

A large, dark-hulled research vessel is shown from an elevated perspective, moving through the water. The vessel has a complex superstructure with various masts, antennas, and equipment. Several people are visible on the deck, some wearing orange safety gear. The water is a deep blue, and the sky is a pale, overcast grey. The overall image has a slightly faded, ethereal quality.

*A New Class of Coastal
Research Vessels for UNOLS*

New Class of Vessel Needed

- Regional Consortia
 - Needed for Education at Undergraduate Training
 - 20+ Students for Day Trips
 - Needed for Graduate Education
 - 5 +/- Students for 3 – 5 Day Cruises
- Ability to work in waters from 3 – 6 meters depth out to the edge of continental shelf.
- Consortium Use requires ability to restage at the state of consortium level in < day.
- Low Operation Cost
 - Small crew
 - Good Mileage
 - Low Maintenance
- *New Construction ~ \$3.5 M*
- *Operation < \$3,000/day (180 days = \$600K/yr)*

Example Potential Solution =
R/V Shearwater Class Catamaran from
All American Marine



R/V SHEARWATER

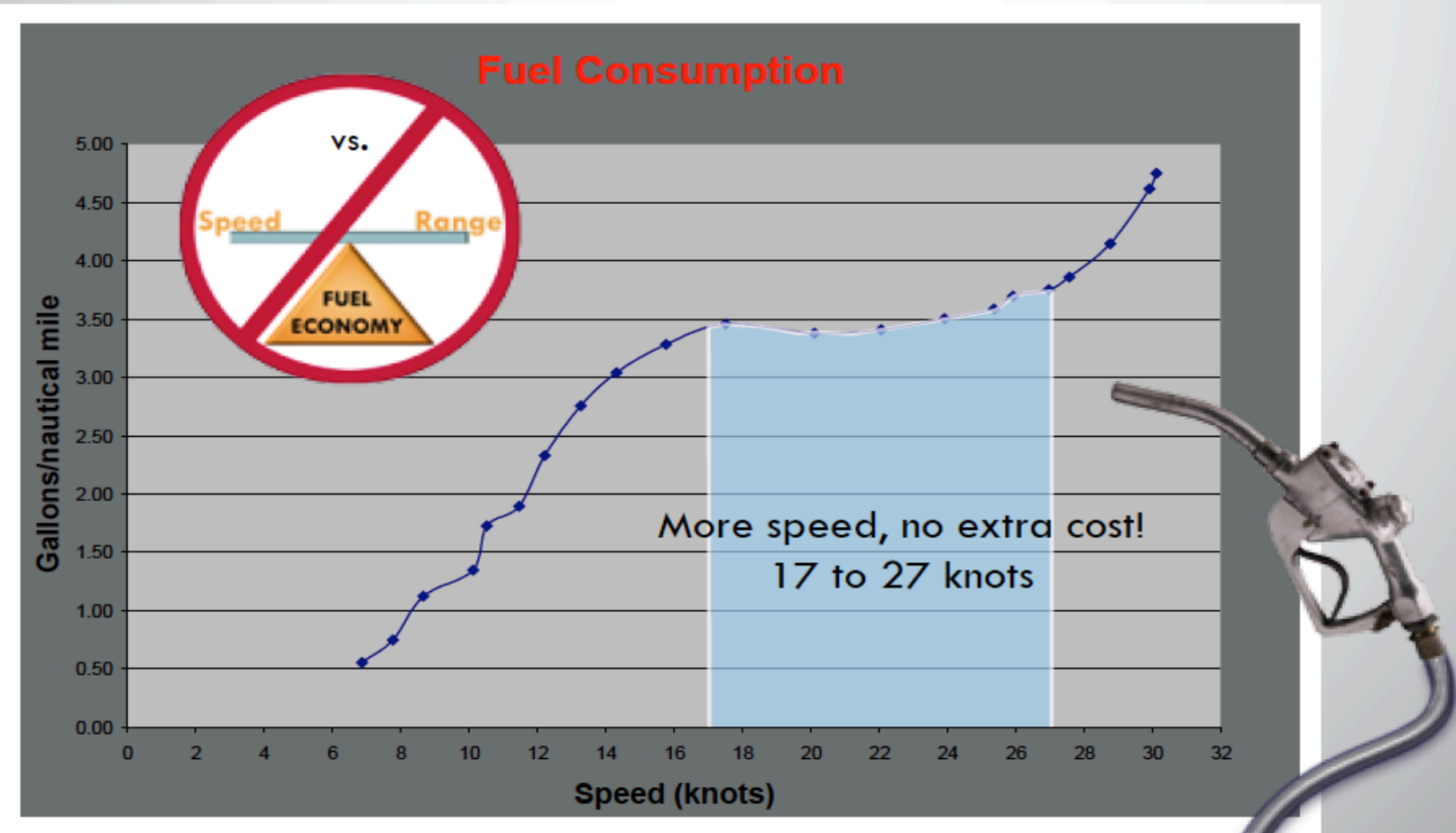
Overall Length	18.5 m ~ 62 ft
Beam	7.6 m ~ 25 ft
Draft	0.9 meters ~ 3 ft
Gross Tons	39 tons
Cruising Speed	20 knots
Maximum Speed	24 knots
Crew	2
Berth	10 (3 Crew + 2 Faculty + 5 Students)
Passengers	22 (2-4 Faculty + 18-20 Students)
Deck Cargo	1,300 kg
Fuel	6,750 liters ~ 1800 gallons
Fuel Consumption	180 liters/hour ~ 47.5 gallons/hour
Range	400 nm
Main Deck Area	37 m ² ~ 400 ft ²
O2 Deck Level	60 m ² ~ 645 ft ²
Wet Laboratory	8 m ² ~ 86 ft ²
Dry Laboratory	6.5 m ² ~ 70 ft ²

Fuel Costs 50% of Comparable Monohull

VESSEL	83' Teknicraft Catamaran	90' Composite Monohull
PASSENGERS	150	150
ENGINE RPM	1800	1800
ENGINE POWER	49.5%	80%
SPEED	22 knots	22 knots
FUEL CONSUMPTION	75.1 gallons/hour	150 gallons/hour
HOURS AT 22 KNOTS	1600 hours/year	1600 hours/year
FUEL COST	\$3/gallon	\$3/gallon
ANNUAL FUEL CONSUMPTION	120,160 gallons	240,000 gallons
ANNUAL FUEL COST	\$360,480	\$720,000
ANNUAL FUEL SAVINGS	\$359,520	\$0
MONTHLY FUEL SAVINGS	\$29,960	\$0

The Teknicraft hydrofoil system provides a lifting effect for the hull and displaces nearly one-third of the vessel's weight, while at speed. The lifting effect reduces drag and resistance, which in turn requires less engine power and lower fuel consumption to maintain a given speed. The *Aialik Voyager* has demonstrated extreme fuel economy and burns approximately the same gallons per nautical mile from 17 knots up to 27 knots.

Performance Comparison





100 mile

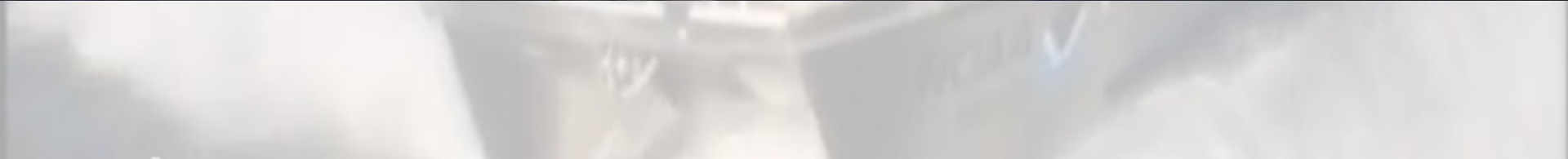
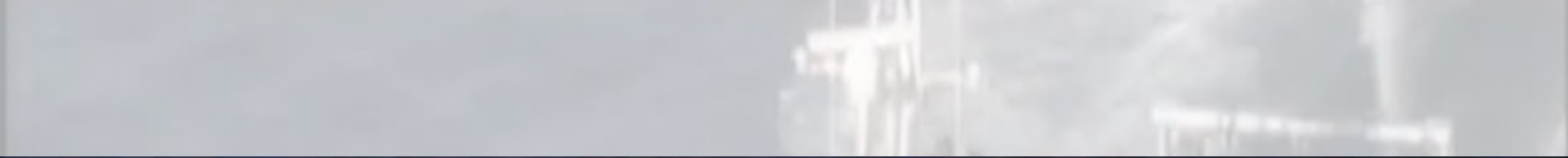
circle

5 hours at

cruise

Speed =

20kts





**2 Scientific Labs
Wet Lab**



**2 Scientific Labs
Dry Lab**



Markey Com7
Scientific Winch
And A-Frame

COM-7E

0.257"
(6.5mm)

2000M

2,203 lbs
(1001 kg)

45 m/min

7.5HP

Can even be trailed?

Discussion

