

'FP RESPONSE'

A new multi role vessel for Fremantle

By MIKE BROWN

The Fremantle Port Authority has taken on one of the world's most versatile vessels for its size.

The roles of fast rescue, fire fighting, oil spill response, nav aid maintenance, hydrographic survey and casual towage are combined in one hull.

Condor Marine, the builders, and Gavin Mair, the naval architect, have fulfilled all these requirements in the 25m x 7.6m aluminium hull, yet have still achieved spacious work areas for the crew.

Fire fighting equipment includes a remotely controlled Skum monitor and a manually operated pair putting out 20 tonnes per minute between them. The pumps also feed a self-deluging system and eight hydrants. For her maintenance and towage work she has an hydraulic crane, an after deck windlass and a quick release tow hook.

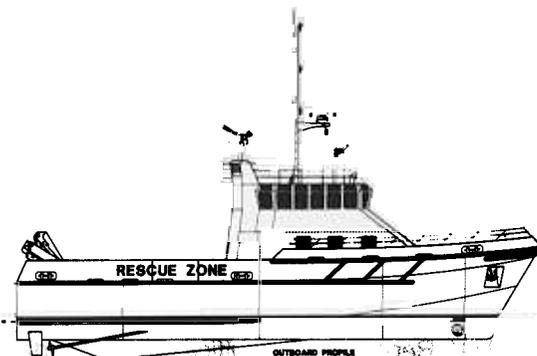
Gavin Mair designed a hull to combine sprint speed, precise manoeuvring, and stability to cope with hoisting heavy loads. There is a lot of lateral area forward, provided by a sharp and exceptionally deep forefoot. This combines with the bow thruster to allow exact positioning alongside other vessels.

The forefoot blends neatly into the flattening after body, shaped for planing at her response speed of 22 knots. The tug-style tumblehome aft steepens to vertical amidships, allowing maximum fender area when alongside for rescue work.

The wheelhouse - multi function control room, really - is restfully fitted out for such a purposeful space. The deck is carpeted, the deckhead finished in stretched vinyl and most vertical surfaces have crackle finish aluminium. The crew are accommodated in fabric covered Mariner suspension seats at four control stations.

Forward, naturally, are the main manoeuvring controls and electronics. On the centre line are wheel, engine controls and comprehensive main engine instruments. Duplicate sets of engine controls are also fitted at the port and starboard wings of the wheelhouse. Electronics include TMQ Bosun auto pilot, JRC raster scan radar and colour sounders, ICOM VHF and the inevitable mobile phone.

Access to the fire platform is through a hatch above a ladder within the wheelhouse. The main monitor is aft, with the secondaries to port and starboard. Maximum combined output is 20 tonnes a minute, with the main throwing 90 metres and the secondaries 60 metres. Illustrating the power of this performance, their thrust



is enough, when all monitors are facing aft, to drive the vessel ahead at four knots. All discharging to one side will put on eight degrees of heel.

Besides straight sea water, the monitors can pump foam for up to 40 minutes delivered from 13 tonne tanks aft.

The high volume hull has allowed the layout below decks to be surprisingly spacious. The compartment immediately below the accommodation holds the 7,400 litre fuel tanks and has room left over for large amounts of storage.

The engine room immediately abaft this compartment houses five MAN diesels in four sizes, two fire pumps, a generator and more plumbing per cubic metre than any other space afloat.

Main power is from a pair of 22 litre V12s. These produce 1,000hp at 2,300rpm at intermittent rating to give the dash speed of 22 knots, a good achievement with a displacement of 57 tonnes. Cruising speed is a still creditable 16 knots.

The fire pumps are a Super Titan and a Hydro Titan driven, respectively, by a 341kW V8 and a 292kW straight six. To cope with the high electrical and hydraulic demands, a heavy Stanford generator is driven by another six of 127kW.

For further details; please contact Condor Marine, PH: (619) 430 6336, FX: (619) 430 6338.

SPECIFICATIONS:

Vessel type: Port emergency response vessel

Owners: Fremantle Port Authority

Designer: Gavin Mair

Builder: Condor Marine

LOA: 24.99m

LWL: 22.84m

Beam, maximum: 7.60m

Draught maximum: 1.70m

Displacement, loaded: 57 tonnes

Speed, maximum: 22 knots

Speed, cruising: 16 knots

Bollard pull: 9t

Main engines: 2 x MAN D2842 LE401 at 746kW

Primary pump engine: MAN D2848 LE at 341kW

Secondary pump engine: MAN D2866 E at 292kW

Auxiliary: MAN D2866 at 127kW

Generator: Standford

Fuel capacity: 7,400 litres

Fresh water: 400 litres

Range: 300nm with 20% reserve

Foam capacity: 13 cubic metres

Deck winches: 2 x Custom 3T SWL

Auto pilot: TMQ Bosun

Radar: JRC JMA-21144 raster scan

Sounder: JRC JFV-850 colour

Radio: ICOM IC-M120 VHF

Compass: Plastimo Offshore 135