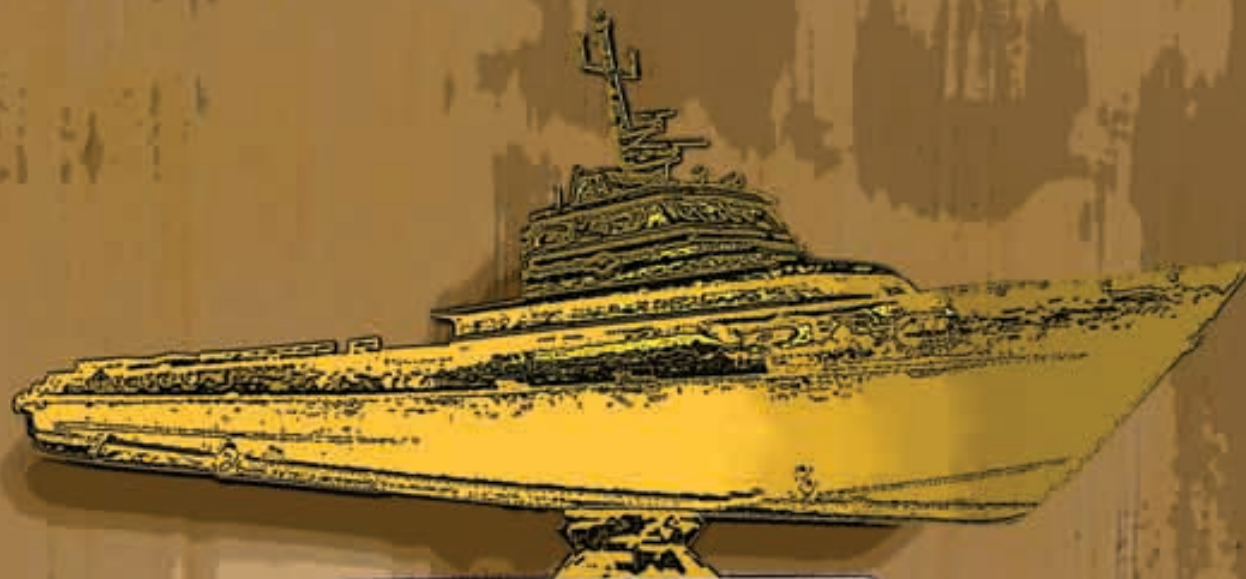


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## Mary Grace: Crewboat

In her first weeks of operation, the most recent addition to Diamond Services black-hulled fleet of crew boats, was working out of Port Fourchon, La. Diamond's senior Capt. Tracy Frederick was in command of the DP-1 boat. Asking a visitor to remove his shoes before walking on the immaculate non-skid maroon-red wheelhouse floor, he said, "This is a lot of boat to handle. When I have to put a man up on production platform and I have to set the stern right alongside, but that is where these jets are so good. The maneuverability is so fast and accurate, there is no delay because the gear is always turning and I just use the bucket and throttle. On the wheel there is only about a quarter turn and you have full thrust to port or starboard. You can drive it like a car."

Tracy makes it sound easy but when you look out from his rear controls over more than 130-ft. of boat between there and the stern you realize that he is maybe not taking enough credit for his own skills. The jets, that Tracy is referring to are four Hamilton HM-721 waterjets powered by four Cummins KTA38-SQM. mains producing 1,350 hp each at 1,900 rpm and turning through ZF 2550 marine gears. It is a much proven engine package about which Tracy is equally enthusiastic having worked with the same engines on Diamond Services' six-year old Mr. Steven.

Design credits on the boat go to A.K. Suda of New Orleans with construction at the new Conrad Aluminum, LLC yard in Amelia near Morgan City, La.. In fact the boat carries the yard's 001 builder's plate. The 180 x 32 x 14.6-ft. boat also carries 39,000 gallons of fuel, 68,000 gallons of



Capt. Tracy Frederick maneuvers from the aft controls.

water and up to 300 tons of freight on her 112 x 26-ft. cargo deck. Seating is provided for 70 passengers in the main deck cabin and accommodation for up to nine crew members is in the hull.

In addition to its dynamic positioning system and full suite of electronics, Tracy is pleased with the Fanbeam Laser Radar 4.1 station keeping system that takes reflected signals from a rig and interfaces with the DP system to maintain real space positioning, "Last night I was using the Fanbeam in a 13 knot wind under the rig. It takes bearings off the rig and keeps us within one foot on our position. It's all kind of new to me," He smiles, "So I'm not sure how it works, but it works, great."

Located in the vessel's hull, the galley and mess area continue the maroon and white color scheme from the wheelhouse. Aft of this crew staterooms line the companionway. At the end a watertight door opens on a laundry/utility room. Aft of that the boat's Twin Cummins 6CTA8.3-DM gensets producing 125 kw of electricity each provide ship's service power, some of which will power an electric, 100-hp bowthruster from Thrustmaster.



The crewboat Mary Grace, ready to leave Port Fourchon for the off shore rigs.

The boat has two 1,000-gpm fire monitors supplied by a pump driven off an independent Cummins 6CTA8.3 engine. The vessel is classed ABS Loadline and USCG certified Subchapter T.

The engine room is well laid out with good access to all four main engines. Chief Engineer Jerry Reynolds has been six years with Diamond Services and is happy with the company and Port Captain Kenny Guidry for their support while he worked up from deck hand. He is also happy with his engine room, "I've worked all the engine makes and you don't have the mechanics coming out to the boat as often with these," he maintains.

Jerry works a regular four weeks on and two weeks off. Tracy often puts in more

time than that, saying, "When I'm on a beautiful boat like this it is my second home."

That may explain the reason that a new deck-hand being shown around the vessel is told, "This boat is named the Mary Grace but really it could be the Tracy Grace."

### Mary Grace Main Particulars

Classification .....	ABS
Length .....	180 ft.
Breadth .....	.32 ft.
Depth .....	14.6 ft.
Main engines .....	4 x Cummins KTA38-SQ. M.
Power .....	5,400 hp
Waterjets .....	Hamilton HM-721
Gears .....	ZF 2550
Gensets .....	Cummins
Bowthruster .....	Thrustmaster

### International: Adsteam Ferriby: Tugboat

Adsteam Marine Limited has named the first of three new tugs that are an integral part of a phased capital program to upgrade the company's fleet in its U.K. ports.

The state-of-the-art Adsteam Ferriby - a 24/11 class tug that takes its name from two towns that straddle its new workplace, the River Humber on the UK's east coast - underwent rigorous checking and sea trials in the Netherlands before delivery.

Built by Dutch shipbuilding specialist, Damen, in its shipyards on the Shanghai River in China, Adsteam Ferriby is identical to Barunga, which was delivered to Adsteam Marine's Newcastle operation in Australia in January 2004.

It is only the second tug of its type in the world and, at 24 m with a bollard pull of 70 tons, is specifically

designed for the handling of larger, heavier vessels.

Adsteam Ferriby offers maneuverability and handling, with a potential speed of 13 knots, a stopping time of 6 seconds (from full speed) and the ability to turn through 360 degrees in just 12 seconds.

Adsteam Chief Executive Europe, Stephen Eastwood said: "We are delighted to officially launch this new addition to our Humber operation and anticipate that this vessel will set the standard for the future.

"We have also decided that future tugs will bear the name Adsteam, followed by a name of local significance or historic relevance to reinforce our corporate brand across the UK fleet. The villages of North and South Ferriby straddle the Humber, so we chose this name to represent the comprehensive service we offer to customers right across the river."

"Business on the Humber is buoyant, representing 10% of the UK's total imports and exports," Mr Eastwood said.

