

winding down, the new contract was badly needed and the timing was excellent. "The Navy stuck to their schedule [on the contract award], which is good news."

Marinette is also a finalist in the

Navy's LCS program with Bollinger Shipyards and, with partner Kvichak Marine, Seattle, was recently selected by the Coast Guard as one of three companies to build a Response Boat Medium prototype. —David Krapf

VT Halter constructing NOAA research vessel

Gulfport, Miss.-based VT Halter Marine is building a 210'x49'x28' research vessel for the National Oceanic and Atmospheric Administration (NOAA). The steel-hulled *Oscar Dyson* will be homeported in Kodiak, Alaska, and work in coastal and deepwater areas to meet long-term scientific needs. *Dyson* was a well-known Alaskan fisherman from Kodiak.

The diesel-electric powered boat will be the first new fisheries survey vessel to be built for NOAA since the 1970s and is part of the agency's 10-year modernization plan. The *Dyson* will be the first of four 40-day endurance fisheries survey vessels to join NOAA's fleet. (Contracts on the other three boats had not been let as of early September.)

"This is a new vessel for NOAA. One primary function of the *Dyson* is the assessment of fisheries health," said Geoff Fuller, NOAA's program manager in Silver Spring, Md. "That data is then used to give quick advice to regional [marine fisheries] councils that can then set quotas."

Data will be collected by means of hydroacoustic surveying operations;

launch, recovery, and towing of scientific equipment; bottom trawling; pelagic (midwater) trawling; oceanographic and hydrographic operations; and marine mammal observation operations. "They'll do a lot of marine mammal work," promised Fuller.

The main deck will house a chemistry lab, fish/wet lab, computer/acoustic lab, dry lab, hydrographic lab, autosalinometer room, and controlled environment room.

The vessel's fishing winches will include two Rapp Hydema TWS-10040 trawl winches, a Rapp Hydema SOW-500 net sounder winch, and Rapp Hydema NDD-4000B split-drum net reel. In addition, the boat will carry a Rapp Hydema TRW-4000B oceanographic winch and two Rapp Hydema HW-500 hydrographic winches.

Also on deck will be dual Appleton EB70-60-25 telescoping boom cranes, an Appleton SB 10-23 stores crane, Huber stern gantry crane, and a Huber side A-frame crane.

Main propulsion will come from a single fixed-pitch 14'-dia. Rolls-Royce propulsor driven by two 1,150kw ASI Robicon DHT 900 Z73 FD4 SCO/60H, 24-pulse DC variable speed SCR drive system motors. The *Dyson* will also be fitted with a 720kw AC induction ASI Robicon bowthruster.

The power plant will be made up of four primary diesel-electric generators—two 1,360kw Caterpillar 3512B DITA gensets and two 910kw Caterpillar 3508B

DITA gensets—designed for continuity of power and flexibility in operation.

The main bus can be split to segregate propulsion loads from ship service loads, including isolation transformers, with critical scientific systems, navigation systems, and computer systems protected by uninterruptible power supplies.

There will also be a 180kw Caterpillar 3306 backup generator system.

The boat's running speed will be 14 knots.

Vessel noise suppression will be built into the *Dyson* following standards required by the International Council for Exploration of the Seas. "They don't want to scare the fish, so the acoustic signature is low on this ship," said Fuller.

There are accommodations for 39 in three single staterooms and 18 double staterooms.

"Halter has teamed really well with NOAA," said Fuller. "They are building us a very good ship."

The research vessel will be ABS-classed Maltese Cross A1 Circle E, AMS, ACCU, DPS-1, Ice Class CO, Record of Notion CRC, and USCG-certified Oceanographic Research Vessel.

The *Dyson* will be launched in October and delivered in early 2004.

—Ken Hocke

New passenger cat for Southern California

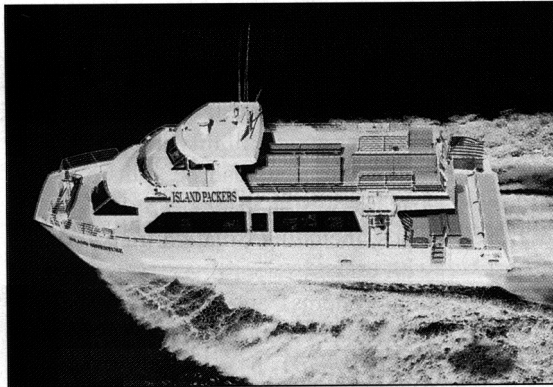
Island Packers Inc., Ventura, Calif., the transportation concessionaire at Channel Islands National Park off the Southern California coast, took delivery this summer of its second 149-passenger aluminum catamaran from All American Marine Inc., Bellingham, Wash.

The company bought the 64'x23' *Islander* in 2000 and found its speed, comfort and capacity ideal for its operations. So they added a new sister vessel this past summer. Delivered July 1,



210' research vessel for NOAA will work Alaska waters.

ON THE WAYS



Island Adventure joins a sister vessel serving California's Channel Islands National Park.

All American Marine

the *Island Adventure* went into service on the Fourth of July and contributed to the highest gross revenue day in the company's history, according to Alex Brodie, who operates the boats for Island Packers.

Island Packers carries staff, visitors and their gear to and from the islands. The company also offers whale-watching, marine education and dinner cruises.

es. The new catamarans have replaced a pair of monohulls.

Both cats were designed by Teknicraft in Australia, which has licensed All American for U.S. West Coast production.

"We really like the Teknicraft design," said Brodie. "A typical day for us in spring and winter is four- to six-foot wind chop, and these boats just eat that stuff up."

The Teknicraft design includes a wedge-shaped wave-piercer and a high tunnel ceiling between the hulls that allows for free movement of wind waves. Horizontal steps on the insides of the hulls break up solid water into a high-density spray that helps cushion the ride, according to Teknicraft. In addition, a hydrofoil connects the two hulls amidships and helps reduce wake

wash by reducing displacement at speed.

Powered by a pair of Cummins KTA19-M4 mains (700 hp @ 2,100 rpm each), the *Island Adventure* has a top speed of 27 knots and a cruising speed of 20-24 knots. Other parts of the drive train include Twin Disc MG 5114A SC marine gears with 2.5:1 ratios turning 5-bladed 36"x42" Osborne propellers on 3" Aquamet shafts. Two Onan 20kw gensets provide electrical power.

Business has been steadily growing for All American, enough so that they took over part of the old Bellingham Bay Shipyard last year. They now have about 35,000 sq. ft. for production, shipping/receiving and administration. About 25-30 work the production floor with another eight in the office.

Currently, All American has another Teknicraft cat under construction: a 149-passenger/56-footer for Hawaii.

—Bruce Buls

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