

# Stone Marine NEWS

THE NEWSLETTER OF THE STONE MARINE GROUP



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When the Directors of Thomas Reid Deck Machinery offered to overhaul the Chauncy Maples deck windlass at no cost the offer was turned down by the charities management, but for all the right reasons.

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## NPT Propeller, saves more than fuel... and proves itself in service

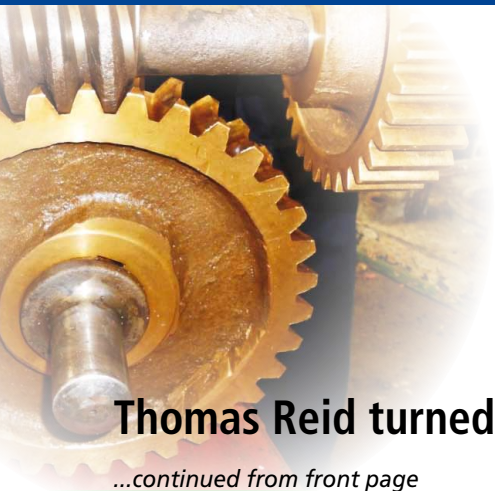
Stone Marine Propulsions latest propeller, the NPT (New Profile Type), is now selling in significant numbers as more companies become aware of the reductions in fuel consumption and other benefits that result from its use. Although the greatest savings are being produced on vessels fitted with the latest low speed engines the latest research, which showed that vessels fitted with other engine types and adopting a 'slow steaming' policy could also benefit, is now being proved in service.

The unique design of the NPT means that the 'other benefits' are in themselves of considerable value. The propeller, which is a smaller diameter than conventional propellers, has reduced propeller weight and inertia and provides reduced noise and vibration characteristics. NPT allows a more compact propulsion system to be designed for a vessel and all these benefits are available at no extra cost.

Latest in a growing list of NPT supporters are the well-known Danish Naval Architects, Grontmij Carl Bro who now specify the propellers as standard on their innovative 'Seahorse' class of 35K bulk carriers. Much more information on the NPT propeller can be found at – [www.smpropulsion.com/npt](http://www.smpropulsion.com/npt).

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## Thomas Reid turned down!

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For those who have never heard of her, MV Chauncy Maples is a 111 year old 150 ton vessel that has spent all her working life on Lake Malawi. The ship has not sailed for many years but such was the quality of her build in Glasgow her hull is still in excellent condition to the extent that she is now being rebuilt by the Chauncy Maples Malawi Trust and will serve the communities who live around Lake Malawi as a floating clinic; a good ship being brought back to life for the very best of reasons. Over 50% of Malawi's 13 million people live in poverty and many of them around Lake Malawi itself where transport has literally not extended to anything more than a dugout canoe. Regular visits to these remote and virtually inaccessible communities by the Chauncy Maples will bring treatment for everyday diseases, easily cured in developed countries, but still fatal where medical care is non-existent –average life expectancy in Malawi is only 44 years!

...and the connection with Thomas Reid? Well known for the quality of their deck machinery, which is fitted to many vessel types from luxury yachts to naval vessels the world over it is perhaps hardly surprising that in 1965 when Chauncy Maples was in need of a new electric and hand anchor windlass that they turned to Thomas Reid. The offer from Thomas Reid to the Trust was to repair the unit if necessary and to service it but when the engineers responsible took the unit apart they found it to be in such good condition all that was required was cleaning, greasing and reassembly. More information on Chauncy Maples at [www.chauncymaples.org](http://www.chauncymaples.org) – and on Thomas Reid at [www.smservices.uk.com/thomasreid](http://www.smservices.uk.com/thomasreid)

### CHAUNCY MAPLES



LAKE MALAWI'S CLINIC

# Bruntons to the Rescue

The naval architects and propulsion specialists at Bruntons Propellers are used to designing propeller and stern gear installations for craft that have specific requirements, or where the installation is going to be difficult.

They are equally at ease solving 'retro problems' where the original designs of others have not come up to expectations. One of their more interesting assignments recently was to transform the propulsion package on the 'MY Mystere Shadow' from the quality levels of her previous existence as a workboat to the requirements of her new owner who had converted her into what is known as a 'shadow yacht'.

A 'shadow yacht' is a vessel that follows her owners' main yacht around providing additional services not available on the principal boat. In the case of 'Mystere Shadow', among other items, she has been converted into a floating disco and spa. Not surprisingly her owner did not want the considerable noise and vibration that the 'workboat' propulsion package was delivering; something considerably smoother and more refined had to be designed and manufactured. Enter the Bruntons team!

The best descriptions of the success of the re-designed propellers fitted to 'Mystere Shadow' can be left to her Captain and Chief Engineer.

The first report, after initial sea trials came from Captain Ross Thomson – "Sea Trials yesterday passed without a single hiccup. Propellers worked wonders, zero vibration / noise from the bridge, (unheard of on these boats,) and very very little around the rest of the boat, huge difference."

A more complete report from the Chief Engineer Marcus Addington followed shortly afterwards when the vessel was tested in the presence of an ABS surveyor. "Went for sea trials with an attending ABS surveyor yesterday, all went perfectly. It's not easy to impress an ABS surveyor so easily. We have virtually no noise or vibration anywhere on board now through the whole rev range on the mains. Gearboxes are cooler and so is exhaust temperature. We ran the engines at full RPM for at least 2 hours, speed was 11.5knots, then ABS wanted to run on one engine for about 30mins at full RPM, our speed was 9.4knots and exhaust temp rose about 25 degrees, then we went astern for a few minutes and the only vibration was from the transom slapping into the sea, so all in all a great result."

As if all this was not enough the efforts of the Bruntons team produced a vessel which was also slightly faster and, as speed was never an issue in the first place, it came as a complete bonus.





## ISO 9001:2008 for Stone Marine Services in South Africa

After only four months of planning, Stone Marine Services repair facility in Cape Town has successfully attained ISO 9001:2008 quality accreditation for the, "repair and maintenance of ships propulsion and associated ancillary equipment."

The company submitted its application for ISO accreditation in March 2012 and it was granted on July 13th after auditing and approval was given by Mr Reolof Mouton from the accreditation body ISOQAR.

The adding of ISO certification to the Cape Town facility firmly establishes the Stone Marine Group's commitment to quality.



*Mr Mouton congratulates Mr Steven Fyfe, Stone Marine Services Operations Director.*

## More 'state of the art' for Stone Marine Singapore

In order to retain its position as a supplier of top quality products, Stone Marine Singapore has recently invested over \$3 million in 'state of the art' equipment. This includes CNC and conventional lathes and extra melting furnaces.

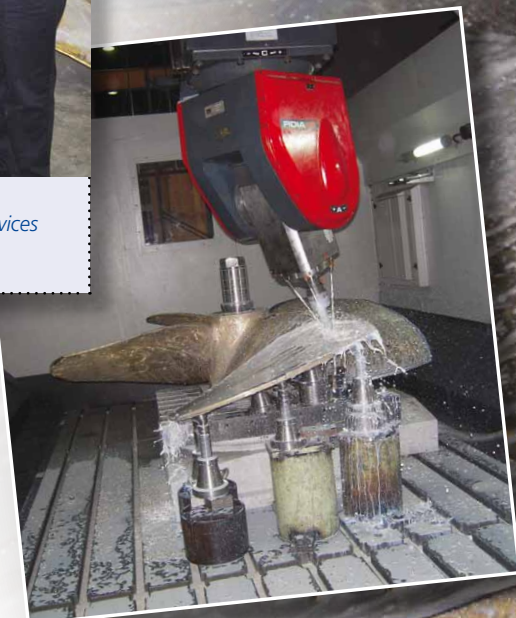
In January 2012, the company installed PropScan, a computer controlled propeller measuring system, capable of measuring and reporting the dimensions of propellers with great accuracy.

Currently a 5 axis simultaneous movement CNC machining centre is being commissioned and will be in production mid-September.

The management of the company, always looking to ensure that their business is capable of manufacturing the most advanced propeller designs to the tightest of specifications, carried out considerable research before deciding on the machine chosen. As a result, the selected equipment has been custom built for the company using the latest high tech parts from Germany, Japan, Italy and Switzerland.

The machine will enable more accurate propellers to be produced, improve the factory environment and produce less waste. With 5 axis simultaneous movement of the cutting tool, propellers with overlapping blades can be 100% machined, which is a real advantage over the usual 3 axis CNC machines commonly used, which require overlapping areas of the blade surfaces to be finished using hand tools. If replacement propellers are required later in the life of the vessel, exact duplicates can be made using the original computer generated tool paths.

"We need accurate propellers for modern fast vessels. We invest in the latest equipment to manufacture high-end propellers suitable for military vessels, crew boats, fast ferries and luxury motor yachts," states managing director, Gerry McLoughlin. "The builders and operators of such vessels are customers who realise the importance of equipping their vessels with high quality products".



# Success for Thomas Reid Deck Machinery in Brazil and Lithuania

Thomas Reid Deck Machinery has followed up its success supplying the Lithuanian Navy with warping capstans with the sale of another set of anchor and warping capstans to the Brazilian Navy who are currently refitting their Inhauma class Corvettes. This latest sale is the third Thomas Reid have secured from Brazil to replace original equipment on this class of vessel.

The units are capable of handling 26mm stud link with a full load speed of 12 metres per minute and 6 metres per minute for anchor housing. Maximum pull available at the cable lifter is 5 tons.

The pull available at the capstan barrel is three tons at either the 12 or 6 metre per minute speeds and power is provided by a 2 speed AC motor.

The recent order from the Lithuanian Navy was to provide aft warping capstans for the Hunt class mine sweepers sold to them by the Royal Navy. Reid designed and manufactured electric capstans which not only satisfy the low magnetic signature requirements of a mine hunting vessel but also the strict noise and vibration limits.

Now a subsidiary of Stone Marine Services, Thomas Reid continue to produce a full range of deck equipment including winches and windlasses, anchor and warping capstans, replenishment at sea machinery and mine recovery equipment. All are custom designed for the vessel they are fitted to and the type of work they are required to undertake.



**Thomas Reid**  Ltd

# Who does what in the Stone Marine Group?

Finding out who does what in the Stone Marine Group recently became considerably easier with the launch of the Groups latest website at – [www.stonemarine.co.uk](http://www.stonemarine.co.uk). Anyone looking for information regarding any aspect of propulsion design, manufacture, servicing or repair will quickly be able to look through the individual company's principal activities, all listed on the site, and find out who to speak to.

Whether you are a Naval Architect working on the development of a new design requiring the input of propulsion specialists at an early stage to develop the propulsion system, or a ship management company with repair problems on an aged member of the fleet you manage, you will be able to find highly experienced help within the Stone Marine Group.

Commercial, naval or leisure, Stone Marine Group companies operate within all sectors and can provide their assistance world wide.



For more information on a Stone Marine Group company or to contact one please go to their website.

- Stone Marine Services [www.smservices.uk.com](http://www.smservices.uk.com)
- Stone Marine Propulsion [www.smpropulsion.com](http://www.smpropulsion.com)
- Stone Marine Singapore [www.stonemarine.com.sg](http://www.stonemarine.com.sg)
- Bruntons Propellers [www.bruntons-propellers.com](http://www.bruntons-propellers.com)
- Stone Marine Shipcare [www.smshipcare.com](http://www.smshipcare.com)
- Thomas Reid [www.smservices.uk.com/thomasreid](http://www.smservices.uk.com/thomasreid)



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