

'Zoom'

A Kirby Naiad 12.8m for executive charter

By MIKE BROWN



The Naiad RIBs built by Kirby Marine have all been built to commercial standards in excess of the USL Code, although a percentage of them were built for private use.

Now Kirby has delivered a Naiad for commercial use that incorporates many features developed for leisure vessels.

This Naiad is of considerable size, 12.8 metres by 2.2 metres and with a loaded displacement of 7.5 tonnes, yet is the tender to a mother ship. It is the specialised fishing and adventure arm of an executive-standard charter vessel that operates mainly in Western Australia's northern waters.

The Naiad's layout is "island cab", the cabin being able to seat six people – mainly for the benefit of shade rather than any other kind of shelter. The choice of centre cab was made in the interests of sport fishermen being able to fish around 100 percent of the boat's perimeter.

Machined nylon inserts have been placed at three stations on each side to take movable bait boards. Rod holders, too, have been located on each side and at the transom. Rod and tackle cabinets are at each side of the cabin's rear door, and a third is at the forward end.

All the sophistication is aimed at function; for the rest, the Naiad is a Spartan vessel except, perhaps, for the standard of seating. Two of the wheelhouse seats are the latest pattern of Ullmans, the world's best and most expensive shock-absorbing seats, offering full standing or sitting support.

Reflecting the realities of public opinion on the exploitation of wild stocks, the intent of the vessel is enjoyment rather than collection of trophies and catch quantities. The outdoor experience is the thing, the taking of a few fish a bonus.

The deck layout's simplicity results in a very quick clean-up time at the end of each trip. Essentially a hose down from the seawater deck is all that is needed.

The choice of water jet propulsion makes a great deal of sense in the hugely tidal and often poorly charted waters of the Kimberley. As does the use of diesel engines – not only economical on fuel use but with tanks that can be replenished from the mother ship's own tanks. The combination of diesel power and water jets, though, was something new for Kirby Naiads.

The main engines are a pair of 425kW C9 Caterpillars, linked to Hamilton 322 jets by carbon shafts. The jets feature Hamilton's manoeuvring system controlled by a boat-shaped mouse. This not only moves the boat in any direction, it has a sky-hook function that will hold the boat in any position.

Maximum speed is 42 knots, at least two of them due to the aeration the two steps in the bottom create, reducing wetted surface area. The economic cruising speed is 26 knots, coming at 1,700rpm, when consumption is 25 litres/motor/hour. This translates to a range of 350-400nm.

No expense has been spared in fitting out the Naiad with equipment that is not only intrinsically good, but was well chosen for the task. The windlass, for instance, is about as hassle-free as it is possible to make it, being the type that winds chain and rope onto a drum. Gypsies that handle the same mixture have been known to feed tangles into cable lockers.

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SPECIFICATIONS

Type of vessel:	Charter vessel
Home port:	Fremantle, Western Australia
Designer:	Naiad Design, New Zealand
Builder:	Kirby Marine Fabrication, Western Australia
Construction material:	Aluminium
Length overall:	12.8 metres
Beam:	2.2 metres
Draught:	1 metre
Depth:	3.8 metres
Displacement:	7.5 tonnes
Main engines:	2 x 425kW C9 Caterpillar
Propulsion:	2 x Hamilton 322 waterjets
Steering:	Hamilton Blue Arrow System
Maximum speed:	42 knots
Cruising speed:	26 knots at 1,700rpm
Range:	350-400nm
Radar:	Raymarine E120 36nm
Depth sounder:	Raymarine E120
GPS:	Raymarine E120
Paints/coatings:	International Paint
Windows:	Beta Marine
Safety flooring:	Karndean Flooring
Liferafts:	1 x 25 people RFD
Fuel capacity:	2,000 litres
Fuel consumption:	25 litres/motor/hour
Freshwater capacity:	200 litres
Crew:	2 people
Passengers:	10 people