

'Adrianus'

A superlative aluminium trap fishing and charter vessel



By **BILL BEECHAM**

The 23 metre trap fishing and charter vessel 'Adrianus' has been conceived and constructed to fill multi-purpose roles working from Broome in the North West of Western Australia.

Lou Michielsen



'Adrianus' SPECIFICATIONS

Type of vessel:	Aluminium commercial trap fishing and charter boat	Gearboxes:	ZF 350A of 2.636:1 reduction
In survey to:	West Australian Department of Transport to USL Code 3B and 1C	Propellers:	Twin Austral 41" x 35.5" four-bladed
Name:	'Adrianus'	Auxiliary engines:	Twin M90 Perkins 60kVA Mecalte
Home port:	Broome, Western Australia	Colour plotters:	Two JRC NWU-55
Owner:	Pearl King Holdings	Radars:	Two JRC JMA-2144 Raster Scan
Skipper:	Lou Michielsen	Depth sounders:	Two JRC JFV-120
Designer:	Gavin Mair Marine Design	Autopilot:	TMQ Bosun
Builder:	Dassens Engineering	Compass:	White Star Riviera Genova
LOA:	23.00 metres	Two-way radios:	Codan 8528S and GME GMX558A
LWL:	20.90 metres	Fuel capacity:	12,000 litres
Beam:	6.50 metres	Freshwater capacity:	2,000 litres
Draught:	1.55 metres	Maximum speed:	14.7 knots
Hull, superstructure and deck construction material:	Marine grade aluminium alloy		
Main engines:	Twin Volvo Penta 122A marine diesels, each developing 380bhp at 1,800rpm.		

And what a majestic vessel it is, already lauded as the best faired and constructed aluminium vessel many industry observers have ever seen.

'Adrianus' was designed by Gavin Mair Marine Design and built to a superlative standard by Dassens Engineering in the Perth shipbuilding centre of Henderson.

"I'm very happy with it," said skipper Lou Michielsen, who owns the vessel in partnership with his father through their company Blue Pearl Holdings.

"It's even better than I expected, with a high standard of workmanship right through.

"It's basically a well built 75' vessel. It's got a heavy beam and it's going to be quite comfortable.

"We designed the boat so we can go chartering, fishing or do cargo work.

"It has a two tonne per square metre cargo deck and a charter certificate for 10 paying passengers up to 200 miles off the coast.

"I believe it will do about 12 months fishing and then possibly will be full time charter.

"Keith Brown is my other skipper. He's going for his charter skipper's ticket and when he gets it we'll plaster some big letters on the side and start taking charters out."

Lou said the way Broome was expanding and the presence of an international airport would result in the arrival of a lot of tourists looking for a high degree of comfort during trips to the Walcott Inlet, Prince Regent River and Rowley Shoals.

"This is the boat to give them that degree of comfort," he continued. "That's what we've targeted at."

'Adrianus' is a big boat with comparatively small engines - twin Volvo Penta 122A diesels that each develop 380bhp - in line with Lou's calculations of power and speed combinations that determined engines ensuring 14 knot speeds provided the optimum propulsion package.

"Everything in the Kimberleys is long distance," Lou said.

"You're talking 360 miles to Ashmore Reef so everything had to be designed around a degree of comfort as well as economy.

"So we went for the most practical motors. We feel the Volvos have proved themselves. A comfortable engine with high reliability, long hours and low fuel bills."

But anytime Lou wants to re-power for higher speeds Gavin Mair's design allows for the installation of twin 845hp motors without changing the shaft lines, propeller brackets or clearances.

Like other boats in the Broome fishery, 'Adrianus' has been licensed to work 20 traps with red emperor and golden band snapper as the main species sought.

"The boat's designed around keeping the fish in a controlled environment, getting the product straight into the brine tanks, having the capacity in the brine tanks to look after the product, then into the refrigerated hold," Lou explained.

"Two below deck brine tanks each hold 500kg of product, while the refrigerated hold has the capacity to accommodate nine 450kg refrigerated bins.

"It has an overhead gantry and hydraulic blocks for lifting this gear out, and pallet jacks on the deck for moving the product to the stern.

"We have an AFMA permit which will enable us to try and catch tuna.

"We don't know what the capacity is for the Kimberley with tuna but we've set the boat up with hydraulic line haulers and intend to try."

'Adrianus' has three Bok refrigeration units for the air conditioning, brine tanks and refrigerated hold.

"They are all on manifold so if a failure occurs we can manifold off one and go to another," Lou said.

The vessel's main deck has the command station to port ahead of a well equipped galley.

In keeping with the vessel's stature, the electronics are both sophisticated and

comprehensive and include two JRC NWU-55 colour plotters, two JRC JMA-2144 radars, two JRC JFV-120 depth sounders TMQ Bosun autopilot, a White Star Riviera compass, and a Codan 8528S and GME GMX58A radios with the package divided between the wheelhouse and flybridge.

There's a large lounge/dinette to starboard adjacent to the companionway to the lower deck accommodation.

A large freezer is positioned at the after end of the wheelhouse, and there are separate shower and toilet compartments in the superstructure's starboard after quarter with access from the workdeck.

There are four berths in the fore cabin, arranged in the normal upper and lower configuration.

A central companionway leads down to a second four berth cabin immediately aft.

The workdeck wheel is to port on the superstructure's after bulkhead, with access to the flybridge helm via a vertical ladder to starboard of the wheelhouse doorway.

The refrigerated hold is under the wheelhouse, extending aft below the forward end of the workdeck where two flush tub hatches are outboard of a central raised hatch.

A 4,000 litre live tank for tuna and other fish for the lucrative Japanese market will be positioned on the after

deck under a shade canopy extending from the superstructure to the transom where twin doors to port and starboard ensure easy access from the water or a dinghy.

'Adrianus' carries 12,000 litres of fuel and 2,000 litres of fresh water in below deck tanks, sufficient for extended fishing trips or charter voyages, with auxiliary power supplied by twin M90 Perkins 60 gensets.

For further information on 'Adrianus,' please contact Robert Dassens at Dassens Engineering, 3 Redemptora Road, Henderson, Western Australia 6166. PH: 619 410 2426, or Gavin Mair at Gavin Mair Marine Design, 3 Redemptora Road, Henderson, Western Australia 6166. PH/FX: 619 437 1319.

FOOTNOTE: While 'Adrianus' was on the hard, thieves came ashore in the night and removed hand and pneumatic tools, air compressors and a \$250 VRC, leaving \$18,000 of electronics behind. Fortunately, insurance through Alexander & Alexander Limited saw the policy honoured despite the fact that it was between fire and theft and marine insurance because they believed Pearl King Holdings had no intention of not being insured.

