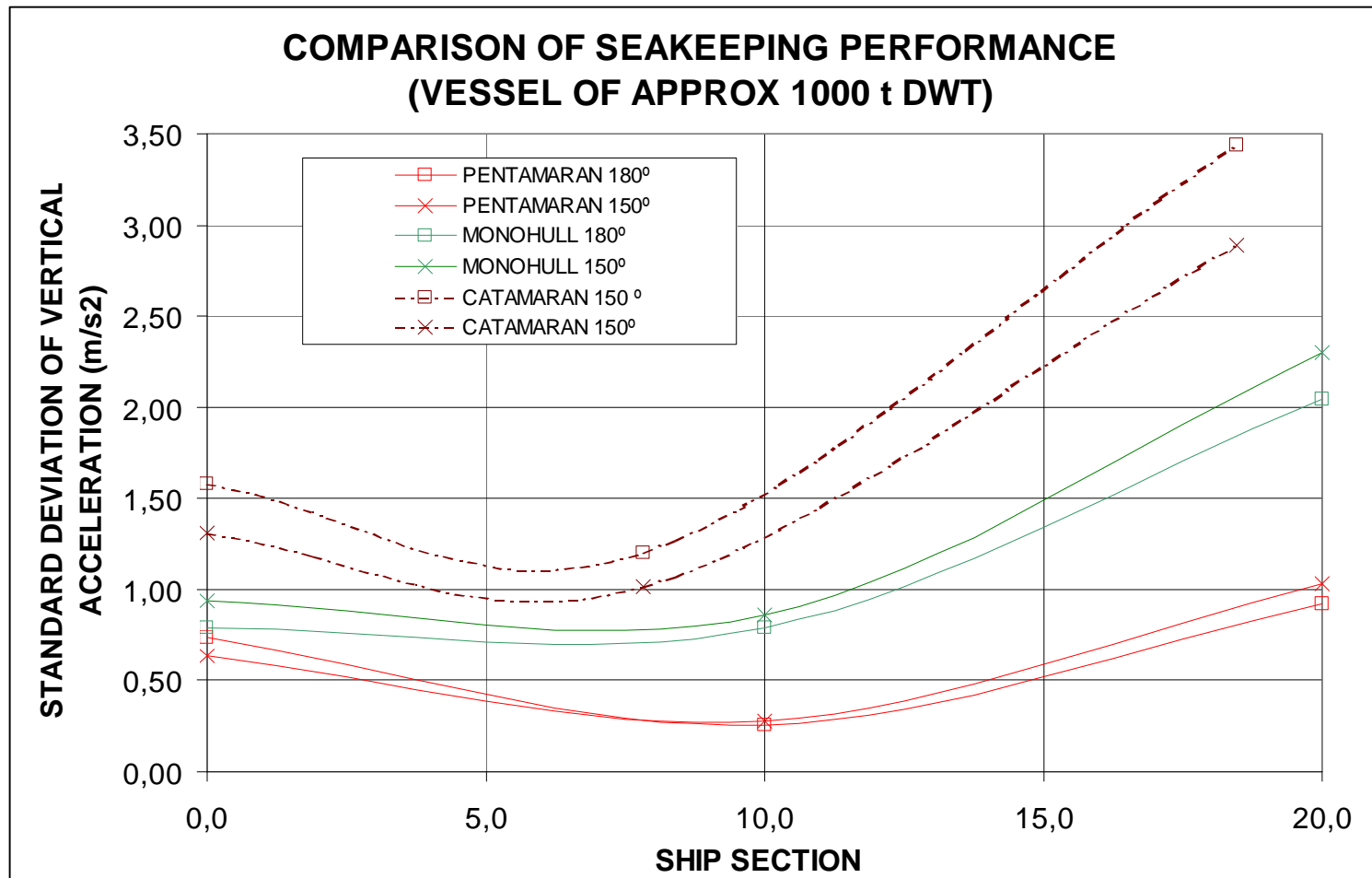
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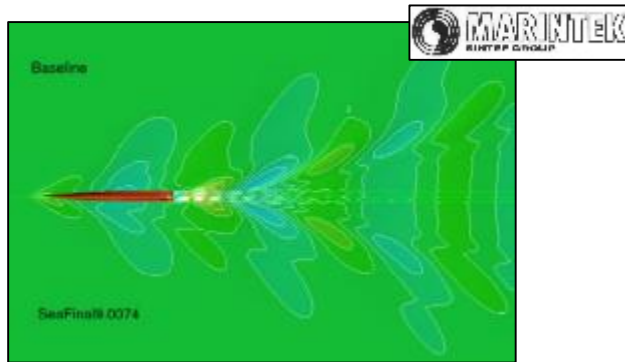
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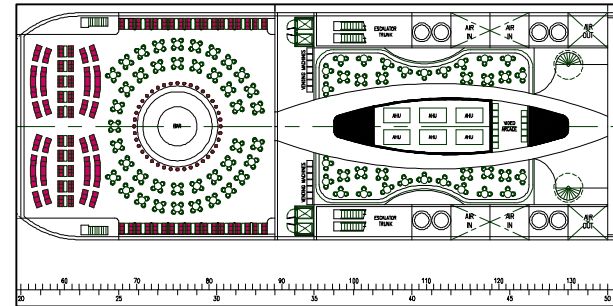




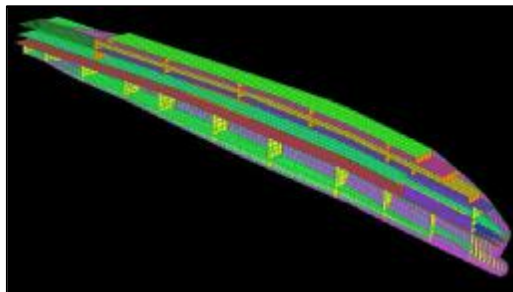
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Hull Form Development



Ship Arrangements



Structural Development

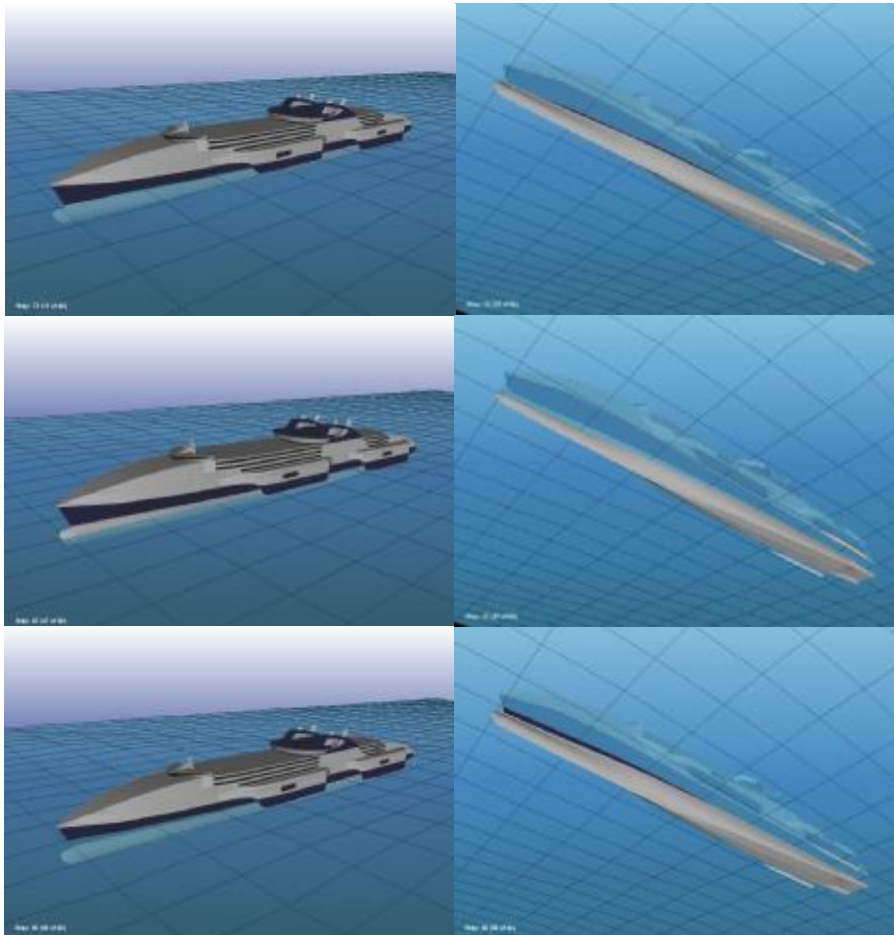


Cost & Route Studies

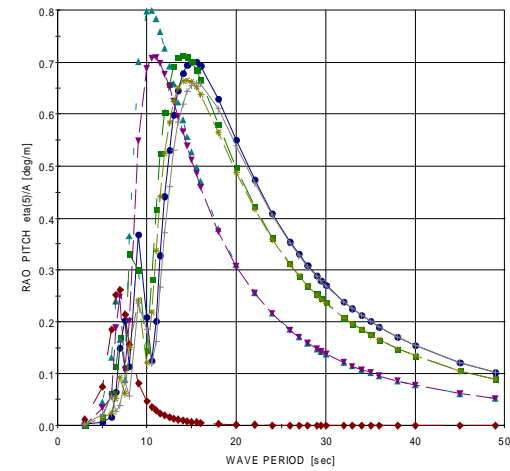




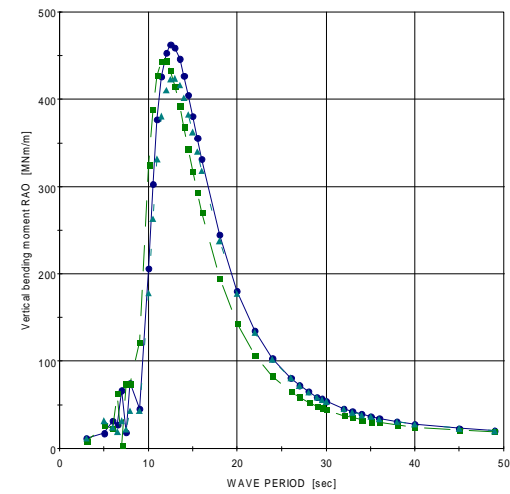
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DISPLACEMENTS



Vertical bending moment at Transverse cut X = 125.00 m





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Thank you!

