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## Overview on the New MNR Great Lakes Vessels

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Ministry of Natural Resources

GLASS – January 11, 2011

# Ontario Explorer



# Huron Explorer 1



# MNR Great Lakes Vessels

- Two MNR Great Lakes Vessels fully equipped to conduct research and assessment including trawling, gillnetting, fish stocking, hydroacoustics and limnological surveys
- New vessels significantly improve MNR's ability to conduct coordinated monitoring and research on the Great Lakes with Ontario, Canada and other jurisdictions and partners

# Design Features

- Length = 19.79m (65 ft)
- Beam = 6.49m (21 ft)
- Draft (max) = 1.53m (5 ft)
- Displacement @ 135 ton
- Max. speed – 10 knots
- “State of the art” Navigational package
- Galley, bunks (4) and head
- Moon pool
- Bowthruster
- Science Davit
- Wireless remote for many of the hydraulics
- Compliant with the new Canada Shipping Act and Commercial Vessel regulations
- “Sister Ships”

# Project Plan and Budget

## Project Phases:

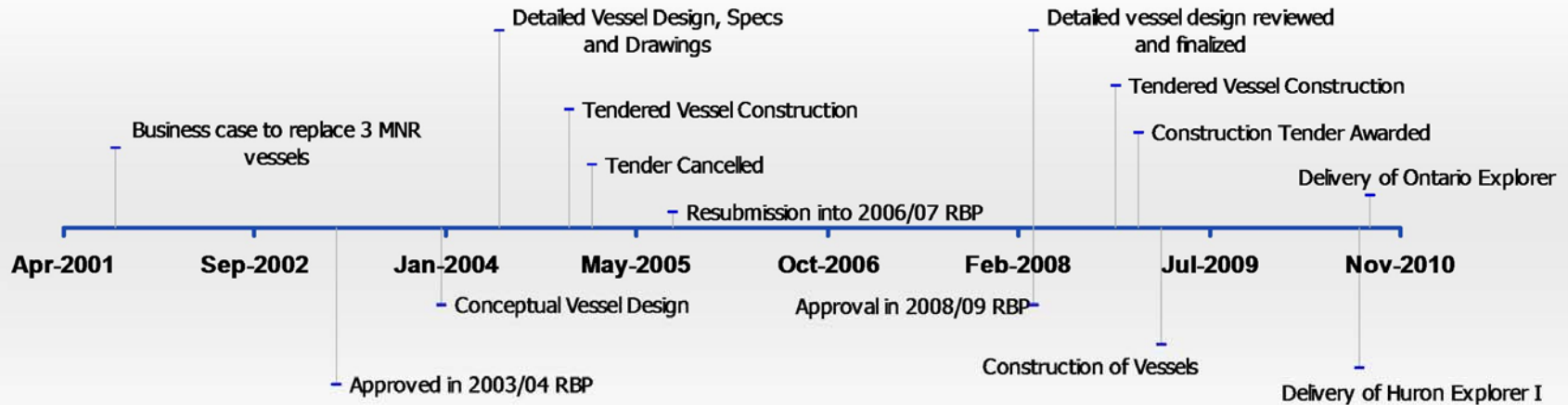
- Phase 1 – Conceptual Design
- Phase 2 – Detailed Vessel Design
- Phase 3 – Construction of Vessels

## Project Budget:

- \$5.0 million

# Project Timelines

## Construction of Two Great Lakes Assessment Vessels



# Design and Build Team

Builder: Hike Metal Products – Wheatley, Ontario (Lake Erie

Naval Architects: E.Y.E Marine Consultants – Dartmouth, Nova Scotia

MNR – Design and Build Team:

- Colin Lake – Lake Ontario Management Unit – Operations Supervisor
- Dale Dewey – Lake Ontario Management Unit – Operations Coordinator
- Jon Chicoine – Lake Ontario Management Unit – Boat Captain
- Gavin Christie – Lake Ontario Management Unit – Assessment Supervisor
- Ed Delaplante – Upper Great Lakes Management Unit – Operations Supervisor
- John Brookham – Upper Great Lakes Management Unit – Boat Captain
- Darrell Wilson - Upper Great Lakes Management Unit – Fisheries Technician
- Adam Cottrill - Upper Great Lakes Management Unit – Assessment Biologist
- Tim Johnson – MNR Research Scientist
- Dawn Walsh – Project Manager



# Lessons Learned

- Plan, plan, plan
- Brief Senior Management early and often
- Incorporate contingency into budget
- Incorporate contingency in timelines
- Hire independent naval architect (vs. builder navel architect)
- Engage captains, operational staff and management staff throughout project
- High investment required in tender specifications and drawings

## Next Steps - MNR Great Lakes Vessel Fleet

<i><b>VESSEL</b></i>	<i><b>LAKE</b></i>	<i><b>LENGTH (ft)</b></i>	<i><b>DISPLACEMENT (tons)</b></i>	<i><b>AGE</b></i>	<i><b>MEETS PROGRAM NEEDS</b></i>
<b>ONTARIO EXPLORER</b>	<b>Ontario</b>	<b>65</b>	<b>135</b>	<b>NEW</b>	<b>YES</b>
<b>STEELCRAFT</b>	<b>Ontario</b>	<b>45</b>	<b>23</b>	<b>56</b>	<b>YES</b>
<b>HURON EXPLORER I</b>	<b>Huron</b>	<b>65</b>	<b>135</b>	<b>NEW</b>	<b>YES</b>
<b>ATIGAMAYG</b>	<b>Superior</b>	<b>57</b>	<b>75</b>	<b>56</b>	<b>?</b>
<b>EVERETT H.</b>	<b>Superior</b>	<b>65</b>	<b>25</b>	<b>59</b>	<b>?</b>
<b>KEENOSAY</b>	<b>Erie</b>	<b>58</b>	<b>68</b>	<b>21*</b>	<b>YES</b>
<b>K. H. LOFTUS</b>	<b>Erie</b>	<b>42</b>	<b>27</b>	<b>18</b>	<b>YES</b>
<b>ERIE EXPLORER</b>	<b>Erie</b>	<b>62</b>	<b>64</b>	<b>28</b>	<b>YES</b>
*Major retrofit in 1989					