

'Sahara'

Xtreme Marine's Huge 62

By MIKE BROWN



Work deck is big, deep, well-sheltered

Handsome is as handsome does

Dongara fisherman Terry Mouchemore wanted a boat with a lot of capacity and manoeuvrability, plenty of headroom and minimum maintenance. He wanted Peter Ellis of Xtreme Marine to build it, and Global Marine Design to design it.

In 'Sahara', Global Marine Design produced one of their typically bullet-proof designs, with a lot of freeboard, a deep forefoot, and a flaring knuckled bow. It also has a great deal of beam – 5.8 metres maximum and 5.1 metres across the deck at the transom.

The beam virtually selected itself. Terry specified big clearances for maintenance between each engine and on either side, and for the sake of trim the fuel tanks also had to run alongside the engines. The answer was more or less 5.8 metres.

To great advantage. Within 'Sahara's' measured length of 18.9 metres, the deck area allows Terry to stack his entire pot entitlement only two high, reaching forward only to the front of the engine hatch, leaving all the live tanks uncovered.

Hauling takes place under a long hardtop, supported by a starboard side dodger. Most mid-west fishermen favour a starboard side hauling and wheel position, believing the coiler works better as well as the skipper taking less morning sun through the side windows – boats invariably heading south to haul. Terry, though, grew used to port side hauling on his previous boat and has stayed with it.

There are live tanks for 24 baskets in one block ahead of the engines. Circulation is handled by a pair of hydraulically driven Jabsco pumps, and by two electric Ongas. To cope with the demands of the Ongas, air conditioning and domestic tasks, 'Sahara' has a 20 kVA genset. Already with an



Helm layout is a delight

unusually high output, the genset has extra bulk from its conservative rating.

The Caterpillars have the vigorous rating of 700 horsepower (520kW), and drive the big Xtreme to 24 knots flat, with only 90% of the horsepower absorbed, and with 4,500 litres of fuel, 200 litres of fresh water, 300 kilos of ropes and 10 people aboard. With two and a half tonnes of sea water added in the live tanks, this dropped to 23 knots on trials – into a 20 knot wind. Cruising is close to 20 knots at 1900 rpm.

Due to 'Sahara's' beam, a big step up from his previous 55, Terry made the unusual step of specifying two wheels on the flybridge. Whichever side he berths he gets a direct view of wharf and gunwale. The flybridge has been extended well aft to shelter the hauling position, and it provides incidental storage space for up to 48 lobster baskets.

In compensation for this abundance of wheels up top, the two lower stations share a joy stick. This is on a wandering lead, and can be passed through the rear wheelhouse window on the occasions when the main deck station is in use. This will actually be fairly rare, and at the most hectic parts of the season when an extra hand is needed on deck.

Terry has no intention of 'Sahara' being anything but a day boat, but has equipped her with three bunks for napping purposes. One is ahead of the console, the others are in the forepeak which has otherwise no fitting out.

'Sahara' has a significant presence on the water, but retains her proportions despite a freeboard topped by a foredeck 2.6 metres above the water. The big shapely bow, ahead of a graceful sheer, is massively supported by a structure that includes 15 stringers and a panting girder. An interesting detail of this hull is the rubbing protection: instead of the usual aluminium gunwale extrusion 'Sahara' has a heavy PVC strip bolted on. This is backed up by a heavier section of plate and an additional deep stringer.

The bow appears to be less extreme flare than the highly-flared bows currently being built. In fact 'Sahara's' flare is nearly identical, but the use of the knuckle in the bow creates the pleasing illusion of more conservative lines. It also has a handling benefit.

In a following sea when the bow dips, Terry has found that the knuckle acts as a

lifting surface, keeping the bow from dipping more.

Terry fishes the first half of the season out of his home port of Dongara, then moves to North Island in the Abrolhos. Discharge and loading there are via pontoons, and 'Sahara' has a side door to suit that task. There is also a transom door, leading to a full beam platform within the handsome swallow tail, for dinghy work at the mooring. Either side of the door is a large ice box for bait.

One of the pleasing features 'Sahara' has displayed on trials is a miserly thirst. Full load consumes only 105 litres per hour on each engine – about 25% below Caterpillar's estimates and very welcome.

Design and execution must obviously claim the credit. Global Marine was, until recently, Gavin Mair Marine design, and Grant Harkinson, who handled the structure and project co-ordination, and Alex Babaeff, who produced the original styling, are clearly continuing the Mair tradition.

For Peter Ellis and his team's work, both Terry Mouchemore and Gavin Mair himself are full of compliments. This, they feel, is about as good as it gets.

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'Sahara'

SPECIFICATIONS

Type of vessel:	Lobster fishing
In survey to:	USL 3B
Home port:	Dongara
Owner:	Terry Mouchemore
Designer:	Global Marine Design
Builder:	Xtreme Marine
Construction:	Aluminium
Length overall:	18.9 metres
LWL:	17.2 metres
Beam:	5.8 metres
Draught:	1.55 metres
Main engines:	2 x 3406E Caterpillar @ 700hp (520kW) each
Auxiliary:	20kVA Yanmar genset
Gearboxes:	2 x Twin Disc 5114A
Propellers:	Veem
Cruising:	20 knots
Hydraulics installation:	Steeform Hydraulics
Electrical installation:	Reeves Auto Electrical
Electronics supplied by:	Taylor Marine and Geraldton Marine Electronics
Radar:	Furuno 1942
Sounders:	Furuno FCV 1100, Koden CVS 832
Radios:	Icom HF and VHF
Autopilot:	Robertson AP 35
Compass:	Suunto
GPS:	Navman
Plotter:	Furuno GD 188
Sound system:	Kenwood CD/radio
Other electronics:	Maxsea 3D plotting
Integrated electronics:	Taylor Marine
Paints:	International
Windows:	Windows West
Live catch capacity:	24 baskets
Speed, max, full fuel:	24 knots
Windlass:	Maxwell
Liferaft:	6-man Zodiac
Fuel:	4,500 litres
Fresh water:	200 litres