

FISHING

the seakeeping ability was not put to the test. However, the level ride, particularly in tight turns, and the way it dealt with the wash of larger vessels suggested that the designers had done an excellent job. The planing hull with medium-vee 15deg constant deadrise and hard chine provides plenty of lift, while the fine entry on the waterline reduces slamming impact. The sheer full radius to the bow section is the key to the generous accommodation area, and also contributes a deep forefoot to prevent blow-away and assist with working lines.

As built, the first Swordfish 30 is fitted out for angling, but with little modification it

can be used for net, line, pot fishing and charter work. The deck area makes it suitable for workboat applications like diving and crew support, as well as passenger ferry duties, while with alternative superstructures it lends itself to other applications like pilot duties. Certainly the robustness, space and finish would appeal to pilot and patrol authorities.

As a result of the Seawork show, Q Marine reports over 65 enquiries, and four sales subject to sea trials - if they go as well as our brief sea trial Q Marine should be kept busy for a while. Production boats will probably be moulded by a specialist sub-contractor, subject to being able to guarantee the quality,

and completed by Q Marine, for which the company is looking to acquire its own premises in Poole where it can recruit and train young people in traditional shipwright skills.

Even in the unlikely event of the Swordfish not proving a success, Q Marine has a couple of potentially very promising sidelines. It has distribution agreements for an environmentally friendly underwater boat washing system, which does away with the need for leaching-type antifouling coatings. It also handles sales of the high-specification motor yachts made in The Netherlands by Elling, part of Neptunus, to a design by Frank Mulder and Ken Freivokh.

Identical boats from China to Iceland

A series of nine identical middle range fishing vessels for Icelandic owners have been delivered as deck cargo from China. The nine vessels were ordered two years ago, and built in Dalian to a Skipasyn design.

The boats all have a wheelhouse fitted forward of midships and accommodation for up to six crew. Overall length is 21.50m, with a beam of 6.40m and a depth of 3.18m. The fishroom is designed for 52 fish tubs, each with a 660litre capacity.

Each boat is powered by a Cummins KT19M3 main engine that drives an 1800mm

Hundested CP propeller via a Mekanord HS 400 reduction gear to give an 11.3knot speed. Each boat also has two Cummins gensets, developing 63kW and 43kW.

Two of the boats have been built for trawling, and have nozzles already fitted, but apart from that, and the separate electronics fitted on board, the nine boats are identical. The exception is that one has been strengthened to allow it to take work as a whaler, if this should be licensed again in Iceland in the future.

The two trawlers are being fitted with 10tonne trawl winches from local engineering company Velaverkstaedi Sigurdar.

The remaining seven boats are built for various combinations of seine netting, gillnetting and longlining. One is expected to operate solely as a netter, and is being fitted with a Vaki-DNG net hauler and table.

Velaverkstaedi Sigurdar is also supplying six of the boats with 10tonne seine netting reels and other equipment.

The delivery of the nine boats has been delayed by ten months, but the quality of the work on board is reported to be very high, and the steelwork is reported to be of a particularly high standard.

Nine identical middle water fishing vessels for owners in Iceland delivered to Reykjavik by freighter.

