

# AUSTRALIA BOUND FOR KIWI BUILD

BY KEITH INGRAM. PHOTOS BY JACQUIE O'NEILL

When the Australian Victoria Water Police were looking for a new patrol craft for the Gippsland Ports the management committee identified the Teknicraft catamaran as providing the best features and performance for their operations.



Twin Scania power lurks below

An easy decision, when one considers the number of these types of vessels including two larger successful police boats in New Zealand. Built by the Q-West boat building team in Wanganui, the new vessel continues the partnership between Q-West and designer Nic de Waal, who have jointly produced a range of successful craft from work boats, police boats to fast ferries, all based on this now proven design.

The main role of the Water Police Unit is law enforcement on the water, search and rescue and water safety. They provide a 24-hour response service that patrols Port Phillip, Western Port and other waterways throughout Victoria including enclosed and inland waters. Although the new 14.8m craft is intended for the Gippsland lakes and port area, it will be a valuable addition to the Victoria Maritime Police as they tackle the requirements of the new legislation passed by the Victoria State Government in 2010.

The Gippsland Water Police are responsible for enforcing the Marine Safety Act and under the new 2010 act and the recent marine safety regulations of 2012, the powers of the police and authorities have been significantly increased. The police now have the power to test for drug and alcohol impairment even

New rules ... such as the new hoon boating regulations to deal with dangerous behaviour on the water.

when a boat is at anchor.

A new system of seaworthiness checks, as recommended in recent coroner's inquiries, has also been included in the proposed changes.

Other initiatives contained in the Act have already been implemented, such as the new hoon boating regulations to deal with dangerous behaviour on the water.

The Victorian Government says the new laws will go some way to reduce hospital admissions as a result of incidents on the water, which have risen significantly over recent years. The changes now mirror existing laws on the roads when it comes to speeding. This includes the owner onus, where vessel operators can be prosecuted after having been photographed or recorded on radar for speeding in the same way as owner onus applies to people caught speeding in motor vehicles.

In recent years there has been a substantial increase in the number of people using jet skis on local waterways and the new laws will give police more power to prosecute those who use these vessels inappropriately.

VP09 is the construction name of the new vessel, as it ►

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The first aid station and stretcher bench



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will not be decked out in its identifying graphics and name until its commissioning ceremony in Australia. At the time of writing VP09 was being prepared for loading onto a ship in Nelson for delivery.

Constructed in Sealium marine grade alloy plate, the hulls are 5mm while the sides and superstructure are all in 4mm. We note the Victoria Police have opted not to paint the vessel above the waterline so that the natural patina can develop, giving it the grey ghost look while protecting the surface of the metal. The decks have been gamet blasted to give a natural long term no-skid finish. Below the waterline the hulls are protected by the Akzo Nobel Intersleek anti-foul paint system for aluminum craft.

In looking at the vessel, the first impression is one of no nonsense functionality. The vessel oozes authority from bow to stern along with a very business like superstructure. Because these cats are very manoeuvrable, they are a dream to handle

when in close quarters with other vessels. Getting alongside is not a problem, although the large protective beltings might look a bit forbidding to a small craft when up close and personal.

On board tankage provides for 3500 litres of fuel and 300 litres of fresh potable water. There is also a sewage tank fitted to the head that maybe pumped ashore or dumped when out at sea.

Designed to be a complete walk-around to enable officers to deal with both large or small craft, recessed deck lighting illuminates the deck without throwing a glare or destroying officers' night vision while moving about the vessel. There is a Maxwell anchor winch forward coupled to the Sarca anchor and chain. Solid mooring bitts are positioned forward and aft and in the spring positions. In the cockpit is the solid towing post with two towing heights – depending whether the vessel's PWC jet ski or other cargo is being carried on deck. The vessel's tow line is securely stowed on its roller drum mounted on the bulkhead immediately in front of the towing post.

On the transom are twin boarding platforms over and protecting the Hamilton water jet units below. On the port platform is the fold out divers' or swimmers' recovery ladder. At centre in the transom is a pair of gates to ease loading from astern.

Mounted on the canopy behind the wheelhouse windows is the 500kg Ocean Lift crane used to launch and retrieve either the PWC or the RHIB stowed on the upper level on the canopy.

Across the aft screen of the deck house in the starboard corner are the cockpit controls and steering station. Twin Seaworth Defence air filters protect the main engine compartments either side from the damp salt laden air. Access to the heads and shower and the scuba locker are central while the main cabin access is to port.

On stepping into the main saloon, the L-shaped galley ▶



The main companionway down from the bridge with the saloon below

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VP09 during sea trials

is immediately ahead and is more than adequate to cater for the cooking needs of the crew on extended deployments or when carrying a full complement of eight passengers. There is a large sink, hot and cold water along with a three burner electric stove and oven in the athwartships position to take care of the cooking – although there is a microwave mounted overhead for the quick heat of snacks when in a hurry. There is a large fridge and freezer on entering the saloon, with a small fridge and Engle freezer box under the sink bench on the port side.

## While smaller than the New Zealand police boats from the same yard, VP09 remains equally impressive

Opposite the galley on the starboard side is the first aid station, an athwartships bench designed to take a range of stretchers from the basket to ambulance to body bag where each can be securely lashed down while in transit or receive medical assistance while underway.

In the forward part of the saloon is the U-shaped dining area or briefing table. Access to the accommodation in the hulls below is from the two small companionways port and starboard. The bunking arrangements are functional and adequate for overnight or extended deployments.

A short companionway leads up into the wheelhouse and command station. Designed for a crew of three, the skipper is to starboard at the main conning position. The crewman position is

central where he can assist in maintaining a lookout and monitor the nav aids. To port is the tactical or command station with all navigation displays, communications and the vessel's tanks, fire monitoring and control panels.

The vessel is powered by new generation Scania DI13 077M marine diesel engines that develop 551kW/750hp @ 2,300rpm and were supplied by South Pacific Diesels limited. We are advised that a key feature of the DI13 (apart from its competitive power to weight ratio) is its physical dimensions which are comparatively small, thus enabling the high output engine to be fitted in confined spaces.

The engines are coupled to twin Hamilton HJ364 water jets, via Beatty's drive shafts and couplings and are controlled by the advanced Hamilton blueARROW control system. Manual helm, throttle and bucket controls provide the essential backup controls for the purest minded of skippers – but with the blueARROW even a novice can quickly master and handle a vessel this size. Also below is the Transdiesel supplied Kohler 13 EPOZD13KVA gen-set to provide 230V power throughout the vessel.

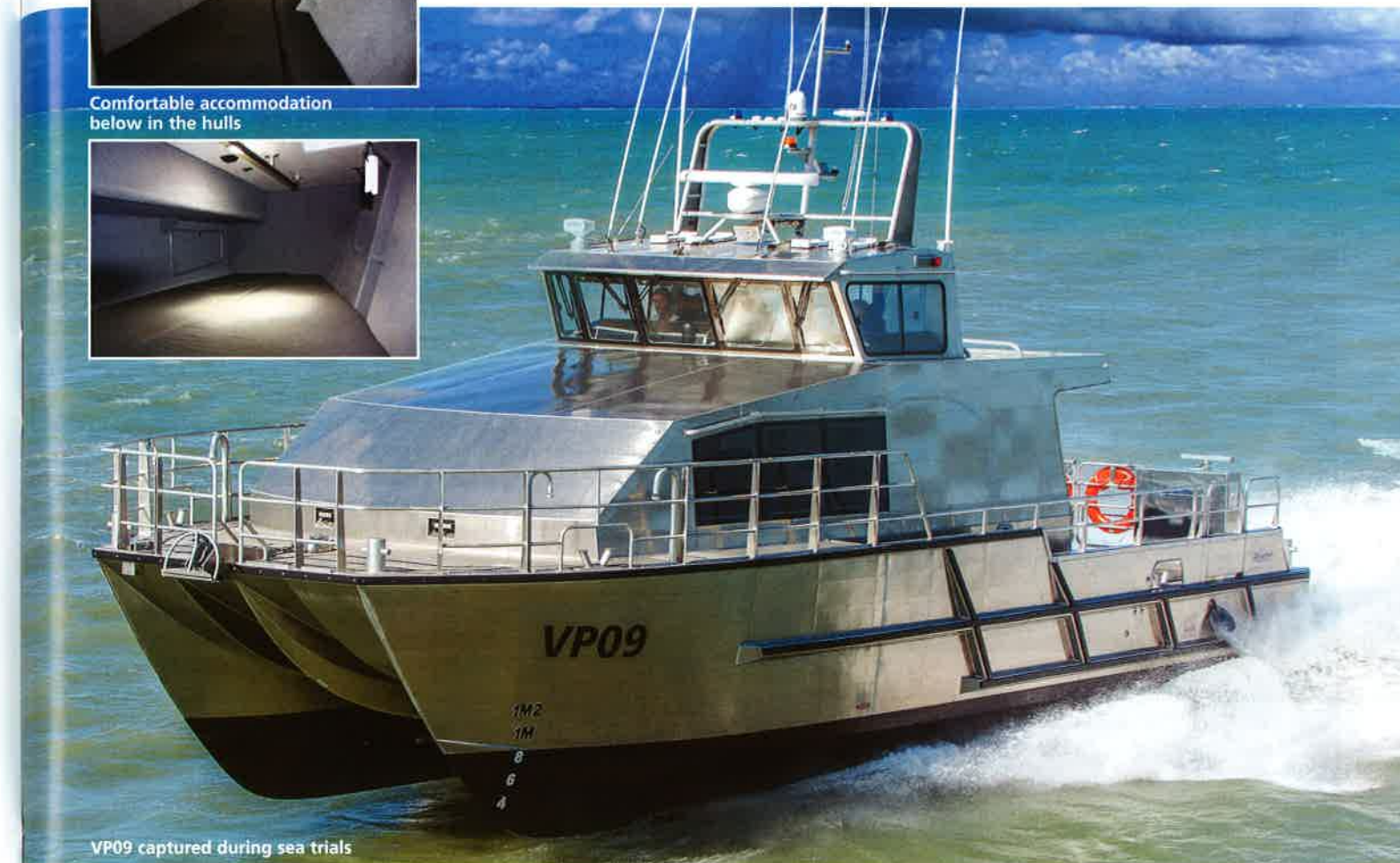
To ensure crew comfort is maintained within the vessel, there are two Webasto air conditioning units with a 16,000 BTU FCF series servicing the bridge and command area, and a 24,000 BTU FCF series servicing the main saloon below. Windows and doors throughout are also Australian-supplied by Windows West.

The electronics suite is primarily Raymarine, with three Raymarine GS165 15.4 inch touch screen displays complete with remote keypads.

There is a Raymarine Evolution Autopilot linked to the Hamilton Jet blueARROW system. The radar is Raymarine's 12 kW Super HD 6-Foot open array radar supported by a T300



Comfortable accommodation below in the hulls



VP09 captured during sea trials

Raymarine Thermal Image camera. Finally, in the command position is a Simrad NSS12 chart plotter and sounder, two ICOM marine VHF and HF radios as well as the closed police net radio. As one can appreciate, it is one well-equipped vessel, ready to respond at a moment's notice.

During builder's pre-delivery sea-trials, VP09 significantly exceeded the specified performance requirements in that she was able to maintain 30 knots at 60 percent power, burning 4.9 litres per nautical mile giving an operational range of over 600nm. Open the taps and speeds of over 45 knots light ship were recorded.

While smaller than the New Zealand police boats from the same yard, VP09 remains equally impressive in both design and construction, and will become a huge enforcement asset for the Victoria Water Police. This latest delivery adds to the steady

stream of new vessels being built in New Zealand for discerning Australian clients, something of which our boat building industry can be justifiably proud.

### SPECIFICATIONS

LOA	14.8m (48.6ft)
Beam	5.6m (18.4ft)
Draft	0.8m (2.6ft)
Power	Twin Scania DI13 077M 551kW marine diesels
Propulsion	Twin x HamiltonJet HJ364
Speed	30 knots (service)
Construction	Sealium marine alloy
Builder	Q-West Boat Builders
Designer	Teknicraft Design Limited



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