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JULY/AUGUST 2013



## ANIOLAM EXPRESS - built to scarper



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ISSUE 94



# ANIOLAM EXPRESS

BY KEITH INGRAM



## A WATER TAXI THAT SCARPERS

It was in May this year that we witnessed the most recent launching of a new passenger ferry from the Wanganui boat building yard of Q-West Boat Builders Limited.

The 13m *Aniolam Express* is designed by Teknicraft Design Limited as a foil assist passenger catamaran that will operate from the main workers' villages on Komos 57nm, Kavieng 76nm, Namatanai 41nm and the mine site at Londolovit on Lihir Island, Papua New Guinea. Designed to carry 24 passengers and two crew as well as 1500kg of stores, the vessel is essentially a fast bus to bring Newcrest Mining employees to work and home every day.

When we look at the client, Newcrest Mining Limited, they are one of the world's top five gold mining companies by reserves

and market capitalisation. By New Zealand standards the company is huge and operates mines in four countries, with a global workforce exceeding 19,000 people.

Newcrest's vision is to be the Miner of choice™ for all stakeholders, including both employees and contractors and the communities in which they operate. At the end of January 2013, Newcrest commissioned a major expansion of the Lihir process plant, known as the Million Ounce Plant Upgrade, with the medium term objective being to lift annual gold production output to 1.2 million ounces. ▶



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Built for tropical miners, Aniolam Express is basically a fast bus

Essentially they are mining an old volcano on Lihir and creating an economic value for Papua New Guinea and local communities in a number of ways; approximately 5,000 people are employed at Lihir, which has a combination of residential and fly-in-fly-out personnel, including around 3,000 direct employees, more than 90 percent of whom are Papua New Guineans.

Since production commenced in 1997, the site has produced more than nine million ounces of gold.

The new *Aniolam Express* is constructed in 5083 marine alloy plate. The hull comprises 5mm plate and the sides and cabin are 4mm with a mix of various sizes for stringers and scantlings to give added strength.

Powered by twin Yanmar 6CXBM-GT 341kW marine diesel engines, coupled to ZF286 1.2:1 gearboxes driving twin Hamilton HJ322 water jets, *Aniolam Express* is fitted with the efficient Hamilton Jet blue ARROW operating system. Using an adjustable foil the vessel can maintain a fuel efficient laden service speed of 35 knots. To guard against the monsoons and ensure only clean dry air reaches the engine rooms, the machinery spaces have been protected by the Seaworth Defence filter systems.

Separate built in tanks below are provided for 100lts of black water, 100lts of fresh water and 1400lts of marine diesel fuel.

Built to the new NSCV Code, National Standard for Commercial Vessels for Australia/Papua New Guinea, the hull design and construction complies with these new national standards – including structural fire protection, fire detection systems and the new FirePro fire suppression system. To hush

up the puppies down below, all machinery spaces have been lined with sound proofing fire retardant material.

Because the vessel is designed to operate in the tropics with passengers who are acclimatized to the local conditions, there are no air conditioning units fitted, rather we have the “open air conditioning” system which is very effective once at cruising speeds. Side curtains or clears are installed to cater for the monsoon season and keep the passengers dry. The interior is pretty austere, while the seating throughout is the functional upholstered bench type designed by Q-West with painted decks in the main saloon.

The central pilot station forward, which remains open ▶

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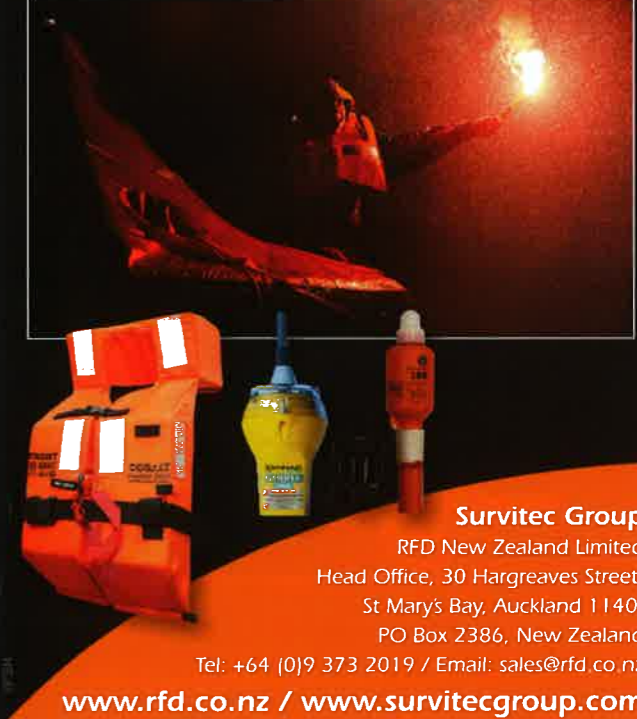
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At rest the vessel remains trim



Clean conventional pilot station layout



Crew seating gives some respite when travelling long distances at speed



Easy crew access for aft



Interior is designed for the tropics

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to the main passenger cabin, is fitted with two Hi-Tech Plastics adjustable shock riding helm seats for the skipper and crew members.

Within the interior of the vessel some effort has been taken to reduce the tropic glare with the soft off white-grey in the cabin and charcoal on the for'ard screen around the pilot station. The helm station and controls have been well laid out in a functional manner, from the small helm to throttle and bucket controls when in manual and the blue ARROW mouse boat at ease of hand when standing while manoeuvring. The electronics are basic and suitable for the job. Remember, this is essentially a fast bus on water so the Furuno electronic package includes radar, chart plotter and sounder to assist the skipper in keeping the vessel safe. All engine instrumentation and the main switch panels are in a good line of sight or at ease of hand.

To the portside of the pilot station on the crew side is the access door to the small foredeck for berthing or anchoring. The main screen windows, quarter lites and watertight screen door supplied by SeaMac marine joiners, are fitted with Wynn screen wipers to beat off the occasional monsoon drenching. There is also reasonable space on the aft deck for freight as well as the passenger heads.

Above all, it is excellent to see another Kiwi export and a fine example of New Zealand boat building skills

While the hulls above the waterline are left in natural alloy, the cabin, roof and interior have been painted using the international two pot paint systems.

In the case of an emergency, besides passenger life jackets, there are two RFD16 man life rafts carried on board.

Once underway, *Aniolam Express* performed better than expected and quickly kicked up her heels and was on the plane in no time. With a design service speed of 35 knots achievable and consuming 100lts per hour, this small ferry is a fast water taxi. It just scarpers along as the foil offers immediate lift and relief from hull drag - while still offering a soft ride. Given the distances the ferry must cover between stops we can understand the need for speed in returning these workers home after a hard shift in the mines.

Above all, it is excellent to see another Kiwi export and a fine example of New Zealand boat building skills. We have no doubt that the *Aniolam Express* will be fit for purpose and serve her mining community well.



Yanmar power below

**SPECIFICATIONS**

Owner	Newcrest Mining Limited
Designer	Teknicraft Design Ltd
Builder	Q-West Boat Builders Limited
LOA	13.0m
Beam	4.6m
Draft	0.75m
Power	Twin Yanmar 6CXBM-GT 341kW marine diesels
Propulsion	Twin Hamilton HJ322 water jets with blue ARROW
Passengers	24
Service speed	35 knots
Fuel Capacity	1400 litres
Survey	Australian NSCV, Service Category Class 1C, Category F2 Fast Craft



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