

'Gerald-John' - A name with meaning

By RICHARD OAKLEY



Naming his new aluminium combination charter/crab fishing vessel 'Gerald-John' was one of the easiest parts for Victorian fisherman Richard Smith when he decided to embark on the design and construction of a new boat.

For Richard the naming of his new 11.6 metre boat after his father was the logical thing to do in the light of the overwhelming support and guidance his father Gerry had provided throughout his life.

The boat that Richard has produced he can be justly proud of. While Gavin Mair and his design team at Global Marine Kits may have formulated the design work, the brief for a combination charter/fishing vessel is every-bit one could expect.

The designer was commissioned to design a vessel under 12 metres that could be user friendly to both passengers and those working on her as a sleek fast crab boat working from Portland off the southern western Victorian coastline. Not just any designed boat could be expected to meet these two criteria.

In recent years Richard had viewed with interest the building of a number of marine kits from the Gavin Mair design desk and all had proved to be very suitable vessels to contend with the sea conditions off the South Australian and Victorian coastlines. The vessel gives the illusion of being much longer than its 11.60 metres and this is larger due to the transom being tucked inside the side plating at the stern and giving divers easier access through a transom door to move on and off the boat.

Having spent 18 years lobster fishing, Richard spent the past 12 months working with Colin Smith Boat Builders at Port

MacDonnell, and then largely undertaking the majority of the fit-out - from the machinery to the electronics.

The underdeck layout of the boat provides for five compartments sealed by four watertight bulkheads - chain locker, forecabin, storage under wheelhouse, engine-room and rudder flat. Access to the engine-room is via a large flush opening hatch and a smaller day hatch, while the rudder and storage compartments are also flush hatched.

Space in the engine-room is at a premium with two 650 litre fuel tanks sitting abreast of the 500hp (370kW) Scania DI 12 42M motor coupled to a ZF 2.491:1 reduction gearbox through to a 32 x 38.5 propeller. Cruising speed at 1,750rpm is 16 knots and at 2,100rpm is will achieve 21 knots. The 8kVA Kohler diesel/generator package is mounted in the aft end of the engine-room. The 200 litre water tank is located in the void compartment below the wheelhouse.

Rather than have live fish tanks built into the hull, Richard elects to carry a portable fish box on the aft deck, which can be easily moved from the boat when being used for charter work. Like most modern vessels these days, the bathroom consisting of a shower, toilet and wash basin is neatly designed into the aft portside section of the wheelhouse.

The second steering station is located on the starboard side and provides the skipper with clear viewing of all engine instrumentation, sounder and plotter inside the cabin. All fish pots and lines are hauled over the starboard side.

Furuno electronics are installed including radar, echo sounder and GPS plotter and were supplied by Taylor Marine, Mt. Gambier.



The owner at the helm of his new vessel

The electronics and instrumentation have been strategically positioned around the inside steering station. From the helm seat the skipper has excellent almost uninterrupted 360 degree viewing around the boat. All internal walls and flooring have been tastefully carpeted.

Richard says in terms of performance, "I could not have wished for a steadier boat".

For further information, contact: Global Marine Design, WA. PH: (08) 94371319

or contact: Colin Smith Boats, SA. PH: (08) 8738 2368.

'Gerald-John'

SPECIFICATIONS

Type of Vessel:	Charter / fishing
In survey to:	USL 3B & 3C
Home port:	Portland
Owner:	Magnetic Industries P/L
Designer:	Global Marine Design
Builder:	Colin Smith Boatbuilders
Construction material:	Aluminium
Length overall:	11.60 metres
Length waterline:	9.60 metres
Beam:	4.10 metres
Draught:	1.5 metres
Main engine:	1 x Scania DI12 42M, 500hp (370kW)
Gearboxes:	ZF 325A 2.491:1
Propellers:	32" x 38 1/2 pitch 3" shaft
Maximum speed:	21 knots
Cruising speed:	16 knots
Auxiliary:	Kohler 8kVA
Hydraulics:	Cloverdale Engineering
Electrical installed by:	RPC Autos
Electronics supplied by:	Taylor Marine
Radar:	Furuno 1630 16nm
Sounder:	Furuno FCV 1100L
Autopilot:	Coursemaster
Compass:	Plastimo
GPS:	Furuno
Plotter:	Furuno
Windows:	Windows WA
Liferaft:	3 x 4 man
Fuel:	2 x 650 litres
Freshwater:	200 litres



Inside the wheelhouse