

COMPILED AND EDITED BY BRUCE BULS, TECHNICAL EDITOR

ON THE WAYS

CONSTRUCTION ACTIVITY AT WORKBOAT YARDS

Two new pilot boat designs from Kvichak Marine

Kvichak Marine Industries, Seattle, recently delivered two new pilot boats to East Coast operators, one in Georgia and the other in Virginia. Both vessels are new designs.

The Virginia Pilot's Association operates in the Port of Hampton Roads area, and it wanted its new boat, the *Swift*, to be, well, swift with a low wake. According to Keith Whittemore, Kvichak president, both goals were met "in spades." The 45'x18' foil-assisted catamaran is powered by a pair of Caterpillar C18-C engines, each rated at 715 hp at 2,100 rpm, and a pair of Hamilton HJ403 waterjets. The *Swift* has a top speed of about 37 knots.

Gunter Hoppe of South Africa's Foil Assisted Ship Technologies designed the hydrofoils. Hoppe also developed the Hysucat design, which also has been built by Kvichak, but Whittemore said the foil-assisted hull on this new cat is different. "There's a full stainless-steel foil across the middle and a full-width adjustable foil across the back," said Whittemore. "The stern foil is adjusted by a hydraulic ram, so you can set the trim for different speeds and load conditions, and you can tune the wake of the boat down to about

nothing. It's amazing."

In addition to the *Cats*, the *Swift* also gets power from a Northern Lights M843JK genset, which produces 12kw. Fuel capacity is 600 gals. Accommodations include a galley and a head. Stidd seating is provided for one operator and four pilots.

The other new Kvichak pilot boat is a 50'x15' monohull rigid-hull inflatable boat owned and operated by the Brunswick (Ga.) Bar Pilots' Association. The *Glynn* is the first of a matched pair for the pilots and was delivered in January. The sister vessel, the *Brunswick*, will be delivered in March. Both are powered by twin Luggar L6140AL2 engines rated at 600 hp at 2,100 rpm. The Luggers turn pairs of Hamilton 362 waterjets, the combination of which gives the RIBs a top speed of about 35 knots and a cruising speed of about 30 knots. Fendering for the pilot boats was provided by Wing Inflatables and features non-skid surfacing on the

upper sides, heavy strakes to provide chafe protection, and spray deflectors installed under the fender. Two sections of D-rubber at the bow assist in heavy pushing operations.

One doesn't normally expect a pilot boat to be pushing much, but the new boats are also being used as part of a Sea



Virginia pilot boat features a foil-assisted design.

Kvichak Marine



Georgia pilot boat is the first of a new line of larger RIBs.

Kvichak Marine

Tow marine assistance franchise and for salvage, hydrographic survey and engineering/scientific research. As such, the boats are equipped with survey davits, Knudsen transducer wells, and a 1,500-lb. SWL A-frame for installation on the towing bollard.

Whittemore said the 50' RIBs are a new product for his company.

"It's a Kvichak designed RIB, and it's a product we've been developing for a while. We're not interested in the little RIB market, but the larger RIB market, in the 45- to 50-foot-plus range, we do have an interest in that."

— Bruce Buls

Steiner-built tug heading for the Caymans

Bayou La Batre, Ala.-based Steiner Shipyard recently completed the 65'x26'x9'6" line-handling tug *Sand Cay* for West Indian Towage Ltd., Grand Cayman, Cayman Islands. West Indian Marine will operate the boat.

The *Sand Cay* is a shallow-draft, low profile, twin-screw tug/utility workboat for inland, harbor and coastal service.

The double chine hull and superstructure are all welded-steel construction.

John MacKenzie, West Indian's managing director, said his company won a contract from Esso to provide ship-assist services to tankers that call at Grand Cayman.

"I almost bought a standard tug," MacKenzie said, "but the Esso contract only provided work for the boat a few days a month. I got talking to Russell Steiner about designing a vessel that was versatile enough to pick up any marine work available around the island."

In addition to ship-assist work, the tug can be used as an anchor-handler, construction platform, dredge tender, utility boat, buoy tender, and salvage vessel.

The hull is divided into five watertight compartments. Around the hull at deck level is a heavy-duty steel sheer strake. A bulwark is placed around the main deck with an open stern, while the superstructure is placed well inboard and forward.

"I think you'd call it a Cayman Island yacht tug," said Russell Steiner, the yard's founder. "It's specially custom designed, with a European style."

Aft of the superstructure is a large work deck that has a double pole cruciform-style towing bitt with towing hook on the center aft deck.

Twin Caterpillar C18 TA C diesels, each producing 715 hp at 2,100 rpm, provide the boat's main propulsion. The Cats drive fixed-pitch, 4-bladed, 53.25"×59" bronze Rice propellers, each in a Kort-type nozzle, through Reintjes WAF 364 marine gears. The electrically started engines have a closed-circuit freshwater cooling sys-

tem. The boat's running speed is 10 knots.

"This boat really has the propellers way up inside her because you want the big props to draw as little water as possible," said Steiner. "It's really a shallow draft in there as you come into the harbor."

The wheelhouse, which offers an unobstructed view in all directions, is designed to prevent damage when coming in alongside (heeling).

The boat's hull was built upside down in a construction shed on dollies. When the boat was ready to be flipped, the *Sand Cay* was pulled out and turned with two hydraulic cranes.

Ship's service power comes from a 40kw Northern Lights generator powered by a John Deere 6068 engine. There are accommodations for four crew. The tug was delivered in March.



Steiner Shipyard Inc.

65' tug can perform several jobs.

— Ken Hocke

Gladding-Hearn water taxis for New York City

The schedules for water taxis and ferries can get pretty complicated in New York, but when passengers start riding a pair of new aluminum catamaran water taxi/ferries now being built for New York Water Taxi at Gladding-Hearn Shipbuilding Corp., there shouldn't be any confusion.

On the front of the 72'×27' boats, above the bow doors, will be a destination sign, like ones on a bus. "This is tied into a system that knows where the boat is and what its next stop is," said Peter Duclos, president of Somerset, Massachusetts

Gladding-Hearn.

The tracking and location system includes a GPS and automatically updates the sign. A digital audio message on the boat tells the passengers what the next stop will be.

The same system is tied into signs at the docks to tell passengers when their boat will arrive.

"If you look at the [paper] schedules, there are so many boats, so many stops, it's almost impossible to deal with," Duclos said. So the boat's "owners just wanted people to forget about the schedule, show up and look at the sign," he said.

Duclos said the tracking and announcement equipment is built by Nextbus System, and he believes it is the first time it's being used in the marine market.

The boats themselves were designed by International Catamaran Designs, Sydney, Australia, and are described by Duclos as "simple, robust boats designed to operate in New York City, a tough environment."

They are also the smallest catamaran ferries that Gladding-Hearn has built. Still, they are Coast Guard certified to carry up to 149 passengers.

In New York City, however, any boat carrying over 99 passengers is legally considered a ferry and is subject to different restrictions.

As water taxis, the new boats will hold 99 passengers in the main cabin. The passengers load and unload at the bow. To eliminate ice buildup in the bow area



New water taxis feature a GPS-based signage system.

Gladding-Hearn Shipbuilding

BOATBUILDING BITTS

Gulf Craft Inc., Patterson, La., delivered the *Jenny McCall* to **Seacor Marine** in late January. The 180'x32' aluminum crew/supplier vessel is powered by four Cummins KTA50-M2 diesel engines, each rated at 1,800 hp at 1,900 rpm. Each engine turns a Twin Disc MG-6848 2.93:1 marine gear and a Teinbridge 52"x53" 4-bladed, nibral propeller. Top speed is 26 knots with a fuel burn of 336 gph. Economy speed is 20 knots with a fuel burn of 208 gph. Ship's service power is provided by two Cummins 6BT5.9G2 gensets putting out 99kw each and one Cummins KTA19 producing 435kw. Thrustmaster provided a 300-hp azimuthing bowthruster and a tunnel thruster. The new crew/supplier can carry 80 passengers and 350 LT of deck cargo. Gulf Craft will deliver another 180' crew/supplier in September. The Louisiana yard is also working on a 125'x26' charter fishing boat and an 80'x24' passenger boat, both scheduled for delivery this spring.

Main Iron Works, Houma, La., will build the first Z-Tech tugs in the U.S. The first of the Robert Allan-designed series of ASD tugs have been built in Asia and now two Houston-based companies, **Suderman & Young Towing Co.** and **Bay-Houston Towing Co.**, are teaming



Gulf Craft Inc.

New crew/supplier for Seacor from Gulf Craft.

up to build a pair of identical Z-Tech 7500-class tugs. Lamar Doyle, president of Suderman & Young, said they hope to have the first of the new tugs in 12-14 months with the second about three months later. The 7500-class tugs are 98'x39'x16' and will be powered by pairs of Caterpillar 3516C-HD diesel engines, each rated at 3,150 hp at 1,600 rpm. The drives will be Schottel Model SRP 1520 Z-drives. This combination is expected to deliver a sustained bollard pull of 75 tons ahead, and 71.5 tons astern.

Another Houston company, **Sonsub Inc.**, recently announced a three-year charter agreement with **Otto**

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Candies LLC for a newbuild IMR construction vessel. The 280' DP-2 vessel will include a 100-ton teleknuckle boom crane, a 20'x25' moon pool and accommodations for 66 people. Sonsub said it expects to take delivery of the vessel by March 2006. The shipyard wasn't announced.

In mid-February, **Derektor Shipyards**, Bridgeport, Conn.,



New 180-footer to be built for Otto Candies and Sonsub.

launched the second of two high-speed passenger/vehicle catamarans for the **Alaska Marine Highway System**. The *Chenega*, a 235' 36-knot ferry, is a sister ship to the *Fairweather*, which went into service last summer. The *Fairweather* has been out of service this winter due to a labor dispute. During the lay-up, the new vessel has also been in drydock at **Alaska Ship and Drydock** in Ketchikan, where it's been undergoing a scheduled Coast Guard inspection. The *Chenega's* arrival in Alaska has been delayed until late April or early May due to "problems with the shipyard's electrical subcontractor," according to AMHS. — *B. Buls*

— *B. Buls*

so passengers don't slip and fall, the forward deck has a heating system to prevent snow and ice from accumulating.

The hull has been stiffened and the cooling system modified so the boats can make their way through light ice.

For main power, the catamarans will have a pair of 800-hp Cummins QSK19-M diesels that are hooked up to Twin Disc MGX-5145SC Quick Shift marine gears that turn Brunton 5-bladed props. With 99 passengers aboard, the boats should hit 26 knots.

The first boat will be delivered in mid-April and the second in mid-June.

— *Michael Crowley*

Verret and Sneed deliver towboats for Blessey

In February, Blessey Marine Services held a dual christening on the New Orleans waterfront for a pair of steel-hulled towboats. The 66'x30'x10' *Judy S. Fried* was designed and built at Verret Shipyard Inc., Plaquemine, La.,

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ON THE WAYS

and the 65'x30'x9' *Luke Bryan* was designed and constructed at Sneed Shipbuilding, Orange, Texas. The boats will push black-oil barges along the inland waterway system.

"We're right at about 20 boats [when those on order are delivered] we've built at Verret," owner Walter Blessey said at the christening ceremony.

As has been the case with Blessey's new towboats, creature comforts such as upscale appliances and cabinetry in the galley and individual television and VCR systems in each room provide crews with a little more incentive to remain with Blessey.

"It's really all about people," said Blessey. "When you give them good equipment to work with, you get good results."

"When we build a boat for [Walter], we do our best to make it first class," said Murray Verret, the yard's founder.

The *Judy S. Fried* is powered by a pair of Cummins KTA19-M3 diesels, each producing 640 hp at 1,800 rpm. The

main engines are connected to Rice propellers through Twin Disc MG-5202 marine gears with 6:1 reduction ratios.

The steering system is from Custom Hydraulics and controls are by Mathers.

Twin Cummins 5.9BTA gensets, sparking 55kw of electricity each, provide ship's service power.

Capacities include 20,000 gals. of fuel and 7,500 gals. water.

The vessel has room for a crew of eight. It was delivered in February.

The *Luke Bryan* features a retractable wheelhouse. "Sneed built us a good boat," Blessey said. "We're currently building a fleet boat with them."

The *Luke* also gets its main propulsion from two Cummins KTA19-M3 diesel engines, developing 640 hp at



Blessey recently christened two new towboats.

Ken Hocke

1,800 rpm each. The KTA19s are connected to Rice wheels also through Twin Disc MG-5202 marine gears.

It also has a Custom Hydraulics steering system and controls by Mathers.

Ship's service power is again handled by two Cummins 5.9BTA gensets, producing 55kw of electrical power each. Tankage includes 18,000 gals. of fuel and 7,500 gals. water.

The *Luke Bryan* was delivered in December.

— K. Hocke

WB



Exceeded expectations

"Gladding-Hearn Shipbuilding worked with the Association throughout the planning and building phases to design and construct a pilot boat which exceeded the expectations of the Maryland Pilots."

Capt. Roger Hall, Marine Superintendent
Association of Maryland Pilots

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