

# 'K<sub>2</sub>O'

PASSENGER FERRIES, TOURIST and CHARTER VESSELS

## Fine Entry's big charter fishing cat for Broome

By MIKE BROWN



The Hiab knuckleboom crane on the upper deck aft can lift the fishing dories aboard

Gavin Mair, naval architect principal of Global Marine Design, is choosy about who builds his trademark boats: the Air Rider cathedrals and the catamarans. If it is a catamaran, be sure that Fine Entry Marine of Geraldton, Australia built it.

The latest Global catamaran Fine Entry's Tim Browne has built is 'K<sub>2</sub>O', for owner Phil Peet of Broome. 22.4 metres overall and 7.3 metres in the beam, it makes a strong physical presence on the water. Also of significance is the beam of the individual hulls: sufficient to make the hulls very roomy accommodation spaces.

Which is pretty much the whole point of 'K<sub>2</sub>O': to accommodate passengers on eco voyages through the Kimberley, and to give them access to world class leisure fishing. This may very well be the way of getting the best return on the Kimberley fin fish, which are not there in renewably huge commercial quantities and are a long way from markets.

'K<sub>2</sub>O's' beat is between Wyndham and Broome – a significant distance – so Gavin Mair designed a new semi-displacement hullform for economical cruising. It has turned out to be remarkably effective. Displacement is a hefty 70 tonnes, and propulsion is by a modest total of 670kW (900hp) from a pair of Cummins QSM 11 diesels. Yet full speed is 17 knots, and cruising 12 knots.

Official consumption figures are 30 litres per hour on each engine, yet owner Phil, after several weeks of running, is lyrical over the achieved economy. 12,000 litres of fuel are carried and they are good for well over 2,000 nm of travel at cruising speed.

Cummins have also been entrusted with auxiliary power: a pair of 40kVA gensets. Normal consumption is around 40kVA, so the installation represents 100 per cent redundancy, a figure reflected elsewhere. Air conditioning, and comprehensive quantities of it, is accepted as a must in the Kimberley, and interruptions are unacceptable. Fine Entry used six individual units, around 50 per cent redundancy and statistically nearly impossible to beat.

Fishing takes place from three five-metre tenders specially built by Fine Entry. Under new survey rules they are individually surveyed as passenger vessels rather than as ship's equipment. When cruising they are

normally towed astern, freeing up space on board. For exposed passages they are hoisted aboard by a one-tonne Hiab, and nested on the top deck.

Fourteen passengers are carried in seven cabins. Four of these cabins are within the hulls, one at each end with en-suites between. The space available is surprising; head and shoulder room, as everywhere else in the vessel, is more than generous. This is a design intention, as passengers are generally middle to old aged, and mainly unused to the normal athletics of getting around a vessel.

For the same reason, the whole main deck is accessible by an external walkway, and most activities do not need large movements. The two cubic metre cool room, for instance, supplies the galley internally but has passenger access from outside to ease the supply of drinks and snacks.

The Kimberley climate encourages eating, drinking and cooking outside, and there is plenty of room for all three. The top deck, especially, lends itself to the sprawling life. As well as the wheelhouse and a vast double cabin, there is ample room for an open air laundry, an industrial-sized barbecue, and tables and chairs.

The main deck has two more double cabins and en-suites, the crew quarters, and the more formal cooking, eating and lounging spaces. In common with the whole interior, the standard of fit-out here is to an exceptionally high level. Like all the preceding Fine Entries, lobster boats included, she-oak timber is featured prominently. This rare and beautifully grained timber is used, solid, for bunk boards, trim, and even some bulkheads. The galley is almost made of it.

Fine Entry are no newcomers to Kimberley vessels, and 'K<sub>2</sub>O's' owners were able to draw on the experience of 'Kimberley Escape' when specifying their new boat. Current and projected sullage and sewage rules loomed large in that process, and their processing and holding called for large amounts of room for machinery and tanks.

4,000 litres of fresh water are carried, and this is backed up by a substantial water making ability.

The total requirement for living space, and the associated means of making that living



A big, beefy boat leaves the builder's shed

gracious, made the catamaran hullform inevitable, according to Tim Browne. It was certainly what he and Gavin Mair recommended as the means of putting so much boat into such compact dimensions.

The result is a great success by any standards, but the main standard being the vessel's ability to earn; and it has already demonstrated this amply. It all contrasts the advantage of having people pay handsomely for the privilege of catching small quantities of fish, with trying to get a fair return for catching commercial quantities of them yourself.

For further information contact:

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### 'K<sub>2</sub>O'

#### SPECIFICATIONS

Type of vessel:	Charter-fishing catamaran
In survey to:	USL 2B
Home port:	Broome, Western Australia
Owner:	Phil Peet
Designer:	Global Marine Design, Western Australia
Builder:	Fine Entry Marine, Western Australia
Length overall:	22.4 metres
Length waterline:	19 metres
Beam:	7.3 metres
Draught:	1.6 metres
Displacement:	70 tonnes
Construction material:	Aluminium
Main engines:	2 x Cummins QSM 11 at 335kW (450hp) each
Generators:	2 x Cummins 40kVA
Gearboxes:	Twin Disc
Maximum speed:	17 knots
Cruising speed:	12 knots
Hydraulics installation:	Fleet Hydraulics
Electrical installation:	Reeves/May Electrics
Electronics supply:	Taylor Marine
Electronics installation:	Taylor Marine
Paints:	Altex, AMI
Windows:	Windows West
Winches:	Muir
Crane:	1 tonne Hiab
Liferaft:	25 man RFD
Safety equipment:	RFD
Refrigerated capacity:	2 tonnes
Fresh water capacity:	4000 litres
Fuel consumption:	30 litres/motor/hr
Fuel capacity:	12,000 litres
Accommodation:	14 passengers, 4 crew
Range:	Over 2,000nm