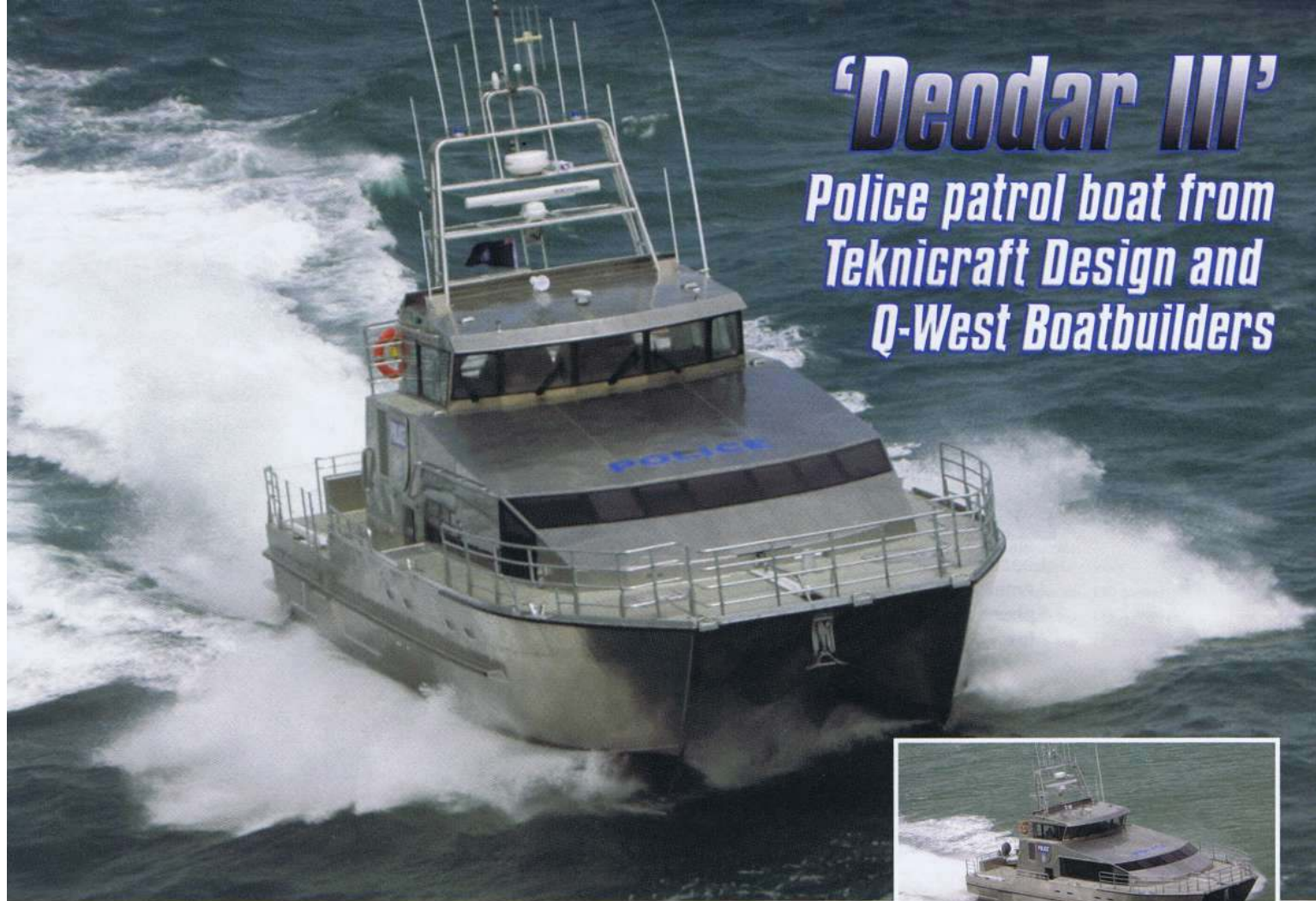


# 'Deodar III'

Police patrol boat from  
Teknicraft Design and  
Q-West Boatbuilders



## 'Deodar III'

### SPECIFICATIONS

Type of vessel:	Police and customs patrol boat
In survey to:	MNZ
Home port:	Auckland, New Zealand
Owner:	New Zealand Government
Operator:	New Zealand Police
Designer:	Teknicraft Design, New Zealand
CAD software:	AutoCad, Maxsurf
Builder:	Q-West Boatbuilders, New Zealand
Construction material:	(Sealium) aluminium
Length overall:	18.5 metres
Beam:	6.9 metres
Draught:	0.8 metres
Main engines:	2 x MTU 8V2000 M92, 810kW at 2,450rpm
Propulsion:	2 x Hamilton waterjet HJ 403
Steering:	Hamilton Blue Arrow
Generators:	2 x 18.5kW Lombardini, 230v
Maximum speed:	35 knots
Cruising speed:	25 knots
Range:	500nm
Electronics supplied by:	Crystal Electronics
Rescue boat:	Aquapro
Fuel capacity:	4,700 litres
Fuel consumption:	8.5l/nm
Freshwater capacity:	600 litres
Crew:	6 persons
Passengers:	10 persons

After intensive consultation and testing of vessels all over Australia and New Zealand, the Auckland Police Maritime Unit, together with New Zealand's Graeme Finch Associates, settled on a designer/builder combination to produce 'Deodar III', a vessel custom-made to cater to the increasing, and increasingly diverse, demands of the New Zealand Maritime Police.

The 18.5 metre aluminium vessel has a beam of 6.9 metres and a draught of 0.8 metres. She is powered by twin MTU 8V2000 M92 main engines, each rated 810kW at 2,450rpm, driving twin Hamilton 403 waterjets using Hamilton Blue Arrow electronic controls. The 'Deodar III' has a designed maximum speed of 35 knots and was specifically designed to hold a 25-knot cruising speed using a maximum 70 percent of engine power and is able to remain operational in seas of up to four metres height.

The Teknicraft Design / Q-West Boatbuilders combination successfully won the tenders and Q-West began construction of the vessel in September 2006.

Teknicraft is an Auckland design firm which has specialized in power catamarans for more than 20 years, servicing a global market. Q-West is an established Wanganui-based builder, also with a global / local base of clients.

'Deodar III's' two hulls were plated with 6mm Sealium marine alloy, a lightweight plating designed for high speed ferries, which reportedly has some 15 percent more welded strength than conventional 5083 marine alloy plating. Topsides and deck are built of 4mm Sealium plate. Aside from the decks, the vessel is designed to be unpainted, delivering savings on maintenance, weight and, ultimately, fuel consumption.

Meanwhile, the vessel's Intersleek Fluoropolymer anti-fouling will prevent marine growth without the use of biocides, again delivering fuel savings.

The V8 MTU engines draw fuel from 4,700 litres of underfloor tankage, according to the design brief which demanded that 'Deodar III' carry enough fuel to cover 400 nautical miles at 25 knots.

The broad 6.9-metre beam allows a substantial saloon area which can bear seating for 30 passengers, as well as a galley forward and a small brig installed for the transportation of prisoners. Cabins in the hulls provide accommodation for nine personnel.

The vessel's interior is fitted with Ayres composite panels which use an aluminium honeycomb core with a paint finish bonded to the outside, and is reportedly "ultralight, strong, easy to maintain and can be bent to take a nice radius."

Among other features, the 'Deodar III' has onboard desalination, complementing the 600 litres of tanked freshwater with some 57 litres an hour. It also has a fold-down platform, assisted by an electric davit, for recovery of personnel from the sea and a hydraulic cradle between the hulls at stern for fast and safe launch and retrieval of the vessel's 4.5-metre Aquapro RIB rescue boat.

The 'Deodar III's' Hamilton waterjets double by providing high-pressure firefighting water streams when needed.

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