

Vessel Report; By John Stobbart,
Managing Director Stobbarts Ltd. 28 years
Owner Operator Fourteen Boat Charters Ltd. 10 years
Senior Coxswain Workington RNLI. 31 years

Vessel ; Tenacity, Whitehaven. Crew; Steven & Nathen Beardsmore, Dave Bowden, John Stobbart

Date 08/09/2016. 13.00hrs. / 15.30

High Tide 14.30. Height 8.2m

Wind SW 25/28mph Sea State. Wave Hight 3.25m Rolling long swell, Breaking Occasionally

Visibility; Good Clear Sky's

Having looked over the initial concept design with Steven Beadsmore regarding the vessel, Steven invited myself to attend sea trials with him on board the vessel at Whitehaven.

Concept; High speed vessel designed to transfer personnel and equipment to off shore work stations.

Design & Build. Build by Steven's company SBS Engineering Ltd, Lillyhall, Workington.

Construction, 24m Marine Grade Aluminium, Doosan Main Engines couples to Water Jet propulsion system

Capability and Performance Report.

We slipped the moorings and proceeded to manoeuvre the vessel against locations in and around the marina both beam and stern on, On completion we proceeded into the sea lock and then seaward. Once in open water we ran for 3 mile with the wind and weather on our starboard shoulder at a speed of 30 knots, the vessel performed well with a comfortable ride.

On changing course we run down wind and tide at a speed of 38/40 knots creating an easy ride with no tendency to broach and quite easy to helm the vessel, Turning a reciprocal course head to wind and tide with varying speeds from 40 to 25 knots, The vessel performed extremely well at 30 knots both cutting and riding a reasonably large sea still providing easy handling and movability with very little slamming.

Summary;

The design and build quality were both good, the vessel handled well in weather it would not normally be expected to operate in.

Given the vessel is first in its line and still being fully developed it is in my option a a good sea boat with an excellent performance in conditions which were less than ideal. The vessel is designed and in partial perpetration to accommodate a bow thruster facility which would be a useful addition to the skipper in less favourable conditions when going stern on with cross wind or tide.

Should anyone wish to discuss any of these matters please feel free to call myself directly

Best Regards
John Stobbart
Managing Director

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