



On trials 'Yarradeen' achieved 27 knots. A Fiat Inverto SRM70 main engine powers the 40 footer.

'Yarradeen'

A good, solid crab boat from Harris Craft

By MIKE BROWN

When South Australian crab fisherman Trevor Barnes and his father Dean decided to replace their 40 footer, they already half leaned towards a Harris Craft.

Trevor's brother owns a 17 year old Harris which is still in top shape and holding her speed. Trevor went west in June to see what was on offer and confirmed his opinion of Harris Craft.

"He builds a bloody good solid boat; everything in it is there for the life of the boat. There are no short cuts. It's all built properly down to things like the battery cables; they are huge, far bigger than the rules say, but Elmer puts them in because they are better."

The Barnes' ordered a Harris Craft 48, the latest increment in a long series. Dean Barnes started in the experimental Spencer Gulf fishery with an 18 footer, and progressed through 23, 32 and 42ft. Trevor reckons this is the one to take them through to the 21st century.

Spencer Gulf produces short, sharp seas which can give a terrible motion to a shorter boat. Trevor believes the extra length and increase in beam of 1.3 metres over the 42 will both improve the steadiness and allow room for on board processing.

The extra speed, 27 knots on trials, will probably have even more influence on the way the Barnes' operate. Until now the



routine has been to drive 65 kilometres, including a long stretch of corrugated dirt, take the dinghy six miles to the mooring, then travel ten miles to the pots. That is now a thing of the past and 'Yarradeen' will operate direct from home at Port Broughton on a round trip of 70 miles.

Only four boats are now left in the Spencer Gulf fishery and Trevor says it is not easy for the survivors. The key to success, he says, has been to develop a market (95% of the product is sent interstate), guarantee its continuity of supply and supply a first class product. The overriding consideration has been to get the highest possible value out of the available catch.

Doing that in the past has meant chilling the crabs and driving down that dirt road plus another 160km to Adelaide to deliver live product in top shape, then driving home. It added up to a nightmare 18 hour day for the whole family.

The fishing day can now be shorter and the new boat gives flexibility in choosing the form of the delivered product. The season is a long ten months with the early months, February onwards, times of historically low prices. A Barnes innovation was to pick the meat onboard and pack it in 1kg blocks during those lean times. Another value-adding process they will now adopt is cooking onboard.

'Yarradeen' carries her wheelhouse, itself fairly shallow, well forward to maximise working deck area. Immediately aft of the wheelhouse door is the flush hatch of the 600kg ice room, flush because it is in the mid working area. Another 22kg ice chamber will be mounted on deck with a sorting tray on top.

To port of the ice room hatch are the M&J pot winch and tipper, to starboard the engine room access. The working area is

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*Above: The wrap-around Phoenix console.
Right: M&J Engineering supplied the pot winch and tipper.*

protected by a solid cantilevered awning for about 1.8 metres aft of the wheelhouse, with a pipe framed fabric awning back to beyond the after end of the main engine hatch.

The normal working routine is to put the crabs straight from the pot into iced water for 20 to 30 seconds to stun the animals and reduce leg loss. They are then sorted and graded and either cooked in the deck gas cooker or kept for live sale. A pair of live tanks is located to either side of the engine space. The cooked crabs are again chilled then kept on ice below.

'Yarradeen' has a 100 pot entitlement and, on productive days, pulls 130% to 140% of them.

Crab cooking is an overnight operation and Trevor Barnes has given a good standard of accommodation for those occasions. Three bunks are located in the forepeak and, together with the wheelhouse, this space is finished with the usual craftsmanship Harris's shipwrights deliver. It is always a pleasure to see their sparring but imaginative use of timber trim.

The wheelhouse is not as big as some, but fits in all its functions with room to spare. To starboard is a dinette, to port and aft the small galley. This has a sink and microwave and takes care of all the

cooking, other than crabs, the Barnes' have time for.

The office is also to port and has the much imitated wrap-around Phoenix console. The electronic fitout is more sporting than is fashionable, but includes a Seiva C-Map plotter.

This is one of two control stations; the other is on the main deck to port. Both are equipped with Twin Disc Power Commander electronic controls, fast becoming standard wear on dual and triple control station boats. They control a Fiat Iveco V8, putting out 700hp, and a Twin Disc MG 5111 gearbox. The engine is carried in a massive galvanised bed, jig built, onto which the motor was trial fitted before the bed was installed. This ensures excellent alignment with the shaft, itself buried in and protected for its entire length by the foil section keel.

Trevor Barnes says his success depends on delivering a first class product. With his new Harris Craft he believes he has the right boat to help him deliver.

For further details, contact Elmer Harris, Harris Marine, Henderson, Western Australia, PH (09) 410 2900, FX: (09) 410 2832.



'Yarradeen' SPECIFICATIONS

Vessel type: Fast crab boat
Survey: USL 3B by Transport WA
Designer: Harry French
Owner: Dean and Trevor Barnes
Builder: Harris Marine
Home Port: Port Broughton, SA
L.O.A.: 14.48m
Beam: 4.57m
Main Engine: Fiat Iveco SRM70 at 700hp
Gearbox: Twin Disc MG 5111
Propeller: Austral
Speed, maximum: 27-28 knots
Pot winch: M&J Engineering
Sounder: JRC JPV-120
Plotter: Seiva
Autopilot: TMQ
Radios: Barrett SB250 HF, GME VHF
Compass: Plastimo
Electrical installation: Richard Clark
Electronic installation: Gary Bowater