

The company's 67Z7 loader never leaves the 45' x 120' barge, during the four month project.



# TRANQUILITY AT A PRICE

## **COSTON MARINE SERVICES HAS BUILT A DREDGING COMPANY IN PALM BEACH COUNTY FLORIDA.**

**T**he beautiful inland home sites with expensive boats bobbing up and down from the wake of boats entering and exiting the protected enclave are beautiful. And, the manmade canals provide a network of waterways to access those home sites and marinas.

But, unfortunately, the relentless tides from the Atlantic Ocean work non-stop, 24 hours a day, 7 days a week to fill in those canals and piers, wave by wave, with new sand and silt. It is a continuous cycle. There are a select group of contractors working along the Florida Coast to remove this incoming sand, Coston Marine Services, Inc. is one of those.

### **COSTON MARINE SERVICES, INC.**

Dan Coston, President of Coston Marine Services, Inc. has been in the business of moving the tide's silt and sand for nearly 20 years by dredging the encroaching material from individual moorings and various waterways throughout the Southeast Coast of Florida.

"We started working with small dredging jobs for individual home owners and then added bigger commercial and bonded projects using clamshell cranes, excavators and barges," notes Coston. My dad, now retired, had his marine contractors license, I came

onboard and we slowly added dredging to expand the scope of our capabilities and scope of projects."

"We have an excellent history with our customers and the county and feel honored to be a key contractor," says Coston, with more than a hint of pride. "Working on the water is a unique package of hard work, pleasing multiple groups of people, and dealing with new problems every day."

"Currently we have a very nice job where we are dredging 32,000 yards of material to expand the Palm Harbor Marina basin and build a county marine habitat site," notes Coston.

## THE PROCESS

"It requires us to dredge to a target depth of -12' MLW with the American 9260, a 110 ton crane with a 4 cubic yard clamshell bucket capable of dredging the sand while sitting on its own barge held in position by steel spuds," continues Coston.

"We have one wheel loader, the Kawasaki-KCM 67Z7 on the barge and its job is to strategically move the wet sand from the pile made by the crane to areas around the barge so that we end up with a balanced load of around 400 cubic yards of material, ready to be tugged to our off-load site," says Coston.

It's easier said than done. Working only on the single, 45 foot wide by 120 foot long barge, the loader operator must constantly make sharp, three point turns, even with its bucket filled to capacity hovering over the 4 foot high barge wall. There's an integral curb built into the barge edge and a four foot high wooden wall to help maximize the barge's carrying capacity. But, the loader operator must still contend with the tightness and unsteady floor of the rocking barge and the ever-reduced space as the material is piled higher and higher—plus the real fear of possibly driving right off the barge.

"I broke in the new Kawasaki-KCM 67Z7" says Steve Dollivar, Crew Chief. "And I really like the visibility that this machine offers. The hydrostatic transmission is new to us as well. I like the way it gives the operator more control as far as stopping and starting. There's no fear of the loader getting away

from you in this confined space." By being hydrostatic, the transmission automatically retards or slows the loader the second pressure is taken off the accelerator pedal. "And, I like the size. The 3.1 cu. yard general purpose bucket is a good fit for our purposes," says Dollivar.

"Loading the barge is a skill that takes practice," notes Dollivar, "to do a good job of filling the barge so that it stays level. When it's fully loaded, we usually have about 18 inches of freeboard. But, the actual operation of the loader; well, I've been training one of our deckhands how to run the loader, and the 67Z7 is making him look like a pro. It is sort of intuitive and helps the operator do a good job."

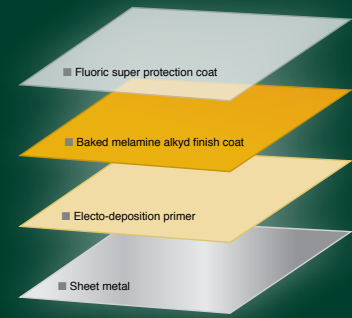
Once the barge is loaded, which typically takes 2½ hours, the barge is moved by tug to the off-load destination. There it takes about 2½ hours for the same Kawasaki-KCM 67Z7 loader to unload the barge by loading and then dumping the material over the front of the barge onto a spoil island "For this job, we're moving the material to a lagoon provided by the county."

## WORKING ON THE WATER

"Marine projects bring their own set of problems and concerns," notes Coston. "And I guess they can be summarized as an unpredictable, remote and very harsh environment."

The unpredictability comes from the weather, tides and currents. The remoteness comes from possibly being 300 feet from a city

## MULTI-COAT PAINTING PROCESS



The advanced multi-coat painting process, consists of electro-deposition (ED) primer, baked melamine alkyd finish coat and fluoric super protection coat achieving a durable finish with high resistance to corrosion and damage.

street but hours away from getting fuel, repairs or supplies transported by boat.

"I was impressed with the manufactured soundness of the new 67Z7 says Coston. the cab is well suited for operator comfort, has great visibility and very importantly the immersion paint process will resist corrosion, reduce maintenance and retain value in a very harsh environment."

In reality, ALL Kawasaki-KCM Z7 models now receive an exceptional, industry-leading coating process that provides a much longer, corrosion free life as is illustrated.

**Coston Marine Services, Inc. is serviced by GS Equipment, Pompano Beach, Florida.**

The loader is charged with moving the sand already loaded onto the barge by crane first to balance the barge load, and second to the spoil island.

