

Kiwi team ensures smooth waters for foreign superyacht



M.Y Karima is dutch built, launched in 1991 as “Maupiti” she was one of the first superyachts fitted with diesel-electric propulsion and a helicopter hangar. Karima offers accommodation for up to 10 guests and 14 crew. She has a steel hull and aluminium superstructure with a beam of 9m and 3.40m draft. In 2000, as “Maupiti” MID carried out extensive modifications to her electrics and HVAC control systems.

The vessel

M.Y Karima is a privately-owned motor yacht, custom-built in 1993 in the Netherlands. Featuring spacious decks and a helipad, Karima offers accommodation for up to 10 guests and 14 crew. She has a steel hull and aluminium superstructure with a beam of 9m and 3.40m draft.

The task for MID

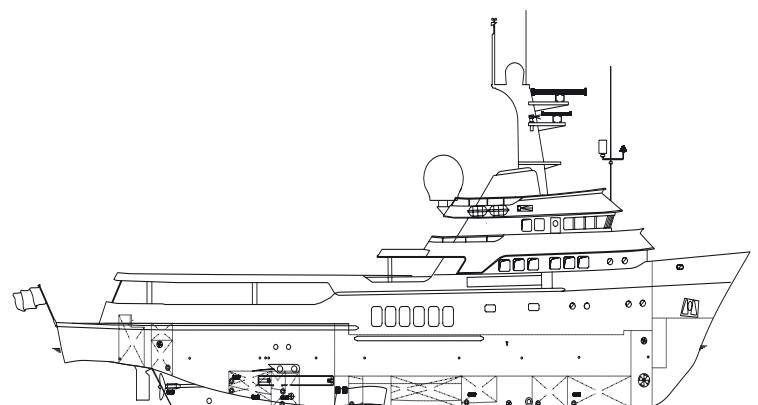
The Spanish-built Karima underwent two periods of mid-life refit works in New Zealand between 2007 and 2009. In between, her owners cruised around the Northland coast. The second works project involved cutting a section from the hull to retro-fit a new Quantum stabiliser unit and drive system. The major challenge was

fitting new equipment into an already tight space - including remodelling of the fuel tanks. The work was completed in Auckland’s viaduct harbour, on the

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Dave Low, Integrated Marine Group

slip of well-known marine engineers Titan Marine. Working in conjunction with Titan Marine, MID was responsible for the design drawings, stability testing and survey classification.



The project was managed by Integrated Marine Group, an Auckland-based company dedicated to servicing superyachts in the Pacific. As project manager Dave Low explains, MID was responsible for three challenging aspects of the refit.

“The boat’s original drawings weren’t accurate, so MID had to effectively start from scratch with remeasuring and figuring out how to fit the new equipment into the boat.”

MID also carried out an inclining experiment and stability calculations which resulted in an additional 22 tonnes of lead ballast being fitted to correct the stability. MID then produced a new stability booklet for class approval to ensure that the refitted yacht was safe and fully compliant with all required class and statutory regulations.

The third aspect of the project for MID was to ensure the remodelled boat was fully safe and compliant with its survey classification.

The results

In addition to the new stabiliser system, there were various other upgrades, refits and mechanical overhauls undertaken during the works period. The Karima’s helicopter was reloaded in January 2009



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Phil Cameron, Titan Marine

PROJECT OVERVIEW

Main features

- Retrofit of an ultra-modern stabilisation system
- Stability correction and new stability book
- Classification Surveys and Approvals

Name of vessel: Karima (formerly Maupiti)

History: Dutch Built, launched Amels yard 1991,

Size: 49m

Speed: Cruising speed of 12 knots, max speed of 14.00 knots

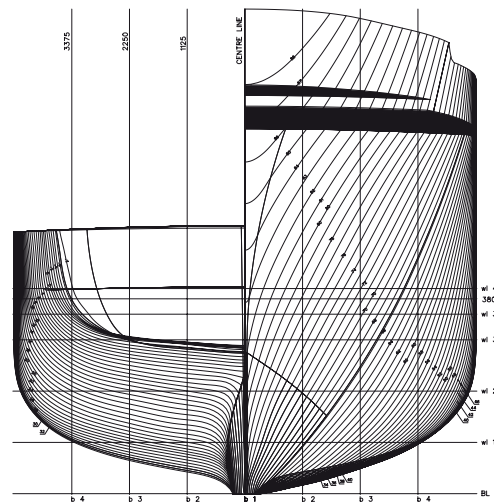
Crew capacity: Up to 14 crew, and up to 10 guests

Refit works: Included design engineering associated with installing the new stabilisers and undertaking stability modeling and subsequent correction.

during seatrials, and the vessel departed for French Polynesia in February.

Those involved in the project describe it as challenging but very successful. And according to Dave Low, the MID team was more than up to the task. “They were great to work with - always flexible and very adaptable in working through the kind of problems you face every day.”

Titan Marine’s project manager Phil Cameron – who has worked with MID for many years - agrees they are known for their practical, problem-solving ability. “MID’s forte is looking after headaches; they’re very pragmatic,” says Phil Cameron. “Whatever comes up, we just get around the table and sort it out.”



MID created new body plans based on laser scanning