



'En-Rybo'

By MIKE BROWN

First up success for Fine Entry Marine



The Fine Entry 58 has a tremendous amount of flare in her forward sections

Newly established boat builders Fine Entry Marine have scored a hit with their first boat, 'En-Rybo', a Fine Entry 58. Local acceptance was so immediate that another order was taken almost as soon as she was launched, and company principal Tim Browne has been kept busy ever since with enquiries and quotes.

Jamie O'Byrne, a Geraldton rock lobster fisherman, is the owner. He took delivery of a boat which, at 17.7 metres, has the longest hull allowable under Fisheries Department rules for a 124 pot quota. Beam has been designed to allow six pots to be stacked across the deck. Unusual features include twin engines, and exceptionally large fuel and live tank capacities.

Designer of the handsome vessel was Gavin Mair, a prolific designer who has a reputation for putting shape into aluminium

and also for getting economical speed. 'En-Rybo' was a completely new design which, in consultation with Tim Browne, was optimised around the desired measured length and capacities.

The most obvious feature is the great amount of flare in the bow, probably the most ever seen on an aluminium boat. The bow also has depth at the forefoot and a lot of volume. The result is dryness, and good downwind tracking, which is the crucial part of the handling equation. Head sea performance, too, has resulted from the subtle hull shaping. The designer is quietly excited at the all-round ride qualities he has given 'En-Rybo'.

The other striking feature is higher than usual topsides. 'En Rybo' has deep live tanks for 60 baskets. The freeboard results from a conscious decision to keep the tank bottoms above the loaded waterline.

Gavin designed semi tunnels - almost a Mair trademark - for the twin screws. These have obvious advantages in reducing draught, but also bring increases in efficiency. They also increase the building complication, and Fine Entry have done a good job of fairing the tunnels in. Veem produced the propellers, and the design pitch turned out to be spot on. The calculations said that the horsepower would be fully absorbed with a 6,000 litre fuel load at 2,324 rpm and at 24.4 knots; those were the revs at full throttle on trials, and the full load speed gave a small bonus with 25 knots.

Probably at least as satisfying was the cruising speed. With full fuel and 107 pots, 'En-Rybo' produced 19 knots at 1,900 rpm.

'En-Rybo' was built to satisfy more than the usual number of requirements for a

lobster boat. She is a far-ranging catcher boat, par excellence, and also a virtual carrier boat. The family owns a second lobster boat, a small jet boat, and 'En-Rybo' was given the ability to carry the combined catch from the Abrolhos Islands to Geraldton in peak condition and with minimum time consumed. As well as fitting these roles, she was built to dual survey to also be a Class 1B charter boat with accommodation for seven berthed passengers.

The accommodation is, in fact, luxurious. A spiral staircase leads down to a forepeak with four bunks; under the wheelhouse sole is a double cabin and three single bunks. The below deck volume is exceptionally high because of the bulk put into the forefoot for seakeeping reasons. The galley and dinette space within the wheelhouse is generous, and the whole of the accommodation features a very well executed velour and vinyl fitout. Importantly, for long periods at anchor in a warm climate, all the spaces are air conditioned.

The electronic fitout from the Geraldton branch of Taylor Marine is comprehensive, featuring plotters from Oceanvision and JRC, three JRC JFV-120 colour sounders (two in the wheelhouse and another on the flybridge), a Furuno GP50 GPS and Saura 3000AT autopilot. A Furuno M1931 MkII 48nm radar was fitted almost purely as a watchkeeping aid, and has a proximity alarm particularly for use when anchored overnight on Big Bank. Communications are covered by GME VHF and Furuno HF radios in conjunction with a Westinghouse satellite phone.

Main engines are a pair of Caterpillar 3176 TAs, rated at 600hp each at 2,300 rpm. They are coupled to Twin Disc gearboxes



Above: American oak timber is a highlight of the fitout

Centre: One of the twin 3176 Caterpillar diesels which are the driving force behind 'En-Rybo'

Bottom: The main helm is surrounded by a typically comprehensive electronics package



with a 2.5:1 reduction ratio. Experts over the years have pointed out that the normal ratio of 2:1 is inappropriate for lobster boat applications, and 'En-Rybo' is part of an apparent trend towards a larger reduction. Much of the credit for the small difference in performance from loaded to light is probably due to the reduction ratio.

Sharing space with the Caterpillars is a large capacity Kubota genset: 20kVA to cope with air conditioning, cooking and pumping loads.

'En-Rybo' has the, by now, traditional three control stations; the flybridge being a very neatly executed construction. Shaded by a Bimini top and sheltered by a forward plastic screen, it has seats for three and basic instrumentation of sounder and Suunto F-116 compass.

Owner Jamie O'Byrne practically hand-picked Tim Browne as his builder, having confidence in his long industry experience and in his reputation as a very good exploiter of aluminium's properties. He was sufficiently confident to go away on his honeymoon as the boat neared completion. It was clearly not misplaced confidence. "It's a fantastic boat", he says, "and looks perfect inside. I can truly recommend Fine Entry Marine to others".

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'En-Rybo' SPECIFICATIONS

- Vessel type: Rock lobster boat
- In survey to: USL 1B and 3B by WA Transport Department
- Owner: Jamie O'Byrne
- Builder: Fine Entry Marine, Geraldton, WA
- Designer: Gavin Mair Marine Design
- Home port: Geraldton, WA
- Construction material: Aluminium
- Length overall: 18.29 metres
- Length, measured: 17.68 metres
- Main engines: 2 x Caterpillar 3176 TA, 600hp ea @ 2,300rpm
- Gearboxes: 2 x Twin Disc 5114A @ 2.5 : 1
- Propellers: Veem
- GPS: Furuno GP50
- Plotters: Oceanvision and JRC
- Depth sounders: 3 x JRC JFV-120
- Autopilot: Saura 3000AT
- Compass: Suunto F-116
- Radar: Furuno M1931 MkII 48 nm
- Two-way radios: GME GX558 VHF, Furuno FS-1550 HF
- Satellite phone: Westinghouse
- Electronics by: Taylor Marine, Geraldton
- Electrical installation by: Pages Electrical
- Hydraulics by: Fleet Hydraulics
- Windows: Marine & Mobile Windows
- Fuel capacity: 5,400 litres
- Live tanks: 60 baskets
- Maximum speed: 25 knots (full load)
- Cruising speed: 19 knots (full load)