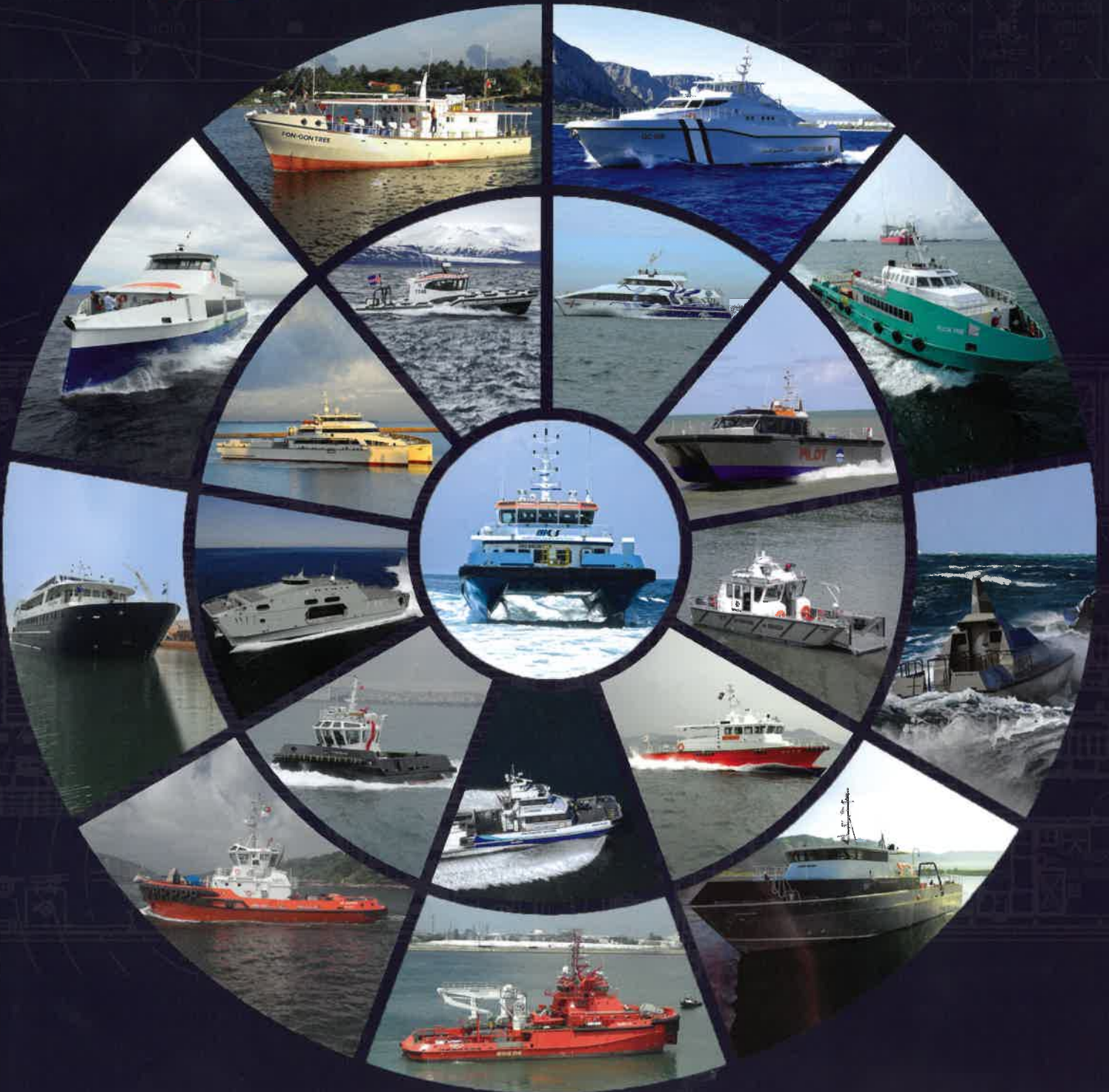


JANUARY
**WORK
BOAT
WORLD**
2017

THE BEST OF **2016** AWARDS ISSUE



THE YEAR'S BEST OF THE BEST FROM WORK BOAT WORLD



Your scribe had the opportunity to test the winner of this year's Best Search and Rescue Vessel whilst at the High Speed Boat Operations forum in May in Gothenburg.

'Embla' was the boat that everyone in attendance was talking about. The crew had piloted her all the way from Reykjavik in Iceland to be able to show her off to the international attendees in Sweden, a journey of some 1,300 nautical miles. Even losing an engine due to the mounting bracket failing didn't slow down the voyage with a replacement outboard motor arriving at the wharf soon after 'Embla' arrived.

What really impressed all those that got the chance to ride aboard her was her handling and performance throughout the speed range. Too often high speed boats are designed for optimum handling only within a specific speed range, with slow speed handling often unbearable for many skippers. The alternative is to have vessel that handles well at slow speed, but once up on the plane starts to skip about with knocks and rolls all too common, making passengers and crew alike eager to pull back on the throttle.

The patented OK Hull and Keel Technology that 'Embla' features is not a

traditional displacement type of hull. The hull shaping invites the water ahead of the boat to pass swiftly around the hull rather than trying to force the hull up and out of the water. This results in no "hump" as the throttle is applied giving her a smooth acceleration from a standing start all the way up to 40 knots.

Displacement hulls have traditionally been poor at cornering at speed, with those capable of doing so typically digging one gunwale into the water. 'Embla' was able to sustain a fully turned steering wheel turn at 30+ knots with only moderate heeling and none of the side-skipping that so often occurs on RIBs.

The crew and passenger areas are all equally well thought out with the large foredeck being protected from spray by the raised tubes. This deck is well lit with LED floodlights and is suitable for helicopter winching operations. The use of D-shaped collars along the sides enables wider than usual walkways around the deckhouse from the fore to the aft without personnel needing to walk on the fenders, undesirable even when the vessel is stationary, and the aft deck is sized to accommodate a stretcher patient at the point of lowest roll and pitch.

The deckhouse has suspension seating for six people and is surprisingly roomy,

something that surprised all visitors as from outside we all assumed it would be a cramped affair.

Rafnar, the designer and builder, was founded by a rather wealthy individual who was disappointed with RIBs that were available to the luxury market. If they were well finished then they typically couldn't handle anything more challenging than a run for croissants, but if they were solid and could survive more than a one-metre swell, they weren't too attractive. The products that came to be produced by Rafnar proved to suitable for more than just adventurous billionaires, with rescue services in Iceland purchasing a number of the craft.

Rafnar is introducing a number of new models such as the 'Flengur 850' which was requested by the Icelandic Coastguard following their experience with the 'Leiftur 1100' model, of which 'Embla' is a member. This new model is waterjet powered for additional safety around survivors in the water and has been designed to be deployable from a C130 aircraft by parachute.

Congratulations to Rafnar for building an amazing boat.





*Search and Rescue
Vessel Builder*

PRESENTED TO

Rafnar

A handwritten signature in black ink, appearing to read "J. [unclear]".

Managing Director
December 31, 2016

