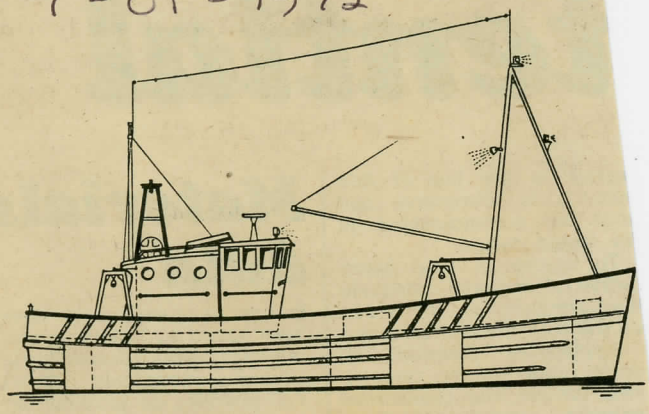
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Sketch of a 50/54 ft multi-purpose vessel.

hulls cannot rust or corrode, rot, warp or split.

They do not need painting, since the colour is impregnated into the gel coat. Marine borers can't make holes in them. As an added bonus, just in case of war — they will not set off magnetic mines!

The larger, 54 ft boat has a 'component mould', believed to be one of the first designed. This is said to be an advance on the split mould and is made up in several parts, so that, if a client wants a broader beam or different shaped bow, he can have it.

This vessel, designed by G L Watson & Co of Glasgow, will be produced entirely in grp. Thickness of hull at topsides is ⅝ in.

On the waterline and just below it, thickness is one inch and in the keel area 1½ in. On the flat bottom of the keel are three inches of solid grp.

Resin is Scott-Bader's Crystic 189LV. The gel coat is Crystic 65 PA. One oz chopped mat prevents crazing of the gel coat.

Normal

Layup, which meets latest Lloyds - approved developments, is a complex of 2 oz and 1 oz a sq ft chopped-strand mat with 24 oz a square yard woven roving.

Hull stiffener follows normal procedure for grp stiffening, which consists of grp framing, forming box sections of glass fibre laminate over rigid foam.

Hull design is based on a new breed of wide-beamed boat (18 ft beam) with a fine-entry bow.

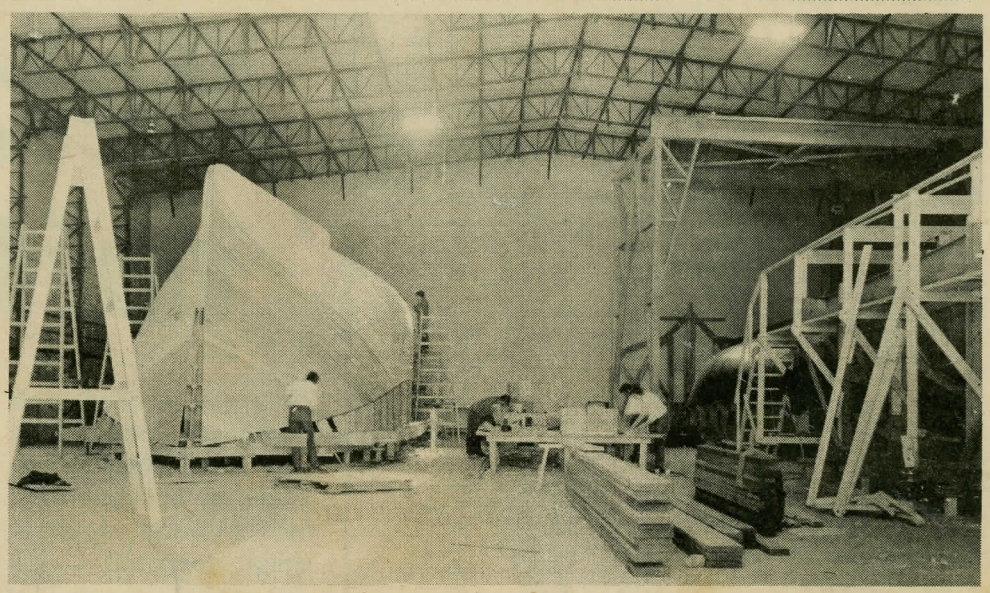
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This, it is claimed, gives the vessel good performance particularly when passage-making into a head sea, and good stability characteristics in beam and following seas. Power range is 150 to 300 bhp.

The hull incorporates grp longitudinal members for length of vessel, grp framing and floors, integrally moulded fish room floor with non-slip finish and heavy duty keel protection channel. There are full height grp bulwarks and moulded-in external beltings.

Main deck has heavy grp integrally moulded beams. Wheelhouse and casing are moulded in grp, with steel stiffening for attachment of seine net, derricks, etc.

Bulwarks have integrally moulded grp stanchions. Fuel oil tanks and hull protection panels will also be offered in grp.



View in the Halmatic factory: (left) skinning up of the 50/54 ft trawler mould plug; (right) plug and mould for the 36 ft general purpose fishing vessel.

Current prices for the vessels are: £40,000 to £48,000 depending on specifications.

Length of vessel can be 50 ft or 54 ft, the former to meet certain inshore three mile fishing limit requirements. Since the designs of these vessels meet requirements of Lloyd's and the White Fish Authority, they will attract grant and loan finance to approved applicants.

The first 54 ft boat is sold to an American. Orders for six further craft have come in and are almost certain to receive grants from the White Fish Authority and the Scottish Highlands and Islands Development Board, a spokesman for Halmatic said.