

MJP NEWS

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A newsletter from Marine Jet Power



MJP delivers fuel efficiency gains and extended service life for San Fran ferry

A force to trust

MJP
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The fitting of two MJP CSU 750 Mk-2 waterjets to San Francisco ferry, the Intintoli, has enabled the frequent-use vessel to operate faster and more efficiently, and promises to extend its service life.

The 130 tonne (Displ), 41.27 m vessel, operated by San Francisco Bay Ferry, returned to service earlier this year following a major refit that included the replacement of her MJP waterjets with new Mk-2 units.

“The existing units were in perfectly good condition – even though they’d clocked up around 60,000 hours’ service. The aim of installing the new units was to make the Intintoli faster and, crucially, make substantial reductions in fuel costs,” says Niklas Widemark of MJP.

Following the refit, Intintoli’s maximum service speed has increased to 36 knots from around 32 knots prior to the refurbishment. Potential fuel savings have been estimated at around three per cent compared to pre-refit performance. “That sort of saving mounts up pretty quickly, and results in substantial cost savings in a relatively short period of time,” explains Widemark.

“We expect that the overall propulsion of the ferry vessel is improved by a few percentage points, and every percentage point translates into better fuel efficiency and reduced operating costs,” says Martin J. Robbins, General Manager, Vallejo, San Francisco Bay Ferry. MJP believes that investment in the new units will have paid for itself after about five to six years.

The Intintoli, which has seating for 320 passengers, was built in 1997. The new MJP water jet units will enable the Intintoli to remain in service for up to another 20 years. The Intintoli’s sister ship, the Mare Island, is currently also being refurbished.

The Intintoli, named after former Vallejo mayor Anthony Intintoli, serves the commuter and tourist route between Vallejo and central San Francisco. The trip takes around 50 minutes, and offers passengers views of classic San Francisco landmarks including Alcatraz, the San Rafael Bridge, Angel Island, and the Golden Gate Bridge.

IMO: 9144653
MMSI: 366989360
CALL SIGN: WCX2709
FLAG: USA (US)
AIS VESSEL TYPE: Passenger
GROSS TONNAGE: 549
ENGINE POWER: 2560kW x2
SPEED: 36+ knots
DEADWEIGHT: 50 t
DISPL: 130 t
CONTROL SYSTEM: Vector Control
LENGTH OVERALL X BREADTH EXTREME: 41,27 m x 11,49 m
YEAR BUILT: 1997
STATUS: Active
WATERJETS: MJP CSU 750 Mk-2

MJP Hybrid 300 on Norwegian SAR boats

The RS 154 is the first in a series of 14-meter Fast Rescue Craft for the Norwegian Society for Sea Rescue (RS). The design comprises a 11.7-meter hull in FRP construction according to DNV HSLC rules, fitted with a resiliently mounted wheelhouse, equipped for Search and Rescue missions.

The boat, which was originally delivered in 2014 by Swede Ship Marine, has now been upgraded with new MJP waterjets that feature integrated Humphree interceptors. Powered by Iveco N67 M56 diesel engines, the two MJP Hybrid 300 waterjets develop top speeds in excess of 40 knots.

Results from sea trials have been fantastic. Top speed is increased by 6 knots – simply by replacing existing jets with the new hybrid design. As a bonus, noise levels in the wheelhouse dropped from 70 dB(A) to less than 64 dB(A) at cruising speeds of 34 knots.

The three other boats in the same series will also be upgraded.

“ This project offers a unique comparison between axial flow and mix flow waterjet performance,” says Joakim Adamsson, Product Manager at MJP. “It shows what the Hybrid is all about and proves we have succeeded with our new ideas,” he adds.



BUILDER: SWEDE SHIP MARINE

LOA: 14.30 m

BOA: 4.10 m

DRAFT: 0,85 m

DISPL: 12 500 kg

ENGINE POWER: 2 x 368 kW

SPEED: 40 knots

WATERJETS: MJP Hybrid 300

MJP Hybrid 300 on ALUSAFE 1500 MPV

Alusafe 1500 MPV is a genuine multi-purpose work boat designed and manufactured by Maritime Partner AS in Norway for several kinds of operations in heavy weather and sea conditions.

The hull is a fully planning mono hull with a deep V-shape built in aluminium, and fitted with air tight tanks. The pilothouse is designed for a crew of two.

The boat is capable to handle oil spill response duties, fire-fighting operations, rescue-diving missions, maintenance tasks on navigational installations and much more. The owners, the Port Authority of Aalesund, describe the vessel as their “Swiss army knife”, fully meeting all their requirements.

The state-of-the-art MJP Hybrid 300 waterjets in twin arrangement give the vessel superior maneuverability and an impressive top speed of 32 knots.



BUILDER: MARITIME PARTNER AS

LOA: 14.99 m

BOA: 4.90 m

DRAFT: 0.90 m

DISPL: 18 700 kg

ENGINE POWER: 2 x 312 kW

SPEED: 32 knots

WATERJETS: MJP Hybrid 300



MJP CSU 650 ON
**Wind Farm Support
Vessel helps reduce
electricity costs**

Surface effect ships display some useful attributes for the offshore wind sector

The series of WaveCraft Offshore Service Vessels, built by Umoe Mandal AS in Norway, is becoming a real game-changer for Wind Farm Support Vessel (WFSV) market thanks to their impressive performance.

The WaveCraft is a Surface Effect Ship (SES) that uses an air cushion between its catamaran hulls to lift 80 per cent of the vessel out of the water. The shallow draught that this creates gives the vessel ready access to operational areas.

The operators, Tidal Transit Ltd, claim that managing the pressure of the air cushion according to wave height allows for smoother voyages, and provides greatly improved access to turbines – up to wave heights of 2.5 metres, or even higher in a swell.

High-efficiency MJP CSU 650 mixed flow waterjets enable the vessel to travel at speeds of more than 50 knots while maintaining a low fuel consumption resulting in a range of more than 700 nautical miles.

BUILDER: UMØE MANDAL AS

LOA: 27.2 m

BOA: 10.0 m

MIN. DRAFT: 0.7 m

CARGO CAP: 4 ton

ENGINE POWER: 2 x 1440 kW

SPEED: 50+ knots

WATERJETS: MJP 650 CSU DD

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