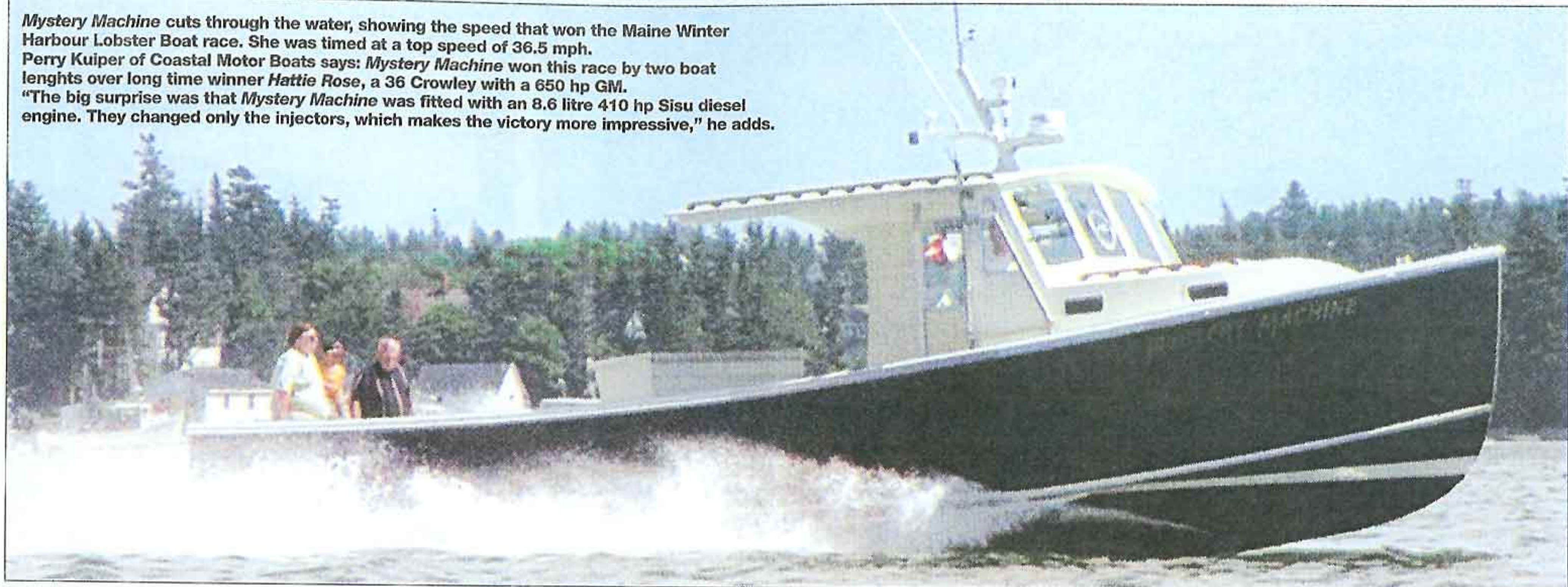


Mystery Machine cuts through the water, showing the speed that won the Maine Winter Harbour Lobster Boat race. She was timed at a top speed of 36.5 mph. Perry Kuiper of Coastal Motor Boats says: *Mystery Machine* won this race by two boat lengths over long time winner *Hattie Rose*, a 36 Crowley with a 650 hp GM. "The big surprise was that *Mystery Machine* was fitted with an 8.6 litre 410 hp Sisu diesel engine. They changed only the injectors, which makes the victory more impressive," he adds.



Maine lobster boats for Europe

A DUTCH boatbuilder is to market US-type Maine lobster boats for owners in Europe in partnership with a firm based in the US state.

Perry Kuiper – owner of Coastal Motor Boats from the Dutch Wadden Island of Vieland – feels that the design used by Maine-based Down East Boats and Composites can be a success on both sides of the Atlantic. "I decided to build Down East lobster boats because this type of boat fits perfectly with the European requirements of seaworthiness, speed and economy," says Perry Kuiper.

"It's also one of the few boat types that can work equally well as a pleasure boat and a commercial boat," he adds.

John Hutchins, of Down East Boats and Composites says: "These boats are so versatile. I've sold them as lobster boats, as draggers, as tuna boats, and as trawlers for use off Cape Cod.

"They are also used for sport fishing and as pleasure boats. Because there are lots of shallow waters in Europe,



Mystery Machine was the first lobster boat to stem from the partnership between Dutch boatbuilder Coastal Motor Boats and its American counterpart Down East Boats and

Composites. She is owned by Ira Guptill of Maine and used as a commercial lobster boat. She is powered by a Sisu 8.6 litre and 410 hp diesel.

shallow draft boats will work very well over there."

Perry Kuiper's relationship with John Hutchins was formed when he went to Maine to find a lobster boat

design that he could build.

"In 2001 I decided to go to Maine, visit a couple of boatbuilders and have a look at the Searsport lobster boat races," says Perry Kuiper.

"I was told the best lobster boat around was the Northern Bay 36 built by Down East Boats and Composites, a company owned by John Hutchins.

"The Northern Bay 36s had dominated the races for the last couple of years and were regarded as the best around.

"When I met John

Hutchins during the races and told him that I was looking for a boat or a design, he said that he wanted to introduce a new Northern Bay 38. Then he asked if I was interested in this boat.

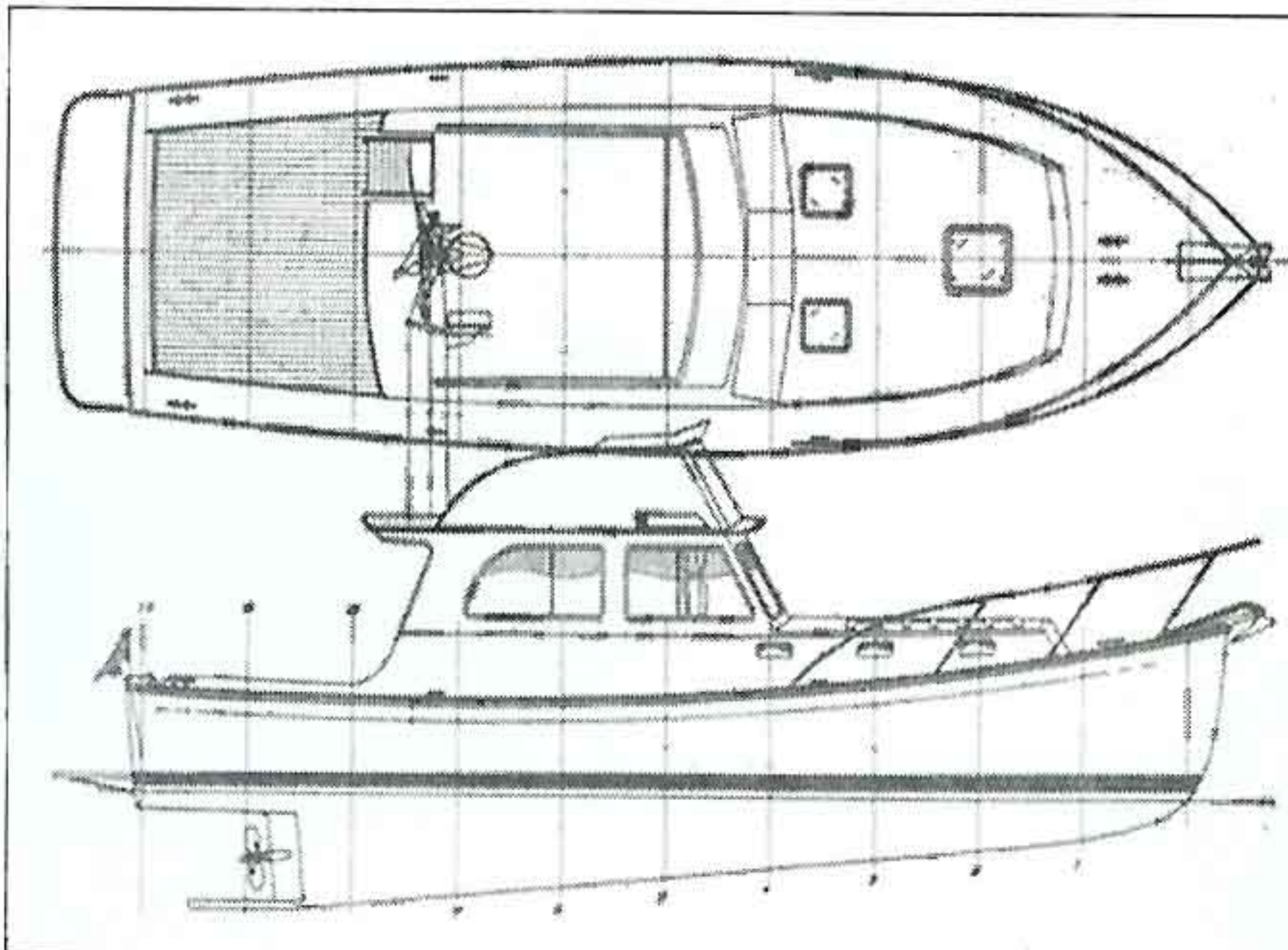
"Of course I was! We kept contact for a couple of months and looked around for someone to build the hull. We decided that I would build the plug (first hull) in Holland.

"John supplied the design I needed and I had a chance to build a plug and a mould for a 100% original Down East lobster boat.

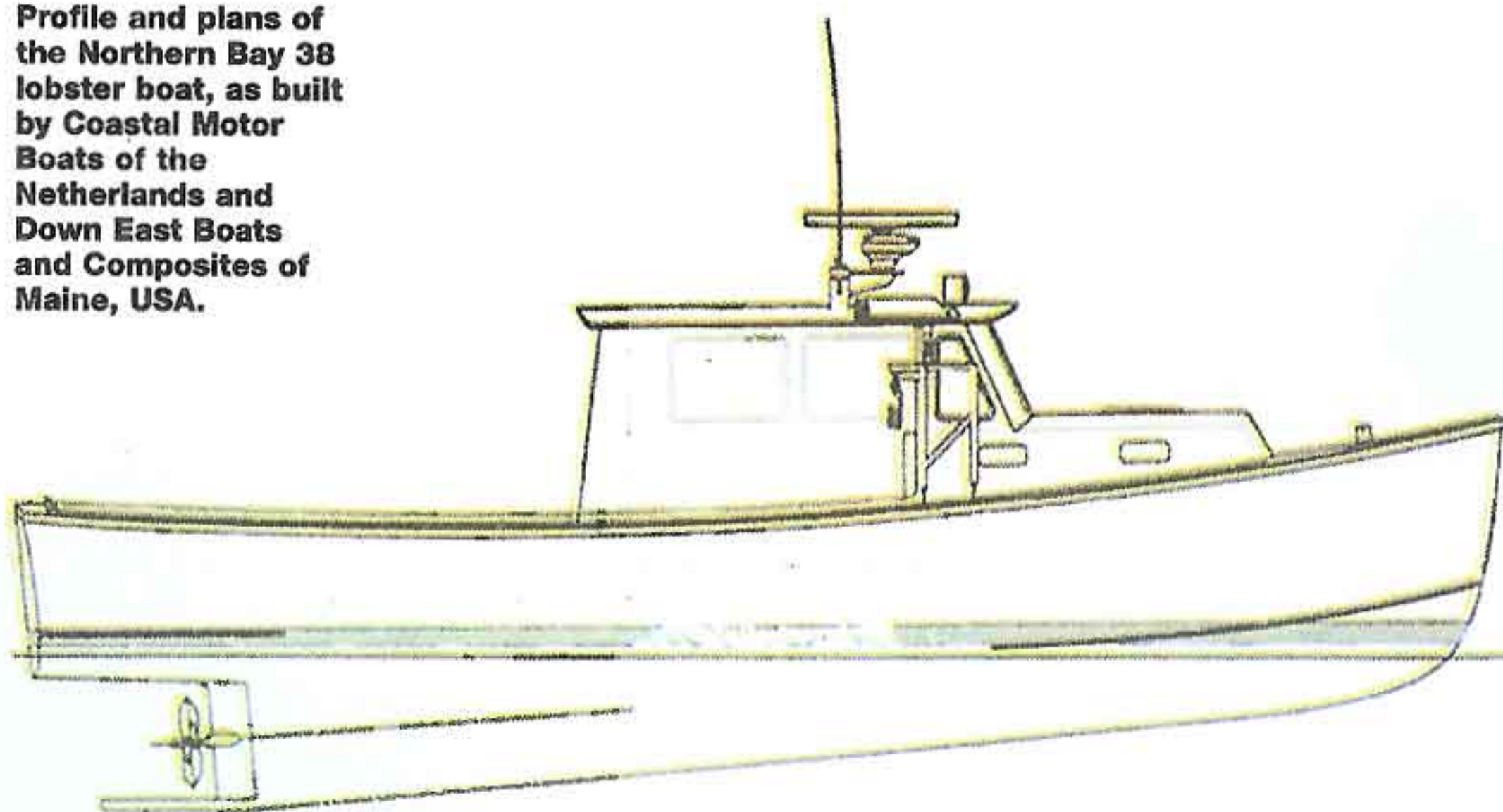
"I started out with the plug in the summer of 2002 and finished the mould in the winter of 2003/2004," says Perry Kuiper.

"Part of our deal was that, when the mould would be ready, the first production hull should be bought by John Hutchins.

"After I shipped it to the US he used this hull to make his own mould for production of the NB 38 over there. After he made his mould the hull was finished as a working lobster boat named



Profile and plans of the Northern Bay 38 lobster boat, as built by Coastal Motor Boats of the Netherlands and Down East Boats and Composites of Maine, USA.



JOHN HUTCHINS of Down East Boats and Composites is planning to launch a new model Northern Bay 30 ft. lobster boat.

The NB 30 is still being planned, but he feels she will fill a niche market.

John Hutchins says: "The NB 30 will be different to other 30 ft. boats out there because she will have a shallow draft instead of a full keel.

"This will allow owners to get close into the shore and operate in shallow water.

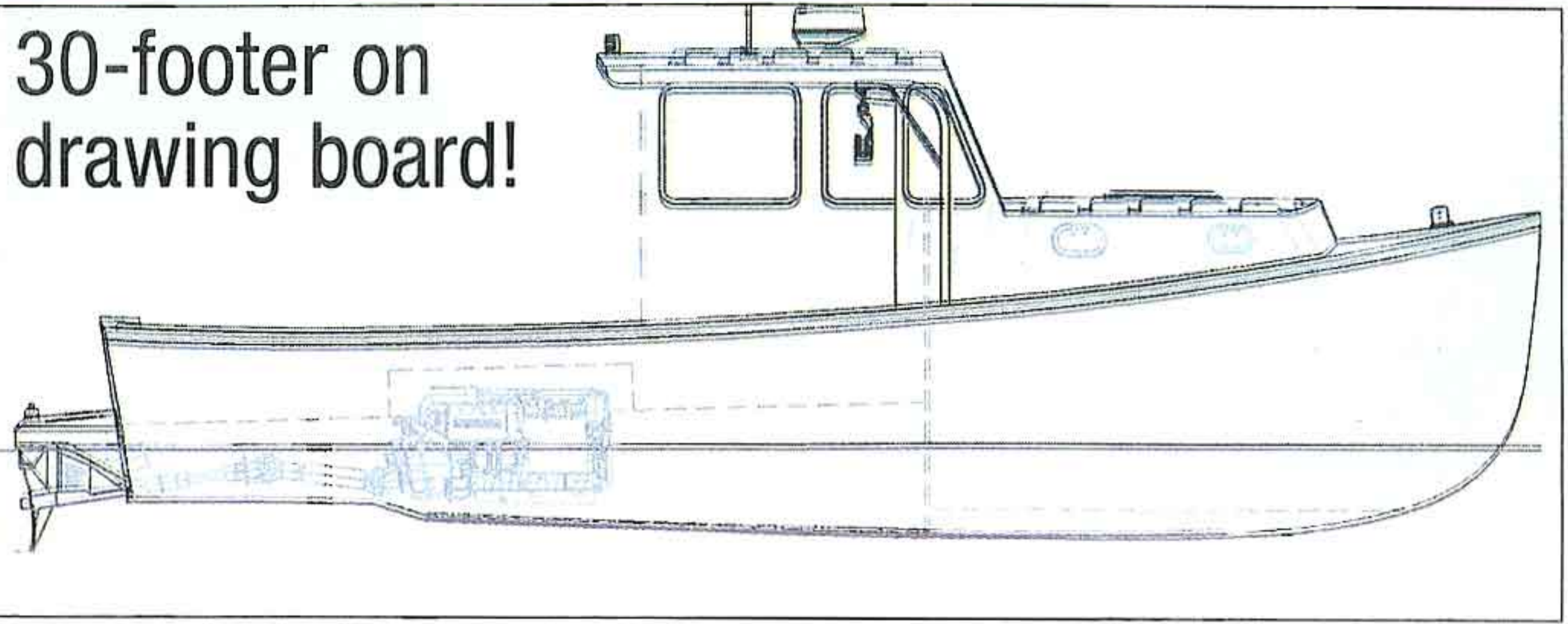
"I'm hoping that Perry Kuiper will help with this boat. Some of the work may be done in Holland.

"She is well suited for use in Maine and, also, in Europe because there are lots of areas of shallow water.

It has been the success of the NB 38 that has kept John Hutchins and Perry Kuiper from taking the NB 30 on from a design stage.

"We've been so busy with the that 38 we just haven't had time, but I hope to get down to working on within the year," John Hutchins says.

30-footer on drawing board!



Mystery Machine.

"He gave me the opportunity to build the master model of the NB 38 which is also now his core product," says Perry Kuiper.

John Hutchins has sold over 25 NB 38's in America and Perry Kuiper has already sold two in Europe.

John Hutchins says: "Traditionally it has been harder to sell the Maine lobster boat in Europe, but with the commitment of Perry Kuiper and the quality of the boats things are already changing."

Perry Kuiper says: "A commercial NB 38 can be fitted with the original lobster fishing gear, deck tiles, open stern, tuna tower, seats in the cockpit or whatever is required by the owner.

"The beauty of these boats is their versatility," he adds.

The NB 38 is 11.63 x 4.04 x 1.18 metres and weighs 7.5 tonnes, while the NB 25 is 7.5 x 2.8 x 0.35 metres.

Both are built from polyester, vinylester and balsa with a solid glass or balsa cored hull. The hull is an S-bilged shape.

Her work deck has an area of 7.5 x 4/3.6 metres and she can load up to four tonnes of cargo. The NB 25 can load up to one tonne.

Both have two fuel tanks, the NB 38's holding up to 600 litres, while the 25's holds 200 litres.



The NB 25 is a smaller lobster boat also built by Coastal Motor Boats and Down East Boats and Composites.

Perry Kuiper says: "The boats are built hand lay up with a solid or balsa cored hull with a vinylester barrier coat and cored bulkheads, decks and top.

"We use the heavy-duty dual-ram hydraulic steering system common on the lobster boats in Maine and Canada.

"Our supported rudder is made of solid 1.5 in. stainless

steel plate with 2 in. axles and bronze bearing and stuffing-box," says Perry Kuiper.

"For the fuel system we use Sephar filters and we use cast aluminium Bomar hatches

and stainless steel Anchor hatches.

A Volvo Penta D-9 425 engine is offered as standard in the NB 38, but engines ranging from 225 to 1050 hp (at max. 2500 rpm) can be fitted as required.

NB 38's have room for two crewmen and also have an onboard shower.

The NB 25 is a smaller, faster lobster boat. "Our Northern Bay 25 is a fast and stable shallow draft boat fitted with a Volvo Penta D3-160 or D3-190 stern-drive," says Perry Kuiper.

"It has a hull design common in Northern Maine, with the stern-drive lifted draft is only 14 in. It can be put on a trailer, is very cheap to operate and can be used for small scale fishing.

"With a D3-160 Duo-Prop it can reach a 30 knots top speed."

Lobster boats on offer

COASTAL Motor Boats will mould the Northern Bay type 38 and 25 lobster boats.

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