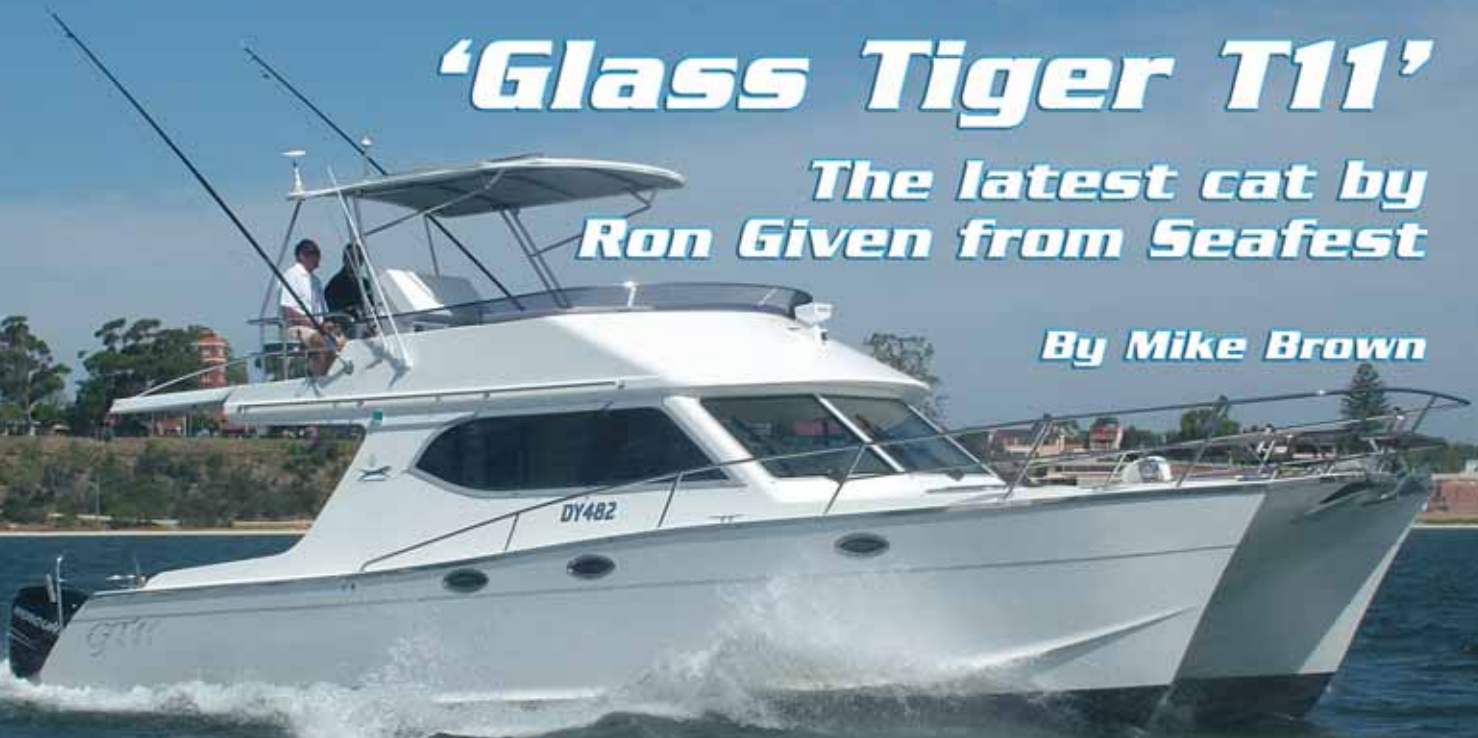


'Glass Tiger T11'

The latest cat by
Ron Given from Seafest

By Mike Brown



The 'Tiger' series of catamarans from the board of Ron Given is probably one of the World's most enduring: a continuous run from 1960.

The latest is the 'Glass Tiger T11' in production at the Henderson factory of Seafest Marine, headed up by one of Western Australia's most experienced and respected builders in fibreglass: Mark Price.

With an eleven-metre measured length on a beam of 4.6 metres, the vessel was originally intended for the leisure and charter markets, but is now being offered in a choice of several layouts and propulsion packages to suit roles in policing, fisheries, national parks and marine safety patrol, and rescue work.

One of the 'Glass Tiger's' attractions to charter operators is its standard twin outboard propulsion system. The lower first cost and reduced maintenance costs – further reduced by all the running gear being clear of the water when not actually in use – are welcome, but the repair-by-replacement possibilities are especially attractive in ensuring constant availability. A further feature, useful in both patrol and charter work, is the vessel's ability to operate in shallow water and to beach. Recent motor choices have been 224kW Mercury Verados and 261kW Yamahas.

Outboards on smaller catamarans are a great deal easier to service and carry out repairs on than inboards. Inboard installations are typically a shoehorn fit, and often it is simpler to remove them from the vessel for anything other than simple work. On the other hand, buyers have ordered 'Glass Tigers' with diesel sterndrives and the installations have been a great success. Seafest also offers shaft and water jet packages.

EMP Composites and Nupol Composites have completely engineered the 'Glass Tiger's' structure, and Seafest uses techniques that assure utter consistency, light weight and long life. Reinforcement consists of combinations of multiple stitched fabrics and carbon fibre over closed cell PVC Divinicell. The resin is vinyl ester throughout. The materials are laid up dry, then vacuum resin infused. This system eliminates any air entrapment and void problems, and creates a resin to glass ratio of 1:3 – the opposite of that delivered by the typical chopper gun method.

It also creates a bare hull weight of just 4T and consequent fuel economy. On twin four-stroke outboards at 20 knots consumption is 2.5 litres per nautical mile; at 17 it is just 2.02. The 'Glass Tiger' planes at only 12 knots. At the other end of the spectrum, a 'Sea Tiger' holds the world outboard record for the 900nm New Zealand-Noumea passage, won on a delivery voyage.

The leisure and charter layout of the 'Glass Tiger', minus the luxury features of the fit out, could well suit a patrol boat's specifications. But Seafest is also offering the vessel in stage one form – a hull with all mouldings complete and capable of accepting whatever layout a customer might want.

The current layout features two double and one twin sleeping cabins in the lower accommodation deck, sharing a very large bathroom. The main deck has a roomy saloon and galley ahead of a usefully large cockpit, and the control station is towards the rear of a spacious fly bridge.

A version is available that deletes the fly bridge and has a raised main deck giving greater volume to the accommodation deck. The saloon has ample area to accept the

control station, chart table, extra instrument consoles and any wanted special features. A tender can be mounted on the coach roof or on a rack above the outboards.

The company building the 'Glass Tiger' has a Western Australian reputation second to none. As well as producing some of the state's most admired vessels, Seafest is the fibreglass builder of choice for re-builds, repairs and upgrades. The last has become important for all builders, as owners postpone new-builds.

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Glass Tiger T11

SPECIFICATIONS

Type of vessel:	Police vessel/patrol craft
Designer:	Ron Given
Builder:	Seafest Marine, Western Australia
Construction material:	FRP/foam sandwich
Length overall:	12.9 metres
Measured length:	11.0 metres
Beam:	4.6 metres
Draught, legs up:	0.7 metres
Draught legs down:	0.9 metres
Displacement, full load:	9.6 tonnes
Propulsion:	2 x outboard, 168 – 261kW (inboard options)
Maximum speed:	35 knots
Cruising speed:	20 knots
Fuel capacity:	2,000 litres
Freshwater capacity:	600 litres