

'Tamala Rose'



A 9.3-metre high speed sea rescue Air Rider hull from GMD and Millennium Fabrication

Air Rider hulls from Global Marine Design (GMD) are becoming synonymous with Sea Rescue groups around Western Australia.

In Late July, Volunteer Marine Rescue Shark Bay took delivery of its new Air Rider built in Western Australia by Millennium Fabrication's Peter Sandy to an extremely high standard of workmanship.

Hand crafted from a flat pack kitset from Global Marine Design, the vessel took shape with all the finesse of a finely tuned racecar with on water performance to match.

The hull is the same 9.3-metre hull used in a whole range of GMD Air Rider vessels around the globe and this particular rescue boat utilises the clever offset wheelhouse concept brought to the Air Riders by Captain Pugwash (Geoff Brierley) and his crew at the Naturaliste Sea Rescue.

The advantages are obvious, once aboard this exceptional craft. The master has excellent vision from his starboard side window, clearly viewing the side door recovery zone, whilst the offset idea gives back to the wheelhouse some 600mm of very usable internal space.

On this vessel the offset wheelhouse gives back a surplus side walkway and

translates to extra seating and a very generous navigation/command station.

The internal volume of the wheelhouse is very "Tardis"-like for a boat that is just 9.3 metres and this new vessel boasts a recessed foredeck-accessed toilet. Set below window level it is hardly noticeable that there is a full standing headroom toilet on this boat.

The main advantage of this location is that it keeps the whole wheelhouse as a true 360-degree vision craft.

The vessel is fitted with an excellent hydraulic drum winch, keeping the entire chain and rope out of the hull, meaning reduced maintenance, and avoids possible long-term corrosion, so evident in wet and muddy chain lockers.

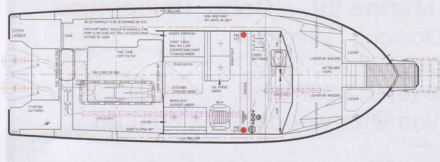
Onto the water and the Air Rider hull really shows its 15-plus years of development as it lifts effortlessly onto the plane and then cuts through chop as if it does not exist.

A good test was had on the launch day by deliberately running it in the wake of a much larger vessel and crisscrossing the large stern waves at the most inappropriate angles and deliberately steering the boat the wrong way through the trough. It is easy to see why this hull is preferred by sea rescue groups and patrol divisions around the world.

'Tamala Rose' (*Diplolaena Grandiflora*), is a native flowering rose that grows only in the Shark Bay area of Western Australia – as unique as this vessel is in its performance.

A video of the vessel underway can be viewed on the Global Marine Design YouTube channel.

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SPECIFICATIONS

Type of vessel:	High speed sea rescue craft
In survey to:	Complies with NSCV Class 2C
Home port:	Denham, Shark Bay, Australia
Owner:	Volunteer Marine Rescue Shark Bay, Australia
Designer:	Global Marine Design, Australia
CAD software:	Maxsurf, Autocad
Builder:	Millennium Fabrication, Australia
Hull construction material:	Aluminium
Length overall:	10.4 metres
Length waterline:	8.25 metres
Beam:	3.5 metres (inc. fenders)
Draught:	0.6 metres (hull only)
Depth:	1 metre
Displacement:	3.85 tonnes (lightship), 5.5 tonnes with 10 personnel
Main engines:	2 x Suzuki outboard, each 224kW
Steering system:	HyDrive
Maximum speed:	40 at 50 percent fuel, 38 knots at full load
Cruising speed:	27 knots
Fuel capacity:	1,050 litres
Fuel consumption:	190 litres/hour at 100 percent MCR, 90 litres/hour at 25 knots
Range:	250nm at 25 knots with 10 percent reserve
Electronics supplied by:	Taylor Marine
Radar:	Furuno
Depth sounder:	Furuno
Radios:	2 x VHF, 2 x 27MHz, 1 x WAERN
Satcom:	Iridium
Autopilot:	Furuno
Compass:	Ritchie
GPS:	Furuno
Plotters:	3 x 26cm Furuno
Audiovisual system:	FLIR night vision camera, aft facing camera
Winches:	Wolfwinch
Other equipment installed:	3 x Hepworth window wipers
Paints/coatings:	Jotun
Windows:	Marine and Mobile
Seating:	3 x KAB suspension seats, 1 x 2-person bench seat
Flooring/deck surface finishes:	Cabin/carpet, aft deck/rubber matting, foredeck/non skid paint
Interior fitout/furnishings:	Chart table, clock and barometer, 105-litre fridge, CD sound system
Safety equipment:	Mobilert x 6, McMurdo GPS, 406 EPIRB, offshore flare kit
Liferaft:	1 x 6-person RFD
Freshwater capacity:	60 litres
Crew:	6 (maximum 10)