'San Juan'

By BILL BEECHAM

Tenix delivers a search and rescue vessel to the Philippines

Tenix Shipbuilding WA has delivered to the Philippine Coast Guard the first of two search and rescue vessels designed for rapid response in the event of a maritime emergency.

The 56.00 metre 'San Juan' is equipped for recovery of survivors, the co-ordination of rescue operations, and the support of a helicopter for either airborne search and rescue missions or emergency evacuation.

Tenix managing director Paul Salteri said the vessel demonstrated that Australia had a world-class shipbuilding industry able to compete and succeed in the competitive export market.

It was an industry that employed sophisticated technology and highly trained professionals, backed by leading-edge suppliers.

"The naming of 'San Juan' is a magnificent illustration of the partnership between Australia and the Philippines," Mr Salteri said. "Together we are working to safeguard the lives of Philippine citizens."

'San Juan' was built for the Philippine Department of Transport and Communications to Det Norske Veritas rules, and has a steel hull and aluminium superstructure.

Principal specifications include a waterline length of 51.00 metres, beam of 10.55 metres, draught of 2.50 metres, and displacement of 540 tonnes.

Construction was carried out at the Tenix WA shipyard on the Jervoise Bay waterfront in Henderson, Western Australia.

This is the most significant commercial and naval shipbuilding, repair and support facility on Australia's west coast with a Schiess Defries 8,000 tonne dock lift capable of handling ships and structures to a maximum beam of 25.00 metres on a 123.00 metre platform.

'San Juan' is the latest of the Tenix family of patrol and response craft, with the fleet consisting of 22 Pacific class patrol boats, four patrol craft for the Kuwait Coastguard, six for the Royal Hong Kong Police, and the navigation training vessel 'Seahorse Mercator', delivered to Defence Maritime Services for Royal Australian Navy navigation training.

Designed entirely by Tenix using a single chine hullform to assist planing at high speed, 'San Juan' will provide a stable platform when undertaking rescue missions in adverse weather conditions.

Tenix's Australian designs are supported by modelling and testing using

acknowledged agencies including MARIN (Netherlands), Curtin University (Western Australia) and the Australian Maritime College (Tasmania).

This ensures they offer their operators exceptional endurance, good seakeeping ability and maximum crew comfort, all qualities incorporated in the design, construction and fitout of this latest delivery.

'San Juan' has a crew of 37 officers and men, comprising a commanding officer, five officers, six petty officers, a medical officer, and 24 ratings.

The layout of the bridge deck includes the navigating bridge, chart room, commanding officer's cabin with en-suite, radio and convertor rooms, helicopter workshop and store, helicopter refuelling and a firefighting equipment store.

The bridge electronics are primarily Furuno with an ARPA 26 plotter, GPS, X and S band radars, depth sounder, 8000 GMDSS, Satcom Inmarsat B and C, and a FAX 2084 weatherfax. The gyro compass is a Tokimec 110GS and the autopilot a Tokimec PR 2213.

Cabins for officers and petty officers are on the main deck, as are the administration office, hospital operating and treatment room, survivors' area, officers mess, CO_2 room, pantry, store, toilets, showers and the emergency generator.

The lower deck is outfitted with the petty officers mess, galley, crew cabins, ratings mess, cool/cold room, crew toilets and showers, store and provision rooms, air conditioning room and the inflammables store.

A helicopter pad on the after end of the bridge deck is arranged for the operation of Sikorsky or Bell helicopters to a maximum weight of 4,672kg.

Among the search and rescue vessel's other features are a decompression chamber in the survivors' area and equipment for combating pollution.

Twin Caterpillar 3612 main engines, each developing 4,050kW, are linked via Reintjes LAF445 gearboxes to Lips controllable pitch propellers to deliver speeds of 26 knots (maximum) and 17 knots (cruising).

Electrical power is supplied by two Caterpillar 3406 generator sets, each producing 260kW, plus a 170kW Caterpillar 3306 harbour generator.

Main engines and auxiliaries are fuelled by 109,762 litres of diesel, sufficient for an operational range of 1,000 nautical miles at a speed of 24 knots and 2,000 nautical miles at 15 knots. Both are with 10 per cent remaining fuel.

'San Juan' is also capable of maintaining a speed of 12 knots in sea state 4.

A 6.50 metre rigid inflatable is launched and retrieved over a transom ramp, while four 4.50 metre RIBs are carried on the bridge deck and launched by cranes.

Deck equipment includes a Hamilton Engineering windlass/capstan and an Eilbeck crane.

'San Juan' was painted with Hempel marine products for ease of maintenance. The hull above the waterline and the superstructure were covered with high build, hard wearing 4563 epoxy primer, then coated in Hempathane 5521 White, a two-component polyurethane product resistant to water, impact and abrasion.

Hempadur 4515 hard wearing epoxy primer was used below the waterline, followed by one coat of Hempany vinyl tar and two coats of Antifouling Nautic SP-Ace 7905 self-polishing antifouling for an estimated 24 to 30 months foul-free period.

Low flame spread product was used on the vessel's interior with Hempalin 1205 quick drying, zinc phosphate primer applied, then covered with Hempalin 5214 enamel for good gloss and colour retention.

The delivery of the new patrol boat continues the strong commitment Tenix WA has to quality with an ISO 9000 accreditation and a stated objective of being the pre-eminent high technology contractor in the defence and adjacent commercial markets in Australia and a significant force in the rest of the Asia-Pacific area.

FOOTNOTE: In a formal ceremony at the Tenix shipyard, 'San Juan' was named by the Philippines Ambassador to Australia, Mrs Delia Domigo-Albert. The second patrol vessel for the Philippine Coast Guard is scheduled for delivery in December, 2000.

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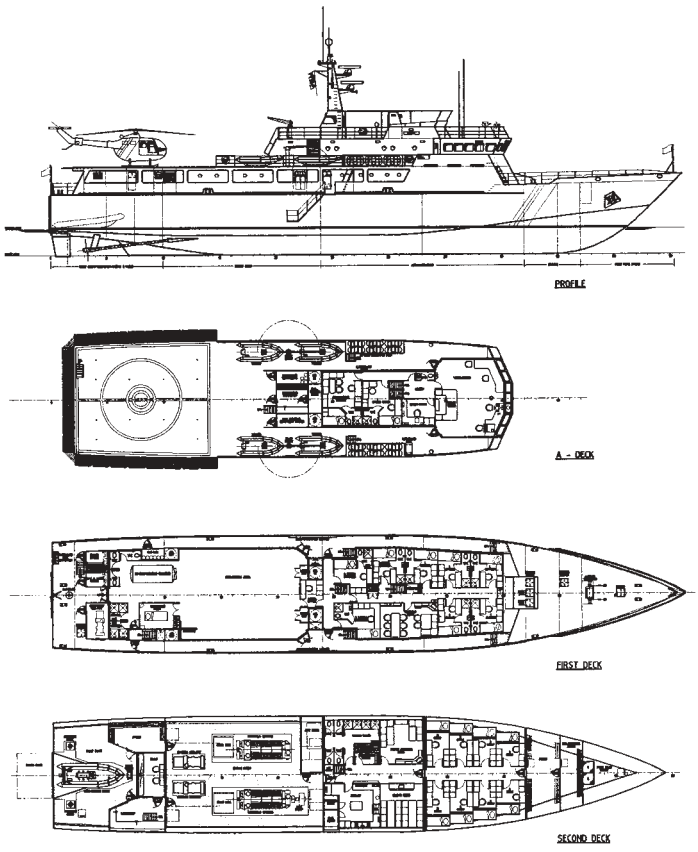

'San Juan'
SPECIFICATIONS

Type of vessel:	Search and rescue vessel
Owner:	Philippine Department of Transport and Communications
Operator:	Tenix Shipbuilding WA
Designer/builder:	Philippine Coast Guard
Construction materials:	Steel hull and decks, aluminium superstructure
Length overall:	56.00 metres
Length, waterline:	51.00 metres
Beam:	10.55 metres
Draught:	2.50 metres
Displacement:	540 tonnes
Deadweight:	242 tonnes
Net tonnages:	807
Main engines:	2 x Caterpillar 3612; 4,050kW each
Gearboxes:	2 x Reintjes LAF445
Propellers:	2 x Lips controllable pitch
Auxiliaries:	2 x Caterpilar 3406; 260kW each
Harbour auxiliary:	Caterpillar 3306, 170kW
GPS:	Furuno
Plotter:	Furuno ARPA 26
Radars:	Furuno X band and S band
Depth sounder:	Furuno
GMDSS:	Furuno 8000
Satcom:	Furuno Inmarsat B and C
Autopilot:	Tokimec PR 2213
Compass:	Tokimec 110GS
Weatherfax:	Furuno FAX 2084
Fuel:	109,762 litres
Maximum speed:	26 knots
Cruising speed:	17 knots
Crew:	37