

MJP NEWS

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A newsletter from Marine Jet Power

Marine Jet Power makes breakthrough in Gulf of Mexico crewboat sector



Successful sea trials of Rodi Marine's newest crewboat the M/V Riley Claire have given Marine Jet Power a breakthrough in the fiercely competitive Gulf of Mexico crewboat market. The trial results show that all performance predictions were reached and the product is ideal for this application.

Four MJP 650 CSU waterjets power the new 175' (53.34m) DP2 Certified Crewboat built for Rodi Marine in Lafayette, LA by Swiftships LLC in Morgan City, LA. During sea trials in June, the M/V Riley Claire reached a top speed of 30.3 knots in lightship condition and 24.0 knots fully laden. The vessel's MJP waterjets are powered by four Cummins QSK 50 engines each producing 1800HP at 1900RPM and connected through Twin Disc MGX 6848 gearboxes at a 2.03:1 Ratio.

M/V Riley Claire, a USCG Subchapter T and ABS-classed all aluminum fast crew boat is 175' in length, has a beam of 25' and a molded depth of 13'6". While working

in the Gulf of Mexico and servicing the Offshore Oil Market she carries a total of 34,500 gallons of diesel and 20,500 gallons of water for operating and an additional 6,700 gallons of diesel and 1,230 gallons of freshwater for the rigs. She is certified to carry 70 passengers and 10 crewmembers.

Riley Claire and her sister which will shortly be delivered to Rodi Marine will be the largest and fastest vessels in the seven vessel fleet and represent an important achievement for MJP as the first Dynamic Positioning 2 (DP2) rated vessels. They are the first vessels with MJP waterjets operating in the Gulf of Mexico. "We are starting to enter the Gulf market. We've wanted to be there for a long time," said Jordan Tilton of Marine Jet Power Inc.. The two vessels also marked a return to the commercial sector for Swiftships being the first vessels built after a five year period concentrating on military production.

A force to trust

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Rodi Marine is a crewboat company serving the offshore oil rig Market. Rodi Marine was started in 2006 and owns and operates 7 fast supply vessels that are able to provide support to oil and gas companies in the Gulf of Mexico.

SwiftShips based in Morgan City, LA specialises in the construction of small to medium-sized water-craft built of steel, aluminum, and fiberglass. The builder is a major provider of maritime support for the inland, coastal and deep water Oil and Gas missions and a leading manufacturer and supplier of military vessels to the U.S. Government.

Marine Jet Power has its head office in Sweden with production sites in Sweden and in UK. Waterjet range produced is covering and the products are offered both in stainless steel and aluminium with two different pump technologies. Marine Jet Power operates globally and has got chain of regional offices plus network of agents.

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MJP, “the Swiss watches of waterjets”



Successful sea trials of Tampa Yacht Manufacturing’s latest 50 Fast Attack Craft won high praise for the performance of MJP waterjets from the builder’s CEO Robert Stevens.

“We are very pleased with the performance of the vessel and the MJP waterjets have given a huge performance boost to an already world class design” said Stevens adding that he considers the MJP jets to be “the Swiss watches of waterjets built from high quality materials and with an exceptional standard of fit and finish.”

The 50’ Fast Attack Craft is a carbon-fibre reinforced, GRP 16.15M (53’) LOA, patrol vessel with a beam of 4.43M

(14’8-1/2”). The design has been a best seller for Tampa Yacht Manufacturing and exists in multiple mission configurations. The latest craft is the first to have been equipped with MJP waterjets but retains the standard MAN R6 800HP diesel engines running at 2,350rpm, and a ZF 500 Gearbox at 1.125:1 Ratio. The MJP 350 DRB waterjets installed are fitted with a six-blade stainless steel impeller.

During sea trials in June 2014 in Tampa Bay, Florida, the fully laden, battle-ready condition vessel reached an average top speed of 46.0 knots at full engine load and consumed 40.70 gallons of diesel per hour. Stevens was delighted at the performance boost. “This will make the MJP jets a key component in delivering the performance our customers expect” he said.

During the trials, acceleration performance from 0-25kts averaged 23.8 seconds. Another set of acceleration trials conducted from 0-35 knots averaged 34.4 seconds. All test were conducted with the vessel fully laden total weight of 48,596 lbs (24 tonnes).

The tested vessel was the first to feature implementation of the Ultrajet control system with MJP’s stainless steel waterjets. This implementation allows for the familiarity and ease of installation and the lower cost of the Ultrajet control system to be matched with the high performance duplex stainless steel MJP waterjets.

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