

# 'T R Healy'



The 'T R Healy' undergoing towage from Q-West's Castlecliff yard site to Auckland

## Groundbreaking barge from New Zealand's Q-West

A 40.2-metre split-hopper barge launched this January by Q-West Boat Builders has become the New Zealand-based firm's single largest build and its first barge constructed in aluminium.

Designed by Auckland-based Teknikraft Design, the 'T R Healy' has been surveyed to Maritime New Zealand Part 40C Coastal Limits and is expected to carry mud, sand, sea spoil and general cartage from marinas around New Zealand's upper North Island.

Completed over a period of 11 months, the barge has a hopper capacity of 620 cubic metres, a draught of 2.05 metres and a displacement of 750 tonnes when fully loaded.

The 12-volt DC power supply is supplemented by six solar panels with regulators installed on the foremast and aft mast that charge the battery bank. Equipped with two Brevini hydraulic winches, the barge's winch load capacity of 15.2 tonnes is delivered by a Yanmar diesel engine power pack.

Q-West general manager Colin Mitchell says constructing the 'T R Healy' out of aluminium as opposed to traditional steel will deliver a "huge difference" in efficiency to owners Pacific Plant.

"It has only just gone into the water but apparently the tug that towed it back to Auckland from our Castlecliff boatyard did not lose any significant speed," he told Ausmarine.

"That is quite an important factor, because the lighter the barge then the less fuel the tug is burning to tow it."

Mr Mitchell also said that though there is no loss in strength through the use of aluminium construction, with Q-West engineering the barge "just as we would a steel boat", there were factors to consider with regards to its performance.

"We are not aware of an aluminium barge of this size having been built before and there could have been some issues with it being so light for its physical size.

"But I have talked to the owner of the barge and he is extremely happy. There was no reduction in the tug's performance – it has towed perfectly."

Furthermore, the aluminium construction of the vessel will significantly reduce ongoing maintenance costs, says Mr Mitchell.

"With this barge there is no painting required except for the Pettit Vivid Antifoul on the hull and sandblasting of anti-slip on the decking, whereas normally you have to paint both the inside and outside of a steel boat."

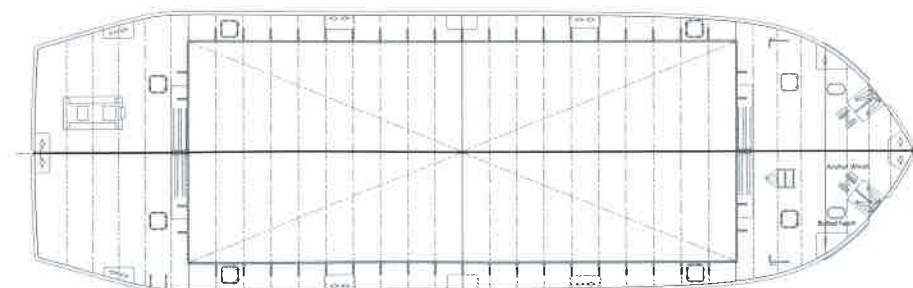
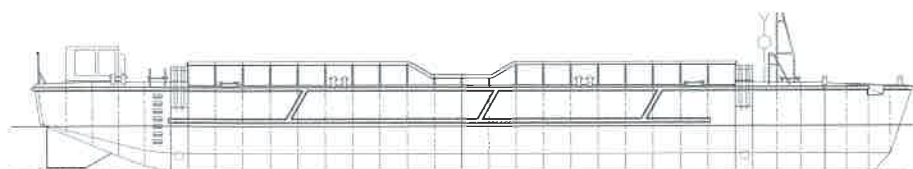
"Pacific Plant actually owns a marina themselves and it will be primarily used for that, but it will also be leased out to other operators," Mr Mitchell concluded.

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### 'T R Healy'

#### SPECIFICATIONS

<b>Type of vessel:</b>	Split hopper barge
<b>In survey to:</b>	Maritime New Zealand Part 40C Coastal Limits
<b>Owner:</b>	Pacific Plant, New Zealand
<b>Designer:</b>	Teknikraft Design, New Zealand
<b>Builder:</b>	Q-West Boat Builders, New Zealand
<b>Construction material:</b>	Aluminium
<b>Length:</b>	40.2 metres
<b>Beam:</b>	2.5 metres
<b>Depth:</b>	3.85 metres
<b>Draught:</b>	2.05 metres
<b>Displacement:</b>	750 tonnes (fully loaded)
<b>Winches:</b>	2 x Brevini 15.2T
<b>Hopper capacity:</b>	620m <sup>3</sup>
<b>Paint/Coating:</b>	Pettit Vivid Antifoul