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ON THE BEAT

SHORELINE UNVEILS NEW CLASS OF POLICE PATROL BOAT



- ❑ CYBERCRIME – IS IT A THREAT TO AUSTRALIA'S MARINE INDUSTRY?
- ❑ IN-DEPTH FOCUS ON OUTBOARD ENGINES BEING USED IN AUSTRALIA
- ❑ SCIENCE SUGGESTS BOTTOM TRAWLING HAS MIXED ENVIRONMENTAL IMPACT
- ❑ WHAT EXACTLY IS OUR NAVY FOR? NOT EVEN THE TOP BRASS SEEM TO KNOW

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A large, dark-colored Suzuki outboard motor is shown from a front-three-quarter view, serving as the background for the advertisement. The Suzuki logo is prominently displayed on the upper cowling.

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*Fuel saving percentages are comparative to previous Suzuki DF engines of same hp.



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SHORELINE'S NEW CLASS OF POLICE PATROL BOATS

By MIKE BROWN



Western Australian builder Shoreline Marine Fabrication has supplied a pair of patrol boats to a customer that in recent years has strongly favoured RIBs: the Western Australian Water Police.

At first and second glance this 10.4-metre vessel is a RIB, but a third reveals that it is an aluminium vessel with a sophisticated high volume fendering system. On patrol work this vessel will be put alongside the full range of leisure and commercial craft; the fendering had to make the vessel kind to them all – sophisticated barely sums it up. Layers of varying density closed cell foam are sheathed in Kevlar and then coated in urethane, forming a D-section collar with attachment and clearance points moulded in.

It is attached to a plumb stemmed hull. A plumb stem in this class of vessel is a rarity in Australia, but naval architect Jim Wilshire has had a lot of experience developing the concept for Europe. Together with a bottom of much subtlety

this has created a longer waterline, easily driven hull with other welcome habits. It is a hull that transitions from displacement to planing with no fuss at all. No labouring of motors, barely any change of attitude.

This looks and feels like a considerably larger vessel than its nominal dimensions suggest. Compared with a RIB, of course, it has increased internal beam – which has been well used. No master ever had too much storage space aboard his vessel, but the master of this one would come close. This is genuinely useable space rather than just volume alone. Much of it is precisely tailored for key items that need instant access. For instance, the fire and salvage pump lives in a sliding tray within the cockpit and its hose in a transom cabinet.

Such thoughtful dedicated stowage leaves clear a cockpit area vast by 10-metre standards. There are fold down seats here for four special personnel and, although just two officers will normally man the vessel, they will often be occupied. Police divers will be common special personnel; they will welcome the deck area for gearing up and the post dive wash down station.

There is an inconspicuous recessed davit for the deployment and recovery of stretchers, where current practice makes much use of stretchers in casualty recovery.

Aft of the working area is the tow post, a depressingly frequent task of the vessels involving the towage of broken down leisure craft. The post is capable of coping with vessels of considerable size, and is guarded from fouling the motors by a crash frame of considerable dimensions and extent.

The wheelhouse provides a good environment for a long working day. Forward raked windscreens increase air volume and reduce heat build-up – which is also mitigated by plenty of sliding glass. There is KAB suspension seats for four (a fridge is under one of them), overhead grabs for all and enough insulation to hold noise levels down to conversational level. Noise, of course, being the frequently ignored fatigue component.

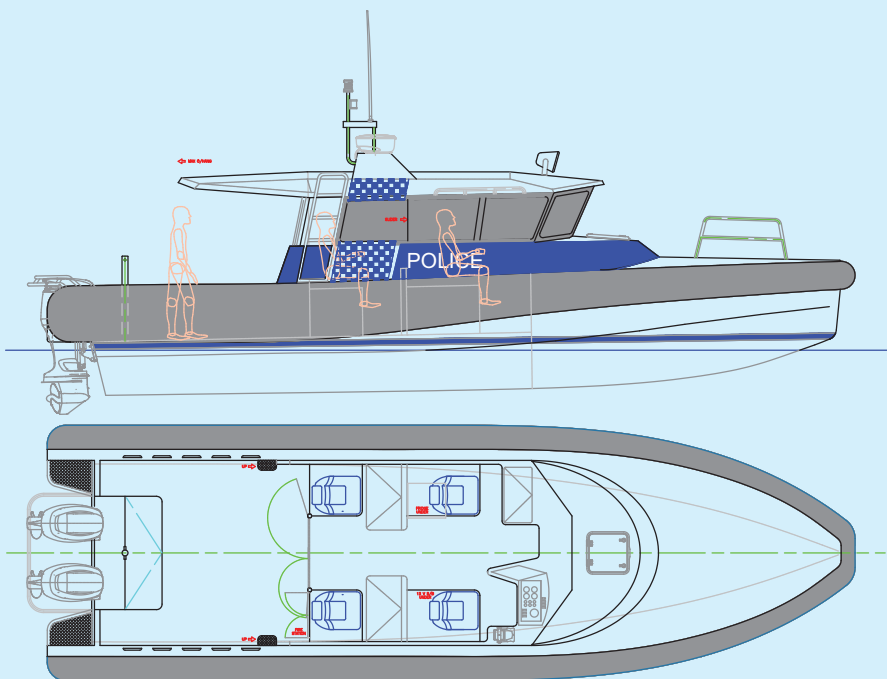
One of the sometimes specified and sometimes tacit requirements of the vessels was that of low maintenance. Shoreline ensured that all surfaces are easy clean, all mechanical components as simple as possible and good access for maintenance was built in.

One department where simplicity was not possible was electronics. A basic police requirement is first class communications with headquarters, other police units, aircraft, commercial and leisure vessels. Because a police vessel may handle fisheries or transport matters it needs access to those departments' computer programmes as well their own. With the addition of Raymarine navigation and SAR electronics, a busy console was inevitable. Shoreline produced a logical layout that minimises hand and eye movement.

Beneath the foredeck is a considerable volume that has been organised for the stowage of much of the equipment for the vessels' varied roles. Here are stored the recovery davit, the side ladder (both deployable from either side), the stretcher and a host of other items. This volume adds to that under the wheelhouse sole.



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There is the location of the batteries, the 50-litre fresh water tank and the diving gear. The purposeful location of equipment is one of the keys to efficiency – vital to emergency operations.

Transit to the foredeck can be via the side decks or through a hatch from the forepeak. This has been surrounded by pilot boat-style rails to allow convenient boarding of other craft.

Search and rescue is very much a part of these vessels' futures, and they have been thoroughly equipped for the role. For the mundane vessel recovery task a tow post and, of course, dedicated stowage for the tow line; thermal cameras and remote controlled searchlights are provided for searching, and the array of stretcher, davit and side ladders for person recovery. A high-level first aid kit includes defibrillator and oxygen.

It is not easy to combine a plumb stem, forward raked windscreen and

oversize fendering with good looks. Shoreline has gone a long way towards achieving it with a clean and uncluttered profile. The profile is variable: the vessels' deployment includes transits of the Swan, Serpentine and Murray Rivers, and for these occasions Shoreline provided a clever folding arrangement of the vessels' masts: fast and foolproof.

Power comes from a pair of 220kW Suzuki four-stroke outboards. These deliver a sprint speed of 42 knots and a usual cruising of 24-28 knots. At the lower cruising speed range from the 600-litre fuel capacity is 220nm. Choice of actual cruising speed, of course, is partly dependent on comfort level. Coxswains and crews have been unanimous in giving thumbs up to the quality of ride.

For further information contact:
Shoreline Marine Fabrication,
Western Australia
Email: info@shorelinemf.com.au



KAB suspension seats for four in the wheelhouse

Police Boat

SPECIFICATIONS

Type of vessel:	Patrol Boat
In survey to:	2C
Home port:	TW154 Fremantle and TW170 Mandurah
Owner:	WA Police
Designer:	Allseas Marine Design, Western Australia
Builder:	Shoreline Marine Fabrication, Western Australia
Hull construction material:	Aluminium
Length:	10.4 metres
Beam:	3.4 metres
Draught:	0.55 metres
Displacement:	5 tonnes (full load)
Main engines:	2 x Suzuki DF300AP, each 220KW
Maximum speed:	42 knots
Cruising speed:	28 knots
Range:	220nm
Electronics supplied by:	Intech Marine Electronics
Radar:	Raymarine 4KW
Depth sounder:	Raymarine
Radio:	Icom
Sonar:	Raymarine CP300 Sonar Module
Compass:	Plastimo
Plotters:	2 x E125-Hybridtouch
Other electronics:	Raymarine T353 Thermal Camera
Refrigerated system:	Isotherm
Windows:	Windows West
Seating:	KAB
Search Light:	Sanshin HR1170
Navigation Lighting:	Lopolight LED
Other Lighting:	Hella
Fuel capacity:	600 litres
Freshwater capacity:	50 litres
Crew:	2 crew + 6 special personnel

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