The Halmatic 36 as a g.p. pilot boat.

ASK No. 5502-610

Two recent completions on the Halmatic 36 grp hull demonstrate the versatility of this design. It has been used for example, as the basis of what must be one of the most "general-purpose" vessels built, i.e. the new pilot launch for Montrose harbour which will also combine the duties of pusher tug, pulling tug, and general service launch.

The bow has been "sawn-off" to provide a flat surface for pushing work. Aft there is a well deck to the forward end of which is attached a 4.5 t towing hook, while a steel horse keeps the tow line clear of the transom. Around the forward wheelhouse, the deck is raised flush with the gunwale and stepped-back rails are provided to make the work of pilot boarding easier. This deck is covered with non-skid Treadmaster.

A six-cylinder Lister diesel powers this vessel through a 3:1 reduction gearbox. This engine produces 170 bhp which gives a speed of around 9 knots. A novel feature of this design is the hatch in the well deck which allows access to the propellers when afloat for clearing ropes or debris.

...and as research craft

The above boat was fitted out by Halmatic Ltd at Havant in Southern England and is the type of general purpose launch which is likely to find increasing favour with small harbour authorities. The other craft on the sturdy Halmatic 36 displacement hull is a fishery research vessel for the University of St. Andrews in Scotland and this craft has been fitted out to a very high standard by the Cardiff Boat Building Co.

This vessel features a novel gantry aft which allows samples to be hoisted straight in board. The gantry strut rests in a slot. When the hoist reaches the top of the gantry, continued pull on the winch hauls the gantry inboard and the strut can be locked in the new position allowing the load to be landed on deck.

The engine is a C-Power Ford developing 108 bhp and giving a speed of 8.5 knots. A Dowty hydraulic pump is directly driven from the front of the engine via a clutch.

These two vessels are an indication of the way in which standard hulls can be adapted to specific purposes and it will be interesting to see how they work out in practice.



Homarus: the new fisheries research craft based on a Halmatic hull

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East port of Dammam It will be operated by Archie Roden S.A. who are engaged on work connected with the port extension. The beam of the boat is 13 ft.

The boat has a forward wheelhouse which leaves a large deck aft for diving operations. A diving platform and ladder are fitted to the transom and there is a duplicate set of engine and helm controls so that the helmsman can both watch the diver and control the boat.

The engine compartment amidships houses a Gardner 6 LX rated at 110 bhp at 1300 rev/min and connected to a Twin Disc gearbox with a 2:1 reduction. The engine has a power take-off at the front end, which drives a deck wash and bilge pump. It will also be used to drive an air compressor for diving. The engine exhaust emerges high on the starboard side aft, to leave the diving ladder clear.

The 30 in 3-bladed propeller is situated ahead of a balanced single-plate rudder.

Four lifting points are fitted to the hull, which is protected by heavy duty fendering.

The forward cabin contains two berths, a toilet and a small gallery.