

A new Kirby Naiad 8.5-metre marine safety patrol RIB

By MIKE BROWN

'PV 7'



Following the example of the Water Police, the Fisheries Department, and the sea rescue organisations, Western Australia's Department for Planning and Infrastructure (DPI) has begun re-equipping its marine safety fleet with Naiad RIBs from Kirby Marine, built to USL 2C survey.

DPI's two main reasons are fitness for purpose and safe workplace obligations. The marine safety patrol vessels come into frequent, and literal, contact with leisure craft, checking qualifications, licences and equipment. Even with fenders, the previous aluminium vessels were worrying presences alongside well-loved gel coat and two-pack. The same aluminium vessels provided a remorseless ride at speed or in any sea beyond slight. Even with suspension seats, backs aged young.

DPI's second Kirby, 'PV 7', is an 8.5-metre Naiad. Reinforced around its perimeter against abrasion, its buoyant collar makes an ideal fendering system. The aluminium hull has a 23-degree deadrise, which combines with the resilience of the tubes to deliver an almost infinitely softer ride than its predecessors. A shock absorbing membrane over the deck softens the ride still further for standing crew, and a pair of KAB S25 seats, with arm and head rests, does the same for those sitting.

Long working days call for a fully enclosed wheelhouse rather than the

traditional RIB's semi-open control station. A reverse-raked windscreen gives the space extra volume on a modest footprint. Like all government vessels, 'PV 7' has a comprehensive suite of radios, which are all mounted in a console running fore and aft below the deckhead centreline. The other electronics are housed in contoured dash panels ahead of the coxswain and navigator.

Ahead of the wheelhouse is a small well deck, reached via a watertight door or the reinforced walkway over the side tubes. As well as providing space for anchoring operations, this is the normal place for contact with other boats, either by voice or by boarding. The anchor fairlead has been recessed to allow the bow to abut another boat for boarding.

The main cockpit has ample room for a variety of operations: diving, towing, fire fighting. At the after end, two extra seats are provided with, between them, the fire pump locker. Batteries, filters and other engine ancillaries are in lockers within the transom's thickness. The twin outboards are within a frame that combines the role of motor protection with towline frame for the centreline tow post.

The main operational area for 'PV 7' will be the Peel region, which includes the Peel Inlet, the water area with the state's fastest growing population of leisure boats. It is a large water area, and speed is needed both to cover it and to pursue the likes of jet skis. The twin 186kW Mercury Verados driving Revolution 4 propellers give a maximum speed of 48 knots and cruising of 33, aided by the friction-reducing properties of the two steps in the bottom.

For further information contact:
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'PV 7'

SPECIFICATIONS

Type of vessel:	Patrol boat
In survey to:	2C USL
Home port:	Fremantle, Western Australia
Owner:	Western Australia Department for Planning and Infrastructure
Operator:	Marine Safety Fremantle, Western Australia
Designer:	Naiad Design, New Zealand
Builder:	Kirby Marine Fabrication, Western Australia
Construction material:	Aluminium
Length overall:	8.5 metres
Length waterline:	7.08 metres
Beam:	3 metres
Draught:	0.45 metres
Displacement:	2.8 tonnes
Main engines:	2 x 186kW Mercury Verado outboard
Propellers:	2 x Mercury Marine Revolution 4
Steering:	Mercury power steering
Maximum speed:	48 knots
Cruising speed:	25-30 knots
Range:	250nm
Electronics supplied by:	Taylor Marine
Radar:	1 x Furuno 24nm
Depth sounder:	Furuno
Radios:	Icom
Compass:	Plastimo
GPS:	Furuno
Plotters:	2 x Furuno NavNet
Paints/coatings:	International
Windows:	Beta Marine
Safety flooring:	Altex Coatings
Fuel capacity:	580 litres
Crew:	2 + 4