

GRANT ROBINSON^o

MARINE DESIGN

Grant Robinson

Naval Architect

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PROFILE

I have been either designing or building sail or powerboats for over 26 years. My involvement in the marine industry began as an apprentice boat builder in New Zealand working for my grandfather, a master shipwright. I completed a full apprenticeship while at the Auckland Technical University and also earned a structural engineering and architecture associates degree. Having practical experience in all facets of the building and design business and management roles make me uniquely qualified as a Naval Architect, Marine engineer and manager for the marine industry.

I bring to the market 26 years of international marine experience as an “all-around” yacht designer, **devoting special attention to performance hull forms and engineering / mechanical design of components / production vessel design / interior design, general arrangements and styling** to accommodate every client’s individual requirements. I believe in making the design suit the function of the vessel while ensuring the styling complements the performance. Foremost to me is “the client satisfaction” from services rendered.

I am fully versed in Mac Surf, AutoCAD, Microsoft office programs and structural engineering programs.

Past experiences have included involvement with the design or re-design of many unique and interesting vessels, including an America’s Cup Yacht 1988 and passenger vessels for Walt Disney World Co. As well as all engineering and structural styling for Walt Disney World’s Space mountain entrance and monorail system.

Also, I am fully conversant with ABS, DNV, Lloyds, USCG and MCA requirements.

NOTABLE ACCOMPLISHMENTS

President, G. I. Robinson Yacht Designs
1988 - 1999

Past voting member of the Society of Naval Architects and Marine Engineers.

Published author on lightweight composite structures, for the Royal Institute of Naval Architecture.

Speaker at the Symposium of Modern Yacht Design in Portsmouth, England, at the Royal Institute of Naval Architecture, March, 1998

CURRENT

Technical Director, Thunderbolt Marine Inc. Engineering and technical support, Lloyds, ABS, DNV and USCG vessel services as well as Owner of Grant Robinson Marine Design
Engineering and working drawing and documents for various projects.

DESIGNS OF NOTE

Responsible for original hull design, engineering, exterior styling, interior fit out, Project Management, and space planning for the following vessels:

210' Motor Yacht

This vessel is a triple turbine, double chine vessel. The hull built of aluminum with a large portion of the superstructure in composite and designed to American Bureau of Shipping (ABS) standards.

182' Motor Yacht

Re-Launched 1995

This vessel has a steel hull with an aluminum superstructure and full ABS classification. Extensive hull modeling and tank testing of this hull was performed by G.I.R.Y.D. & Artec Offshore tank services. Prior to a full refit in Louisiana, USA.

155' Motor Yacht

Launched 1992

Built by Swiftships, Inc., of Morgan City, Louisiana, USA. This vessel, designed to ABS standards for full AMS Class All-Ocean certification, was the largest aluminum motor yacht to be built in the United States. Project management: G.I. Robinson. Note; this vessel came in 100,000 Lbs. over weight and still performed at 26knots, two (2) knots over tank tested predictions.

122' Motor Yacht

Launched 1991-refitted and in-service 1998

The "Star of America", designed for 166 passengers for service out of the World Trade Center in New York. American Coast Guard Chapter "T" vessel. Project management: G.I. Robinson.

117' "Gentry Eagle

Re-fit Launching 1995

A Trans-Atlantic Hales Trophy winner. She was re-designed for use as a pleasure craft. G. I. Robinson designed new stern styling and sections, superstructure, exterior styling, and bulwarks, also performed all of the engineering of the new structures. Project management: G.I. Robinson.

66' Passenger Carrying Vessel

Launched 1997

Property of Walt Disney World Co., Orlando, FL. This aluminum vessel was designed to ABS standards to carry 120 passengers throughout Disney world of Orlando's resort areas. She was built by Skipper liner Industries and is used as the model standard for Disney's future vessels. Project management: G.I. Robinson. (6) Six built to date.

65' 65-knot Custom Sport Yacht

Launched 1994

Built by Florida Sport Yachts, St. Augustine, FL., this vessel is noted for its unique core construction, engineering, and lightweight. The design involved extensive, ground breaking model testing and has proven to perform exactly as planned 72knts max & 60 knots cruise. This vessel design and construction has been written about and published in the international engineering magazine "SAMPE". Project management: G.I. Robinson

52' Ultra-Light Sailboat

Launched 1993

This vessel was built in New Zealand for a Japanese client, and has raced in the Melbourne to Osaka race. Currently being refitted for the next Osaka race.

56' Sports Fisherman

Launched 1990

Launched in Ft. Pierce, FL., in 1990. This vessel is a high-end sports fisherman composite construction, which has a top speed of 38 knots at service load and 34 knots fully loaded. (2 built)

63' Sports Fisherman

Launched 1992

63' version of the 56 ft. sports fisherman was built in Stuart FL. and fitted out by Merritt Marine in Pompano, FL. Project management: G.I. Robinson. (3 built)

41' Unlimited Ultra-Light Fractional Rig Sloop

Launched 1995

This vessel, built in Miami, FL., was designed with a revolutionary framing structure, which allows for a decrease in overall vessel weight. Carbon mast, carbon boom and all rig design. Project management: G.I. Robinson.

29' Steel Passenger Carrying Launch

Launched 1979

This vessel with ice-breaking capabilities was built for Pickering Wharf Marine, Salem, MA. To service harbor mooring areas. It is Coast Guard Certified to carry 33 passengers.

65' Aluminum Sailing Catamaran

65' Aluminum world cruising sailing catamaran currently under design, construction to start July 1999 for launched August 2000

85' Motor Sailing Catamaran

Launched 1998

Sub contracted into Ocean Channel Adventures to re-engineer and design new hull bottom sections to enable the vessel to float and trim for the overweight condition, **solved the structural twist problem between the hulls** to satisfy the **USCG**. Requirements for hull bending and twist.

35' Production Trawler Yacht

This vessel was designed for **Luhrs Corporation of St. Augustine, Florida** for simplified production building with a yacht finish. To date there have been **156 trawlers** built to this design.

ADDITIONAL ACCOMPLISHMENTS

Most Notable Survey: Structural analysis of the **BOC Challenge Yacht "Imagine"** to determine why she failed structurally for the owner's insurance company.

Served as third member of the design team for the 1988 **America's Cup "New Zealand Challenge"**, a 130' monohull. Subcontracted by Bruce Farr and Associates from Annapolis, MD. Drawings included engineering of structures, cockpit and deck layouts, and bowsprit design. Project management: G.I. Robinson.

Responsible for the re-design of various features on the 63' Production Sailboat for **Belliure Yachts** of Spain. Updated exterior styling and increased structural efficiency. Also produced layouts and sail and deck plans for the Belliure 75' to 90' charter vessels.

CONVERSIONS

Designed hull conversions for three workboats, which were transformed into dinner-cruise/ferry vessels for the Aegean Princess Line sailing out of Mykonos, Greece.

Special Projects Designer

1985 -1988

Ted Hood and Associates/ Little Harbor Boatyard/ Hood Sail makers. Marblehead, MA,

Including hardware, some rig and furling system design for "Hood Yacht Systems" as well as, deck hardware design and steering systems for the Little Harbor line of vessels.

Co-designed (with Ted Hood and Ted Fontaine) and served as project manager in the building of **"American Promise"**, a 60' sailboat commissioned by Dodge Morgan. Dodge Morgan sailed this vessel in a solo, non-stop, around-the-world voyage, which, broke 14 world records. Also designed, outfitted, and delivered the "Little Harbor" line of 44' to 75' sailboats.

Developed Plans including Engineering and Structural drawings for 25 acres of Mr. Hood's 80-acre Melville, R.I., Marina and boat building facility. Responsible for all plan approval by E.P.A., Corps of Engineers, and D.E.Q.E. Served as project design manager for changing Little Harbor Boat Yard complex into a marine office/residential facility.

Boat Builder

1982-1984.

Schoell Marine and Engineering, Ft. Lauderdale, FL. Built plugs for Trojan Yachts. During these years, Schoell was an industry leader in fiberglass technology.

Owner/Operator

1979-1981

Robinson Boat builders, Newburyport, MA. Designed, built, and rebuilt wooden fishing boats and wooden yachts for both local industry and private owners. Also conducted insurance and brokerage surveys.

Boat Builder

Dutch Wharf Boatyard, Branford CT. 1976-1978

Engaged in all aspects of construction from set-up to finish carpentry on 40'-55' sailing yachts.

Plant Foreman

Whiting Yachts, Auckland, New Zealand. 1974-1976

Managed construction crew and participated in building of 25' and 45' Reactor sailboats. The 45' sailboats were built to Lloyd's of London specifications.

Yacht Captain

Three privately owned yachts in the West Indies. 1971-1974.

Captained 60' to 92' charter yachts in both offshore delivery and passenger capacities.