

IN THE NEWS

Q1 2020

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Did You Know We Also Got The Jet Boat Made?

Stuff

17 January 2020

In 1954 farmer and self-taught engineer Bill Hamilton tested a waterjet propulsion system near his workshop at Irishman Creek Dam near Tekapo.



The design would become known as the Hamilton Jet, or simply the "jet boat".

Jet boats are able to travel on fast flowing, shallow waterways.

The Hamilton Jet was refined and developed into a viable product that allowed vessels to navigate extremely shallow, fast flowing rivers, and to run up on dry land without damaging the propulsion system - something propeller driven craft could not do.

Hamilton and his team took an unsuccessful American Hydro-Jet engine which drew in water and fired it out a nozzle below the waterline and redesigned it to expel the water above the waterline.

Doubtful critics were silenced when three of Hamilton's boats became the first powered craft to travel up the 160 kilometre stretch of the Colorado River that runs through the Grand Canyon.

Hamilton's jet boat opened up many of New Zealand's rapid and shallow waterways. The system has since been used around the world and adapted to many of the same applications propeller driven craft are used for.

The propulsion design has given rise to the sport of jet boat racing, or jetsprint.

In 1974 Bill Hamilton was knighted for his services to manufacturing.



CTV Pioneer Readies For US Offshore Wind Race

Riviera

2 January 2020

A Rhode Island-based owner is building two new crew transfer vessels in anticipation of a significant uptick in offshore wind



With the US offshore wind market heating up, Rhode Island-based Atlantic Wind Transfers is emerging as a frontrunner in the race to own and operate crew transfer vessels (CTV) to support the nascent industry. In December, Atlantic Wind Transfers ordered two new multi-hull CTVs from a US shipyard for delivery in 2020. They would be the company's second and third CTVs, following Atlantic Pioneer, the first such vessel built in the US under the US flag. Operating since 2016, Atlantic Pioneer supports maintenance operations for Ørsted's Block Island Windfarm, currently the only commercial US offshore windfarm.

Being a pioneer is nothing unusual for Atlantic Wind Transfers' founder and president Charles A Donadio, Jr. In 1995, he was operating a successful sightseeing riverboat business out of the Port of Galilee in Narragansett, Rhode Island, when a business opportunity emerged right in front of his eyes.

"I was sharing dock space with the Block Island Ferry," Mr Donadio tells Offshore Support Journal, "and I could see from my ticket booth that they were selling out on weekends during the summer months, leaving passengers behind at the dock. I saw that they didn't have any competition."

At the time, Block Island Ferry owner Interstate Navigation only operated traditional slow auto ferries to Block Island. Mr Donadio put together a business plan and formed Island Hi-Speed Ferry, LLC, to operate the first high-speed ferry service from Point Judith to Block Island in 1998. After overcoming years of legal roadblocks from Interstate Navigation, Hi-Speed Ferry's 250-passenger Athena, built in 2001 by Gladding-Hearn Shipbuilding in Somerset, Massachusetts, entered service as the first high-speed ferry ever in Rhode Island.

In 2003, Mr Donadio sold his interest in Hi-Speed Ferry to establish Rhode Island Fast Ferry (RIFF). Using the same business model, he established the first fast ferry to market the island of Martha's Vineyard, a much larger market out of Quonset Point, Rhode Island. Ironically, the Athena was acquired by Interstate Navigation in 2006 for its Block Island Ferry service.

Offshore wind first came to Mr Donadio's attention in 2011 with the proposed development of Cape Wind, an ambitious 130-turbine windfarm proposed for Nantucket Sound, off of Cape Cod. Hammered by powerful opponents from across the political spectrum – from the Kennedys to the Kochs – Cape Wind never got off the ground, finally succumbing to several legal and legislative challenges.

Charles Donadio (Atlantic Wind Transfers): "US offshore wind could ramp up quickly"

Mr Donadio, however, was intrigued by the industry and continued his research and discussions with others in the European offshore wind market, realising that operating CTVs was very similar to the fast-ferry business.

"We operate high-speed aluminium vessels, carrying passengers. CTVs are a smaller version of that, running passengers and cargo. And, the propulsion technology is similar between the two types of vessels, making CTVs a natural crossover for our captains and crews," he says.

When offshore wind developer Deepwater Wind (since acquired by Ørsted) issued a tender for a long-term charter of a CTV to support its five-turbine Block Island Windfarm, Mr Donadio was ready. After winning the tendering process, he signed a long-term charter agreement with Deepwater Wind for a CTV on 18 May 2015.



A day after the charter was signed, shipbuilder Blount Boats, based in Warren, Rhode Island, announced it would build Atlantic Pioneer, a 21-m, catamaran-hulled CTV based on a South Boats Isle of Wight design under a contract with Atlantic Wind Transfers.

Built to comply with US regulatory requirements, Atlantic Pioneer was delivered 1 April 2016 with the dual certification of USCG Subchapter T to carry up to 49 passengers and Subchapter L to carry up to 16 offshore workers. The CTV's propulsion system consists of two MAN V12-1400 hp engines, ZF Marine 3050 Gears, and HamiltonJet HM571 waterjets, with sprint speeds in excess of 28 knots.

Atlantic Pioneer can carry up to 12 tonnes of cargo in the bow and three tonnes of cargo in the stern. To facilitate this, the forward and aft decks are outfitted with cargo lashing and container sockets, and a Palfinger knuckleboom crane is fitted in the bow area.

The new CTVs ordered by Atlantic Wind Transfers will also be built by privately held Blount Boats, a relatively small shipyard with a big backstory. The shipyard was founded in 1949 by the late Luthor Blount, a recognised innovator in the US maritime industry. Blount Boats, still controlled by the Blount family, is now building a new generation of vessels for the budding US offshore energy business.

The newest CTVs for Atlantic Wind Transfers will be based on a Chartwell 24 design and customised to meet US operational and regulatory requirements.

Endangered Right Whales

The new CTVs will comply with regulations protecting the migration route of endangered Right Whales off the northeastern seaboard, with a specially adapted catamaran hull. Under the Right Whale Ship Strike Reduction Rule (50 CFR 224.105), vessels that have an overall length of 65 ft (19.8 m) or more are required to operate at speeds of 10 knots or less during Right Whale migration season in the US Atlantic, which runs from 1 November to 1 April. As the CTV will have an overall length under 65 ft (19.8 m), it can operate at normal transit operating speeds.

Besides modifications to meet the US regulatory requirements, designer Chartwell Marine has adapted the catamaran hull to handle Atlantic sea conditions.

Chartwell Marine managing director Andy Page says the design of the CTV was modified to ensure "optimal performance" for conditions off the coast of New England.

Mr Donadio says that in the coming months more details will be released on the new CTVs, including their propulsion technology. He says the boats will be capable of operating up to 150 miles offshore and will have sprint speeds in the range of 28 to 30 knots, with crew of up to four and capacity to carry 24 technicians "very comfortably". Like Atlantic Pioneer, the new CTVs will also be fitted with a Palfinger knuckleboom crane.

The order for the new CTVs comes as the US Bureau of Ocean Energy Management (BOEM) is conducting an environmental impact review of the 800 MW Vineyard Wind offshore wind project, and a cumulative impacts analysis on other offshore wind projects proposed for the US east coast. The review was set in motion after the National Marine Fisheries Service refused to sign off on the Vineyard Wind impact statement. The pace of offshore wind development has also caused concerns among commercial fishermen who feel projects are moving ahead without fully addressing the impact on their industry. BOEM is expected to release the review in early 2020.

BOEM is also expected to conduct a new round of lease sales for offshore wind developments in 2020, including tracts in the New York Bight and offshore California.

"Once BOEM releases its review, things could ramp up quickly," says Mr Donadio. "It's going to come down to who can get an installation vessel for their project first. We want to be prepared and ready to support the US CTV supply chain."

\$45,000 Statue Proposed For Fairlie Of Famous HamiltonJet Inventor

Stuff.co.nz

Jan 22 2020

South Canterbury water jet inventor the late Sir William "Bill" Hamilton will be immortalised with a statue in his hometown if there is enough support for the \$45,000 memorial.

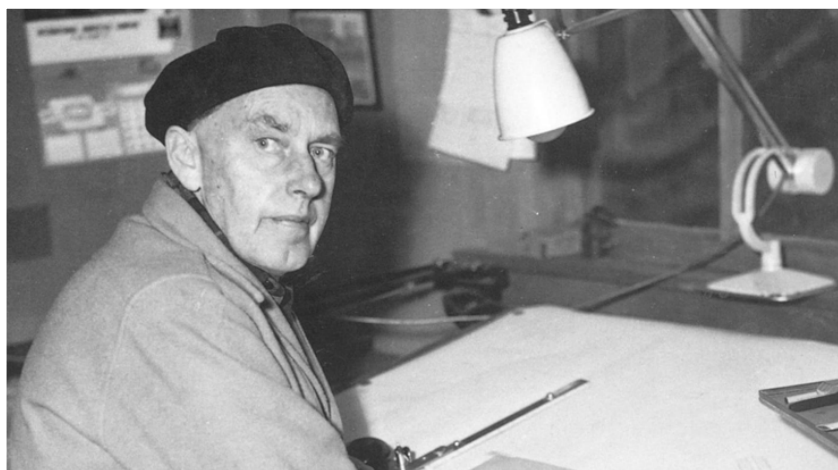


Gavin Marriott was visiting his mother's grave at Fairlie cemetery in the Mackenzie District about five years ago when a stranger asked him where Hamilton, the man who changed boating in New Zealand, and worldwide, was buried. His grave is about 20 kilometres away at Burkes Pass. The incident prompted Marriott to think about how important it was for interested visitors to have something about the inventor of the "Hamilton jet" to visit.

"There is nothing commemorating him." He has since been in contact with the Mackenzie District Council, Hamilton family, Jet Boat New Zealand and the Fairlie Heritage Museum gauging reaction to his idea for a statue located in Fairlie.

So far he had received a positive response.

Mackenzie District mayor Graham Smith said he thought it was an "excellent" idea.



He said a new year's parade float by the Jet Boat Association had led to discussions in the community. The council was yet to talk about the best site for the memorial.

The mayor thought a jet boat hanging from the museum in Fairlie would complement the statue and attract interest and encourage more people to visit.

Charles William Feilden Hamilton grew up at Ashwick Station alongside where the man-made Lake Opuha is. The self taught engineer purchased Irishman Creek Station, also in the Mackenzie district in 1921, where he designed, made and tested boats with a waterjet.



HamiltonJet's management was positive about the memorial. Its parent company CWF Hamilton & Co Ltd was founded by the inventor 1939.

He received a knighthood in 1974 for his valuable services to manufacturing and died in 1978.

"The company is honoured to hear about the proposed statue project of Bill Hamilton to be erected in Fairlie and are generally in support of it," HamiltonJet global marketing manager Albear Montocchio told Stuff.

New Zealand Jet Boat Association chair Simon Thew said the association was 100 per cent behind the proposal.

"The Hamilton jet has changed boating in New Zealand and worldwide."



He explained that the Hamilton invention enabled 3.5 tonne boats to function in as little as 10 centimetres of water by sucking water through the grill into internal impellers and pump water out at 400 litres a second. Diverting the water added manoeuvrability to the steering.

At the NZ jet boating championships, boats could reach speeds in excess of 300 kilometres per hour when they were powered by helicopter turbine engines with a Hamilton jet, Thew said.

"A lot of people will take the time to look at a statue (of Hamilton), where it all started."

Two sites - on the museum site, or the grassy NZ Railway land south of the toilets - were being considered for the statue's placement. The latter site will require a resource consent.

Marriott was working with Oamaru sculptor Donald Patterson on designs for the bronze statue.

He did not expect there would be any problem raising funds through grants and trusts.

"A lot of people in South Canterbury met or worked with Bill."

Fairlie Heritage Museum member and a past chair Paul Gallagher said he was in favour of the statue and hoped it would get off the ground.

"I'm surprised someone hasn't already done something."

Hydrofoil Swash CTV's

Maritime Journal

17 February 2020

Danish operator World Offshore Marine has refined the design of its advanced crew transfer vessels and has two new designs under construction that it believes will revolutionise crew transfer operations writes Dag Pike.

The existing designs operated by WOM feature innovation SWASH hulls where a central hull operates on the SWATH principle combined with side hulls for stability. With the new designs that will shortly be operational the propulsion system has been improved to give more versatility and a hydrofoil system has been added to help reduce the hull movements.

The trimaran hull shape confers the ability to operate at high speed with reduced fuel consumption. This gives the new vessels a service speed of 25 knots and a 29-knot sprint speed. The SWASH type hull gives the vessels good seaworthiness and stability and WOM is confident that the vessels will be able to undertake transfers in sea states up to a significant wave height of 2.5m aided by the Soft Bow system that the company has developed.

The vessels are fitted with Humphree interceptors coupled to an automatic ride control system that helps to reduce pitch and roll. The innovative hydrofoil mounted at the bottom of the centre hull is adjustable and this helps to, reduce vessel motions. "The hydrofoil and the interceptors work together to optimise the trim of the vessel," Lykke-Kjeldsen, Sales manager for WMO, explains. "Because the hydrofoil is adjustable, and its operation can be independently controlled to either side of the centre hull, it can be used to reduce rolling motions." It can also provide 7 tonnes of lift to adjust the trim and compensate for cargo on the vessel's 110 sq. metre foredeck.

For propulsion the PM5 has five Hamilton water jets, three in the centre hull that are powered by 736kW Scania diesels and each side hull has a single jet powered by a Visedo Electric motor. These electric motors are powered from a 640kW generator and a 42kW battery bank. For manoeuvring there are two 100kW bow thrusters

These new designs can transport 24 passengers in business class seats or alternatively accommodate 12 passengers in single cabins with the latter offering a 14 day at sea capability.



All American Marine Completes 73' Patrol Boat For Texas

Workboat

18 February 2020

All American Marine Inc. (AAM) has completed construction and launched an innovative aluminum catamaran. The vessel will serve an integral role patrolling both Texas state and federal waters for the law enforcement division of Texas Parks and Wildlife.



The 80'x27' (OAL) Captain Murchison features twin Caterpillar C18 ACERT D engines, with HamiltonJet HM 521 waterjets and is built to Coast Guard Subchapter T standards.

The state-of-the-art hydrofoil assisted vessel, from Teknicraft Design, will combine innovative design features critical to modern maritime law enforcement. One such feature is the inclusion of Teknicraft's Rapid RHIB (rigid hull inflatable boat) launching

system. The feature, integrated into the stern of the vessel, will increase safety and reduce the time and manpower required to deploy the vessel's RHIB. It will allow for deployment and retrieval in under one minute.

The RHIB is a 20' Willard Marine design with a 170-hp Volvo Penta diesel engine, and also features HamiltonJet propulsion.

The Captain Murchison is also the first vessel in North America to feature HamiltonJet's Advanced Vessel Control (AVX) system. The new AVX features include both a station keeping and a JETanchor positioning system. Additional vessel features include a DJI Mavic drone integrated to the helm displays, as well as a FLIR M400 XR high resolution thermal imaging video with tracking to assist with patrol duties in the Gulf of Mexico.

"The vessel is definitely a game-changer for the Texas game wardens," Cody Jones, assistant commander for the Texas Parks and Wildlife Department, said in a statement announcing the completion of the new boat. "Our key mission is to make sure the Texas maritime border is safe. The fact of the matter is, there's not an off the shelf vessel available that meets the daily needs of law enforcement, particularly for long range vessels. Each step of the way All American listened to us, understood our mission, and in conjunction with Teknicraft, designed and built a vessel that has all the versatility we need to be successful on the water."

TPWD is responsible for patrolling state waters of Texas, out to nine nautical miles in the Gulf of Mexico. However, TPWD and Texas Game Wardens also patrol an additional 200 nautical miles into exclusive economic zones through a joint enforcement agreement with the National Oceanic and Atmospheric Administration. The Law Enforcement Division of TPWD, based in Austin, Texas, protects Texas wildlife, other natural resources, and the environment. The division also provides safe boating and recreational water safety on public waters by ensuring compliance with applicable state laws and regulations. Texas game wardens are responsible for enforcement of the Parks and Wildlife Code, all TPWD regulations, the Texas Penal Code and selected statutes and regulations applicable to clean air and water, hazardous materials and human health.

The game wardens are the first line of defense in the state's and nation's border security initiatives in the Gulf of Mexico. They needed a vessel capable of operating in adverse sea and weather conditions to fulfill this mission. The Captain Murchison will fill a vital role in the enforcement of environmental and patrolling responsibilities.

TPWD is responsible for patrolling Texas state waters, out to nine nautical miles in the Gulf of Mexico.



Faster, Lighter, Smoother – The Advantages Of Waterjets

Riveria

19 February 2020

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HamiltonJet makes waves

In late 2019 New Zealand's HamiltonJet unveiled the HTX52 waterjet and almost immediately scored its first sale. Married to a Caterpillar C32 1450 bhp engine – the biggest in the C32 range – two each of the waterjets will be installed on two 25-m monohull crewboats seating up to 50 passengers. Built by Sam Aluminium in Singapore, the vessels will be deployed off the coast of Africa.

HamiltonJet says the HTX series is more powerful, robust and easier to install than its predecessor. With a maximum power of 1950 kw, top speeds are 4% higher, up to 55 knots. There is a 20% increase in peak bollard pull.

HamiltonJet has long pursued higher top speeds. When the smaller HTX30 was installed in an offshore workboat for the Norwegian Coastal Authority, the expectation was that the single waterjet would hit speeds of 30 knots at 600 bhp; instead, the vessel achieved 36 knots at 600 bhp and went on to 38 knots at 650 bhp.

Because the hydraulics are fully integrated, the new system takes up less inboard space. The compact size means the HTX systems can be installed through the transom late in the building process, which helps reduce costs.

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How To Enhance The NZ-India Relationship

Newsroom

26 February 2020

New Zealand foreign policy talk has been dominated by our ties with China - but are we neglecting a similarly high-powered country in India? Sam Sachdeva reports.

Even the most ardent Black Caps fan may have struggled to envisage a thumping ten-wicket win against India at the Basin Reserve.

But playing at home is one thing, and dealing with Indian conditions is another altogether - as Foreign Affairs Minister Winston Peters and Trade and Export Growth Minister David Parker are set to find out.

Peters and Parker head to New Delhi and Mumbai this week, accompanied by a business delegation and intent on strengthening our political and business ties with India.

Sekhar Bandyopadhyay, the director of the New Zealand India Research Institute at Victoria University of Wellington, says the pair will find plenty of goodwill - but more than a few areas for improvement.

An area of both great emphasis and great frustration has been efforts to win improved trade access for Kiwi exporters, either through a bilateral free trade agreement or the Regional Comprehensive Economic Partnership (RCEP) deal.

There has been minimal movement on the bilateral front, with one official's 2017 assessment of FTA talks being "on life support" still an accurate description given there have been no formal negotiations since 2015.

The news is no better for RCEP, with India's decision last November to walk away from the deal spurred at least partly by fears of a flood of New Zealand dairy imports into the Indian market.

Such concerns are not unique to India - speaking to Newsroom, Peters recalls facing protests from farmers in Brazil and South Korea during previous visits and says New Zealand has to show that it can supplement, not supplant, the domestic market.

"When people own two or three or four cows and they're looking at our situation, they can be unnecessarily alarmed - our job is to write a script that can convince the local people that they have nothing to fear."

Foreign Affairs Minister Winston Peters says it is India, not the rest of the world, that suffers from its protectionist approach to trade.

Rather than focusing efforts on a sweeping FTA, Bandyopadhyay suggests we should instead look at sector by sector agreements, moving ahead in less contentious areas such as technological exchanges and aviation.

Peters agrees that there is "some serious merit" in making incremental progress, rather than taking an all-or-nothing approach.

"It doesn't mean on RCEP we'll give up, maybe we'll just press on without India, but we'll do our best to persuade India in, for in the end, pulling up the walls and closing the shop will be of enormous damage to India and not the other way around."

Then there is the education market - although in the wake of the 2016 Indian student visa scandal, Bandyopadhyay offers an obvious note of caution.

"We have to change the way we market our education in India, and what is needed is value proposition - that the New Zealand degree is valuable in itself, rather than just as a kind of pathway to immigration, and with a New Zealand degree students can go anywhere in the world."



Immigration has become a sensitive issue in the relationship, particularly with the Indian diaspora in New Zealand.

Changes to the partnership visa process made last year, making it harder for those in culturally arranged marriages to bring their partners here, led to accusations of racism - not helped by New Zealand First minister Shane Jones accusing opponents of "a Bollywood overreaction" - and a U-turn of sorts by the Government.

Fortunately for New Zealand, Bandyopadhyay says, the issue did not gain any meaningful traction in Indian media, limiting damage to the bilateral relationship.

Peters brushes off the domestic outcry, suggesting immigration policy has not been brought up in his trips offshore and only by the "woke generation" here.

Person-to-person links left wanting

But there are genuine concerns at home about whether New Zealand is doing enough to nurture and strengthen the relationship.

At a gathering of experts last week to discuss Indian foreign policy, hosted by the Asia New Zealand Foundation under Chatham House conditions, several participants cited the lack of political visits to India as New Zealand's single biggest shortcoming.

The visit of Peters and Parker is the first major bilateral trip by a Government minister since the coalition took office in October 2017 (while Minister of State for Trade Damien O'Connor visited India last October, that was largely geared towards RCEP discussions).

The National Party stole a march of sorts on the Government last September, when leader Simon Bridges visited India with foreign affairs spokesman Gerry Brownlee and the party's Sikh MP Kanwaljit Singh Bakshi.

Speaking to Newsroom, Brownlee says there is "somewhat unlimited" potential to grow ties with India but little sign that the Government has any burning desire to do so.

"I hope they are able to pull something out of the fire around the RCEP deal but it looks somewhat forlorn - I don't think they've made the effort they need to."

While there is a sizeable and growing Indian population here, Brownlee argues that has not been accompanied by the interpersonal links that most would expect.

In discussions with members of think tanks aligned to India's ruling Bharatiya Janata Party (or BJP), he got the sense that "the understanding of New Zealand is quite positive, but...not necessarily top of mind".



National's foreign affairs spokesman Gerry Brownlee suggests New Zealand and India could cooperate more closely when it comes to military operations.

Sunil Kaushal, head of strategic relations at the India New Zealand Business Council, notes the need for "enhanced ministerial-level interactions with their counterparts in India to build personal rapport and trust with each other".

Bandyopadhyay also emphasises the importance of personal relationships, saying: "In order to develop a long term sustainable relationship with India, you have to be there for the long haul and you have to have patience - I mean things do not happen quickly in India, it takes time."

Peters defends the Government's engagement to date, noting he has met several times with Indian Prime Minister Narendra Modi at international fora, but concedes the dual ministerial visit is not without symbolic value.

"Well that's one of the reasons why we're doing a joint trade visit, myself and David Parker, because our intention is to let the Indians know we're serious and we've got to be."

Of course, there is more to be gained than just increased trade flows.

Brownlee, a former defence minister, cites military cooperation as one area for potential gains, noting the possibility of joint operations to maintain freedom of navigation through maritime shipping lanes.

"We come from the same military traditions and India has a very competent military, a very competent navy, and they actually bought patrol boats off Hamilton Jet in New Zealand because they have so much coastline and so many river tributaries...I can't help thinking that there must be other opportunities for us to engage with them."

For his part, Peters mentions nuclear non-proliferation and disarmament as one likely topic of discussion, along with the need to ease tensions in Kashmir.

But just as important as what is discussed, notes Bandyopadhyay, is when it is next followed up.

"It should not be the next Foreign Minister visiting after an interval of three, four years...there will have to be continuous exchanges to carry on the momentum."

Ribcraft Wins \$43m USN Contract

MarineLink

March 10, 2020

Ribcraft announced that the United States Navy (USN) has awarded a five-year indefinite quantity contract worth up to \$43 million to build and deliver an estimated 48 of the 11-Meter Expeditionary Mine Counter Measure Boat. Ribcraft has also been providing the U.S. Navy with 7-Meter shipboard RIBs since 2014.

The 11-Meter RIBs will serve to support explosive ordnance disposal mine counter measure platoons in both shallow and deep water operations.



To achieve this, Ribcraft will build two configurations for mine counter measure operations; one with an open aft deck for stowage and deployment of two combat rubber raiding craft and the other featuring a launch, recover, and handling system for deployment and retrieval of an unmanned underwater vehicle (UUV) which will have the capability to launch, recover and handle two UUVs using a single davit.

Each vessel 39-ft. boat will be equipped with twin Cummins QSB-6.7 473 HP diesel engines, twin Hamilton Jet 292 water jets, and Shockwave shock mitigating seating for improved crew comfort in all conditions. The boats are transportable globally by land, air or sea and be able to be readily deployed from a variety of USN ship classes.

Ribcraft awarded \$43 million Navy contract

Workboat

March 10, 2020

Each vessel, with an overall length of 39', will be equipped with twin Cummins QSB-6.7 473 HP diesel engines, twin HamiltonJet 292 water jets, and Shockwave shock mitigating seating for improved crew comfort in all conditions. Ribcraft rendering

Ribcraft, Marblehead, Mass., a manufacturer of rigid inflatable boats (RIBs) for law enforcement, safety professionals, and military agencies, announced that the Navy has awarded it a five-year contract worth up to \$43 million.

Under the contract, Ribcraft will build and deliver an estimated 48 of the 11-meter expeditionary mine counter measure boat. Ribcraft has also been providing the Navy with seven-meter (23') shipboard RIBs since 2014.

"The awarding of this latest contract is testament to Ribcraft's exceptional design and production capabilities. We've enjoyed a long and collaborative relationship with the Navy," P. Brian Gray, president and chief executive officer of Ribcraft, said in a statement announcing the contract award. "We have a proven track record of meeting the needs of the Navy with exceptional product and service"

A critical component of the Expeditionary Mine Countermeasures Company, the 11-meter RIBs will serve to support explosive ordnance disposal mine counter measure platoons in both shallow and deepwater operations. To achieve this, Ribcraft will build two configurations for mine counter measure operations; one with an open aft deck for stowage and deployment of two combat rubber raiding craft and the other featuring a launch, recover, and handling system for deployment and retrieval of an unmanned underwater vehicle (UUV) which will have the capability to launch, recover and handle two UUVs using a single davit.

Each vessel, with an overall length of 39', will be equipped with twin Cummins QSB-6.7 473 HP diesel engines, twin HamiltonJet 292 waterjets, and Shockwave shock mitigating seating for improved crew comfort in all conditions. A critical operational requirement for these boats is that they must be transportable around the world by land, air or sea and be able to be readily deployed from a variety of Navy ship classes.

"Ribcraft is well-respected as a top builder of the most reliable heavy-duty, commercial rigid inflatable boats available. We're proud to be working in conjunction with the United States Navy to design and innovate the next generation of military RIBs," Gray said. "We're committed to building boats that will perform in the worst of conditions while keeping our dedicated service men and women safe during their missions around the world."





“way better” than 2018, “and next year should be even better,” he said, thanks to a new vessel and robust economy.

Last year, **Metal Shark**, Jeanerette, La., delivered the *Sea Flight* to Pure Florida. The 40'x14', 33-passenger welded aluminum foil-assisted catamaran was designed by **Jutson Marine Design**. Powered by twin 440-hp **Yanmar 6LY440** diesel engines coupled to **HamiltonJet HJ292 water-jets** via **ZF 280-1** gears, the vessel has a top speed of 40-plus knots.

“The boat has more range, speed and capability to get to where the big fish are,” said Julian, whose 15 boats range from six to 149 passengers.

Two New Orleans operators are breathing new life into former casino boats.

The riverboat *Louis Armstrong* was expected to have started service in December with dockside events, said Warren Reuther Jr., president of **Hos-**

2019 WORKBOATS AT THE 40TH

Metal Shark brings pilot boat and patrol boat to WorkBoat Show

Metal Shark had two of its boats on display at this year's **International WorkBoat Show**, the 45' Defiant pilot boat *Jet 2* and a 26' Relentless patrol boat. The shipyard delivered the *Jet 2* and its sistership *Jet 1* to New Orleans-based **Belle Chasse Marine Transportation LLC (BCMT)** earlier this year. Both vessels are now operating on the Mississippi River, providing service to BCMT's Port of New Orleans customers. The *Jet 2* was pulled out of service to make an appearance at this year's show. Designed in-house by Metal Shark and built at the company's Jeanerette, La., production facility, *Jet 1* and *Jet 2* are 45' welded aluminum Defiant-class monohull pilothouse vessels featuring a proven hull design, according to shipyard officials. The vessels feature a deck arrangement designed for pilots and



Doug Stewart

customized to meet BCMT's specific requirements. Powered by twin **Cummins Marine QSM11** diesel engines coupled with **HamiltonJet HJ322 waterjets**, *Jet 1* and *Jet 2* feature pinpoint maneuverability while delivering a cruise speed in excess of 30 knots and a top speed in the 40-knot range. The 26' center-console Relentless patrol boat is for the Florida Fish & Wildlife Conservation Commission. The boat at the show is powered by twin 250 **Suzuki** outboards.

BOATBUILDING BITTS

U.S. offshore wind farm support company **Atlantic Wind Transfers** has signed a multimillion-dollar, market-first order for two state-of-the-art Chartwell 24 crew transfer vessels (CTVs), developed by **Chartwell Marine**. The vessels, to be deployed in support of new wind farms off the East Coast, will be built by **Blount Boats**, Warren, R.I., with delivery scheduled for 2020. Specifications were not available.

Atlantic Wind Transfers



Crew transfer vessels will work in the Atlantic Ocean.

Gladding-Hearn Shipbuilding, Somerset, Mass., will build another 52.6'x16.11' pilot boat for **Delta Launch Services**

es LLC, the Metairie, La.-based operating company for the Associated Branch Pilots. The pilots operate in Southwest Pass on the Lower Mississippi River. The new boat will be the sixth St. John's-class launch built by Gladding-Hearn for Delta Launch Services. With a draft of 4.8', the new aluminum launch features the **C. Raymond Hunt**-designed deep V hull. It will be powered by twin **Caterpillar** C-18 EPA Tier 4 diesel engines, each delivering 671 hp at 2,100 rpm and have a top speed of 24 knots. The engines turn a pair of 5-bladed **Bruntons** nibrals through **Twin Disc** QuickShift MGX-5136A gears, with reduction ratios of 2:1. The launch is equipped with a 12-kW **Northern Lights** genset.



52.6' pilot boat for Louisiana pilots.

Gladding-Hearn Shipbuilding

Moose Boats was awarded a contract from the state of California's Department of Fish and Wildlife for the construction of an M1-46 catamaran to serve as an offshore game warden boat. Twin **Volvo Penta** D11-625-hp turbo diesel propulsion engines, **Twin Disc** transmissions and **HamiltonJet** waterjets with **Blue Arrow** and **JETAnchor** stationkeeping controls will power the 46' aluminum catamaran. Accommodations are designed around extended patrol duties for a crew of up to four with Coast Dynamics **Shoxs** shock mitigating seats and berthing for each crewmember, a full galley, dinette table, head and shower facilities.

St. Johns Ship Building, Palatka, Fla., delivered a new 97'1"×27'11"×11'6" aluminum passenger ferry this summer to **NYC Ferry**. The *H90* has a passenger capacity of 354 and will operate in New York Harbor. Designed by **Incat Crowther** with a draft of 5'3" and a deadweight of 38,060 lbs., the new boat is powered by twin **Baudouin** 12M26.3 diesels, producing 1,300 hp at 1,800 rpm each. The mains are connected to **Michigan**

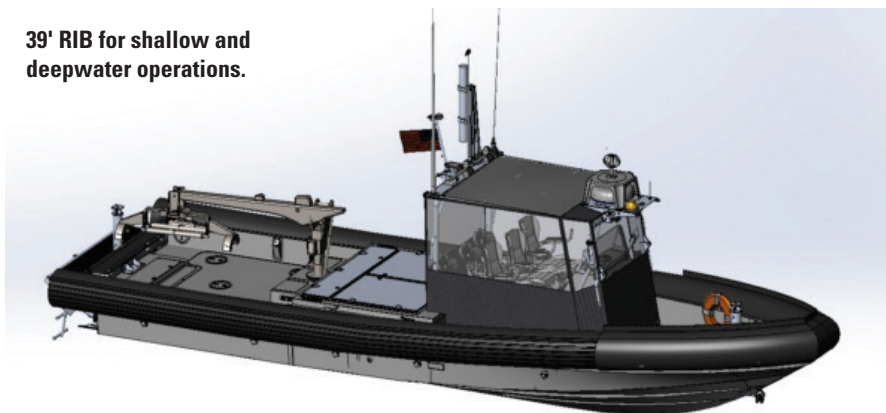
Ribcraft building 39' RIBs for the U.S. Navy

Ribcraft, Marblehead, Mass., has been awarded a five-year contract by the Navy to provide 11-meter (39') RIBs.

Under the contract, Ribcraft will build and deliver the expeditionary mine counter measure boat. The boatbuilder has also been providing the Navy with 7-meter (23') shipboard RIBs since 2014.

The new RIBs will serve to support explosive ordnance disposal mine counter measure platoons in both shallow and deepwater operations. To achieve this, Ribcraft will build

39' RIB for shallow and deepwater operations.



Ribcraft

two configurations for mine counter measure operations; one with an open aft deck for stowage and deployment of two combat rubber raiding craft and the other featuring a launch, recover, and handling system for deployment and retrieval of an unmanned underwater vehicle (UUV) which will have the capability to launch, recover and

handle two UUVs using a single davit.

“We’ve enjoyed a long and collaborative relationship with the Navy,” P. Brian Gray, president and CEO of Ribcraft, said in a statement announcing the contract. “We have a proven track record of meeting the needs of the Navy with exceptional product and service.”

Main propulsion will be supplied by twin **Cummins** QSB-6.7 473-hp diesel engines connected to two **Hamilton-Jet 292** waterjets. **Shockwave** shock mitigating seating will provide improved crew comfort in all conditions.

A critical operational requirement for these boats is that they must be transportable around the world by

land, air or sea and be able to be readily deployed from a variety of Navy ship classes.

“We’re committed to building boats that will perform in the worst of conditions while keeping our dedicated service men and women safe during their missions around the world,” said Gray. — *K. Hocke*