By MIKE BROWN

'Marine Rescue 7'

Kirby delivers Naiad RIB to offshore oil and gas industry

Kirby Marine has delivered the 'Marine Rescue 7', the first Naiad-designed RIB for Western Australia's offshore oil and gas industry.

The 10.5-metre vessel will be based in the northwest of the region, providing service support to the Wheatstone project. Its prime role is initial response to inshore and near-coastal oil spills, although it will also be the designated fast response vessel for medical and other emergencies within the project's near-shore area of operations.

The vessel carries a stowable oil boom to contain tier one spills and has been designed to accommodate the specialist stowage capability required. Kirby also built a larger than usual rear platform, extending from the main deck, to allow a safe working area for the crew whilst operating at the rear of the vessel.

Located at the rear platform's port side is a knuckle boom crane. This crane is operated at the starboard side, within a yellow-demarcated safety zone. An electric line hauling capstan is also located nearby. Kirby chose this location for the controls, despite presenting a difficult run for the hydraulic lines, in order to keep the operator clear of suspended loads whilst operating the boom. Further, the combination of a crane and available clear aft deck also makes the vessel available for light cargo work.

The centre console is a tall structure accommodating an extensive navionics fit out, with dual controls for all systems

and, in the case of the radios, triple redundancy. Also included in the fit out are specialised emergency items: siren, emergency beacons, searchlight and a forward-looking infrared camera. Located aft of the console are four seats supplied by Ullman, whilst the console's interior space features a chemical toilet.

A pair of Yanmar engines powers the vessel; each rated for 358kW and driving HamiltonJet waterjets. Diesel propulsion was specified for safety and reliability reasons, and Hamilton's Blue Arrow manoeuvring system has also been fitted. With this substantial power package, maximum speed is 43 knots and cruising is effortless at any speed or displacement.

On the vessels exterior, a foam-filled heavy duty collar has been fitted, previously developed by Naiad for use by the United States Coast Guard. Kirby opted for this due to the vessels working distance from service facilities and the need for the vessel to be constantly operational.

Lastly, when not in action, the Naiad lives on an aluminium trailer that remains with its dedicated towing vehicle – a 33-tonne double-cab truck with knuckle boom crane and dedicated supplies storage.

For more information contact:
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'Marine Rescue 7'
SPECIFICATIONS

Type of vessel:	Patrol boat/Rescue RIB
In survey to:	NSCV 2C
Home port:	Onslow, Western Australia
Owner/operator:	Parabellum International, Western Australia
Designer:	Naiad Design, New Zealand
Builder:	Kirby Marine, Western Australia
Construction material:	Aluminium
Length overall:	10.5 metres
Beam:	3.57 metres
Draught:	0.7 metres
Displacement:	6,100kg
Main engines:	2 x Yanmar; each 358kW
Gearboxes:	2 x Twin Disc
Propulsion:	2 x HamiltonJet 292 waterjets
Steering system:	HamiltonJet Blue Arrow
Maximum speed:	43 knots
Cruising speed:	25 knots
Range:	300nm
Electronics supplied by:	Taylor Marine
Radar:	Furuno
Depth sounder:	Furuno
Radio:	ICOM VHF
GMDSS:	Furuno
GPS:	Furuno
Plotters:	Furuno Navnet 3D
AIS:	Furuno
Winches:	Lewmar
Anchor:	Ultra
Capstan:	Maxwell
Deck crane:	Hiab
Refrigeration system:	Engel
Paints/coatings:	Jotun
Windows:	Beta Marine
Hydraulics:	Fremantle Hydraulics
Seating:	Ullman Dynamics
Lighting:	Hella marine
Safety equipment:	Stormy Seas
Fuel capacity:	800 litres
Crew:	4