

Fast as a shark

Speedy planing vessel gets Paul Viney to the best shark fishing grounds and back, even in rough conditions



Shark fishing off Western Australia and Tasmania is not for the fainthearted. Distances to the best fishing sites can be far, and weather conditions chancy. So Paul Viney and his colleagues, who venture out on the unpredictable seas to fish for oysters, stripy trumpeter, and gummy sharks, want reliable and fast transportation. Fortunately, Paul need not worry: his new 12-meter (39 ft) Badenach fiberglass planing vessel is definitely up to the rough seas — and the feisty sharks.

Paul's company, Smithton Shellfish, is primarily involved in oyster farming, but also fishes for gummy shark (sold as "flake" in the market), and stripy trumpeter, a bottom-dwelling fish found on the edge of the continental shelf off the west coast of Tasmania. So work can involve travelling two to five hours just to reach the best fishing grounds.

Putting in such long days on the water, good speed was an absolute priority when Paul needed a new boat. With the *Nelson Bay II*, his Badenach fiberglass planing hull boat, Paul can get to the fishing grounds and back speedily. "And, if the fishing is poor in one location, I can move quickly to other areas. She's a good boat

in rough weather and easy to maneuver because of the dual John Deere 6068TFM engines."

"I usually do a three-day trip once a fortnight," adds Paul. "We try to fish around the good weather, but conditions can change at the drop of a hat. Although snowfall usually occurs in winter, summer snows happen here too. I aim to fish in seas below 3 meters (10 ft) and in wind below 20 knots (23 mph). But sometimes when the fish are biting, and we have the gear to haul them, we work in heavy weather."

'Plane' sailing: compact efficiency and good speed. Badenach Boats selected the John Deere engines when building the vessel, and Paul agrees that they are very well suited to his needs. "My main criteria were compact size — enough to allow for a flush deck — and fuel efficiency, as well as sufficient power to give the *Nelson Bay II* a good planing speed. I am very happy with the engines; I've only had to give them a small top up of oil in between 375-hour services, and haven't had any trouble other than an oil-pressure sensor." The engines drive a 4-blade Mikado propeller through a ZF 63A gearbox with a 2:1 ratio.

Paul sets around 1,000 hooks per day. The gummy sharks caught are trunked (headed, gilled, and gutted) on the boat and then stored on ice. Back on shore, they are filleted and sold frozen in 10 kilogram (22 lb) boxes.

Paul manages to keep fuel consumption low at about 12 liters (3.17 U.S. gal) an hour for both engines. "Of course, a lot of the time the engines are just idling as I haul lines," he says. And when it really counts, Paul knows he can count on his boat and engines: "I've faced some very challenging conditions returning from fishing trips, when the wind has blown up. But even as the waves were going over the top of the cab, the engines remained great and responsive."

Engine Model	PowerTech 6068TFM50
Displacement	6.8L
Rated Power	168 kW (225 hp) @ 2600 rpm
Cylinders	6
Aspiration	Turbocharged
Distributor	John Deere Limited Camden, NSW Australia +61 2 4647 4857 GwynnePaul@JohnDeere.com
Dealer	Marine Diesel Pty Ltd Capalaba, Queensland, Australia +61 7 3390 3633 steve@marinediesel.net.au

Rain or shine, thanks to her sturdy build and two PowerTech 6068TFM engines, the *Nelson Bay II* holds her own in the unpredictable waters around Tasmania.

