

A new Kirby Naiad for DPI

By MIKE BROWN



DPI, WA's state marine authority, saw their next boat as a duplicate of the 8.5 metre Naiad RIB that Kirby Marine had already built for Fisheries WA, but unfortunately it was too heavy.

They needed a boat towable by the likes of a Land Cruiser, which meant an all-up weight under 3.5 tonnes. So they asked for as near a duplicate as possible within the critical weight. This evolved into a 7.3 metre Naiad, PV9.

The result, however, is an aesthetic as well as functional success. The enclosed driving position, not common on RIBs, was the choice of people whose workplace it is going to be and who spend long working days on board. Most of those days are on the Swan River and its estuary, checking that the waters are safely and fairly shared out by the large numbers of leisure boaters.

For part of the year, though, PV9 will spend time between Broome and Fremantle checking the positions of moorings, the conditions of marine leases and other routine work.

Her aluminium hull features a steep 23-degree deadrise and a bottom with two small steps. Most of Kirby's Naiads now incorporate the latter, reducing power consumption from the mid-twenties of knots and upwards. The 500mm inflatable collar features multi-compartments and a heavyweight abrasion strip.

Overall beam is 2.7 metres and internal 1.58 metres, giving useful working space fore and aft of the wheelhouse. Although the wheelhouse appears large, and inside feels large, its length is not great. The internal volume gets a huge percentage boost from the forward raked windscreen, giving more air volume for habitability. The forward rake also has a benefit in reduced heat gain from sunlight.

The side glass slides and there is a watertight forward door. With all doors and windows open, the non air-conditioned PV9 should cope with the Broome climate.

The wheelhouse contains a pair of KAB suspension seats, an Engel 45 litre fridge, safety gear and store lockers. On the dash ahead of the coxswain is a Furuno black box with 15-inch monitor, providing radar, DGPS and sounder information. As with all government boats, the radio and associated aerial complement is impressive: secure band and normal VHF, UHF and 27mHz.

The hardtop has a neat housing for the life buoy beneath the aerial gantry, and hand rails either side offering an alternate route to the forward cockpit. Also up top is a Code 3 light bar, using LEDs like all the other lights on board.

Propulsion is by a pair of 130kW Yamaha four-stroke outboards giving a potential cruising speed of up to 30 knots. Fuel capacity is 320 litres, and with full tanks and all equipment on board gross trailing weight has been held to 3.3 tonnes.

A Kirby feature is the port side folding ladder. At sea amidships is clearly a safer position than adjacent to the propellers, although starboard – in view of the coxswain – might seem the more logical side. The reason Kirby opted for port is related to trailing: at the side of the road, a starboard ladder would make dangerous access to the boat.

That is typical of the detailed thought that has gone into all Kirby Naiads, and complements a superb standard of finish.

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Naiad RIB

SPECIFICATIONS

Type of vessel:	Naiad patrol RIB
In survey to:	2CUSL
Home port:	Fremantle, Western Australia
Owner:	Department for Planning and Infrastructure, WA
Designer:	Naiad Design
CAD software:	Maxsurf
Builder:	Kirby Marine, WA
Construction material:	Aluminium
Length overall:	7.3 metres
Beam:	2.7 metres
Draught:	0.45 metres
Displacement:	2.1 tonnes
Engines:	2 x 130kW Yamaha outboard
Steering:	Seastar Hydraulic
Maximum speed:	45 knots
Cruising speed:	28 knots
Range:	150 nautical miles
Radar:	Furuno
Depth sounder:	Furuno
Radio:	GME
Compasses:	Plastimo
Paints/coatings:	International Paints
Windows:	Beta Marine
Safety equipment:	Taylor Marine
Fuel capacity:	300 litres
Date of delivery:	July 25, 2007