

● Australia's Only Outboard Prices & Specs Database

# The **BOAT** MAG

For Tinnies, Platies, GRP,  
Imports, New, Pre-Loved,  
Retro, Monos, Cats & Tris!



● **Superb**  
**Extreme 700 Game King**

TBM July 2013 #200 \$5.95

ISSN 2200 - 0623



● **Beaut New Stacer**  
**639 OCEAN RUNNER**  
**Released**

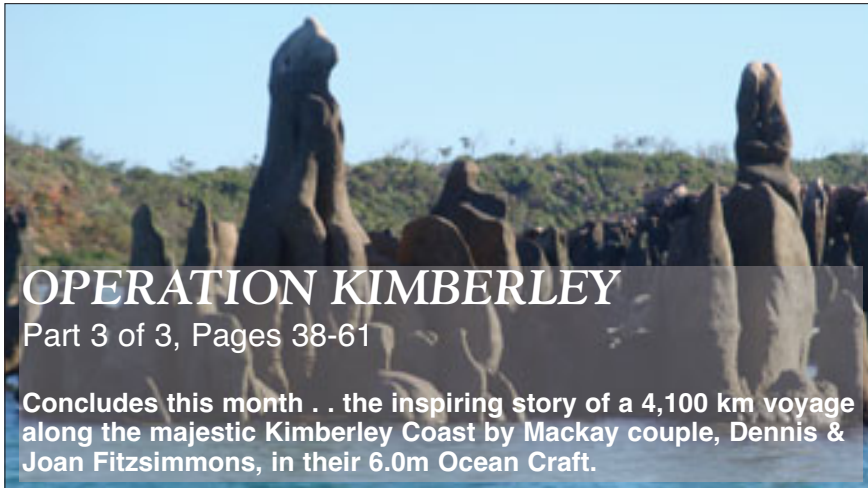


**Part Three:**  
**The Amazing**  
**Kimberley**  
**Voyage**  
**Continues**

● **Full Details:**  
**New 675 & 760 Offshore Haines Hunters**

# The Boat Mag

CONTENTS July 2013 Issue 200 \$5.95 \*\*



## OPERATION KIMBERLEY

Part 3 of 3, Pages 38-61

Concludes this month . . . the inspiring story of a 4,100 km voyage along the majestic Kimberley Coast by Mackay couple, Dennis & Joan Fitzsimmons, in their 6.0m Ocean Craft.



## Restoring A 1978 Cruise Craft Reef Raider 166 - Part 3/3

Peter Crocos has to be the keenest, most capable DIY enthusiast we've ever met - and he's produced a ripper reno series.....30

## Operation KIMBERLEY - Part 3/3

This exceptional series by Dennis & Joan Fitzsimmons - a Mackay couple who believe being in their seventies just confirms they have the experience to do great things! Be truly inspired by them .....38

## World's Strangest Jet Ski

You're not going to believe this - but this astonishing rig is destined to cruise from Cooktown right around to Indonesia, and the attention to detail is truly mind boggling.....26

## The Big Daddy Savage 415



Big, strong, stable, simple and really good value for money .....12

## Stacer 639 Ocean Runner

One of the editor's picks for the 'Best



All-Round' Class of 2013, and in this latest iteration, the best yet.....14

## Two New Models From Haines Hunter - 760L and 675 Offshore

Two beautiful new models from Victoria's renowned GRP builder, and whilst it's hard to ignore the awesome



760L, it's the 675 that will win the popularity stakes as top all round family fisherman.....16

## Extreme 700

Arguably one of the best finished platies we've ever seen - this Kiwi has laid 'em in the aisles now at two major boat shows.....20





## REGULAR

**Comment / Peter Webster**  
The Pollies aren't helping .....4

**Letters / Your Say**..... 10



### RETRO: 1976 Twin Test Monark 17 vs Haines Hunter V17R

This is interesting - an in-depth, head to head test of two very popular 1970s runabouts .....66

### Salley's Galley / Sally Oulton



She's back - The Boat Mag's very own master chef, this time with a mouthwatering foray with bugs! ...74

### 4WDs, Trailers & Towing

Q&A all about cable vs hydraulic trailer brakes. ....62



• Australia's Only Outboard Prices & Specs Database

**The BOAT MAG**  
For Timbers, Planes, GPS, Imports, New, Pre-Loved, Refs, Monks, Cats & Ties!

**Superb Extreme 700 Game King**

TBM July 2013 \$208 \$5.95

**Beaut New Stacer 639 OCEAN RUNNER Released**

**Part Three: The Amazing Kimberley Voyage Continues**

**Full Details: New 675 & 760 Offshore Haines Hunters**

*Cover: Ooohh! This is the sort of shot that sells an extra couple of thousand Lotto coupons - the stunning 760R Limited that has just been given a brand new Hardtop - see Page 16. It's with the Extreme 700 and Stacer 639.*

### Outboard Database

Prices and Latest specs.....78



### Ebb & Flow / Neil Dunstan.

Neil checks out a local who seems to have the whole 'lifestyle' thing nailed down very well .....84

**SPINDRIFT / PR / TBM Team.**The latest from the PR desks; a wide variety of subjects this month ....88

**TBM**

### MESSAGE STICKS . . . .

*As we are such a small team, we are often tied up on the 'phone, or on the water - but please don't waste the opportunity to communicate. Send us an email, and we'll get back to you ASAP - usually within 24hrs.*

**TBM's Web Site**

**www.boatmags.com.au**

**Subscription Inquiries**

**(07) 5564 2562**

**Reader or Editorial email**

**info@boatmags.com.au**

**SUBSCRIPTION email**

**subs@boatmags.com.au**

**Reader/ADMIN Fax**

**(07) 5564 2563**

**Reader Postal Service &**

**Office Address:**

**24 Walter Raleigh Crescent,  
Hollywell, Queensland 4216**

**Publisher**

**Boatmags Pty Ltd**

**ABN 26 154 713 943**

**(07) 5564 2562**

**Editor & Production**

**Peter Webster**

Accounts: Tracey

Subscriptions: Mary/Peter

Sub Edit & Proof Reading: Mary

**Regular TBM Contributors:**

Neil Dunstan

Tony Ravenscroft

Gary Fooks

Andrew Hestelow

Frank Milito

Don Gilchrist

Di Ross & John Batty (SA)

\*\* The \$5.95 Cover Price and the \$29 6x subscription rate will vary marginally in different countries around the world from time to time according to currency fluctuations and the vendor involved. Please consult with your local distributor or Newsstand / iTunes for the latest information..

# Comment

with Peter Webster

## Julia Out, KR In, Stability Lost

**I**t's been a tumultuous period in Australian politics. The landscape in Canberra tumbled over itself again, with Julia Gillard deposed, and a plainly desperate Labor party making the divisive and painful decision to re-elect Kevin Rudd in her place.

This means KR is the Prime Minister now for the second time, fulfilling a meticulously calculated charge back to the top job. Revenge would have been sweet.

It's not my place to comment on KR's political aspirations or potential, but as a working Australian ('that' phrase Julia used so often), I would observe that the destabilisation of the political process in Canberra is going to continue for several more months until a new election is *finally* held.

At press time near the end of June, KR hasn't decided when it would be, but most pundits were tipping the last week or so of August.

For my part, it can't come soon enough.

Win, lose or hung (*again?!X!*), Australia desperately needs a period of stable government and good economic management. The over-arching financial settings need to be tweaked in such a way that small business is encouraged to grow, to employ and to prosper. At the same time those settings need to be carefully calculated to keep the mining industry competitive with the new low-cost operations opening up in competition to Australia in places as far away as Nigeria, Mongolia and many parts of South America.

We don't have a mortgage on the planet's mineral wealth anymore. Instead, we almost certainly have the highest costs of extraction of said mineral wealth, and the overseas investors know it.

Whoever wins the next election will need to refocus Australia's economic direction and the elements that create stable growth, jobs and economic prosperity without expecting the mining industry to pick up all the slack. A lot of



it, yes, but the mining 'boom' is over; we need to wind back our expectations to a more realistic, sustainable level.

In our world of boating and fishing, we've all seen first hand extraordinary changes sweep across the land, with ad hoc decisions being made on subjects ranging from super trawler catch limits

***“. . . unlike many other industries, boating and fishing is part of the Australian way of life; it's in our DNA. We don't have to go out and convince people that boating and fishing is a good idea, do we?"***

to the poorly researched management practices that have been introduced at the behest of the Greens and the PEW organisation in recreational and commercial fisheries all over Australia.

It is, frankly, a dreadful mess, and it's going to take strong politicians with vision, an iron will and a grim determination to address these challenges and put workable practices on the table.

Combined, the fishing and boating industry has employed many thousands of people across Australia, but we've

lost up to 50% of them in the last 3-4 years depending on which survey you read. As the mining industry slows down, and companies such as Ford and many other major Australian manufacturers close down for good, the government of the day will have to look long and hard at what they can do to stimulate the struggling manufacturing sector in Australia.

The boating and fishing industries are an exceptionally good way of creating employment at every level, be it for unskilled workers, or indigenous people, young school leavers, right through to highly skilled boilermakers, carpenters, boatbuilders, engineers, architects, etc.

It's also very easy to stimulate and get back on track because unlike many other industries, boating and fishing is part of the Australian way of life; it's in our DNA. We don't have to go out and convince people that boating and fishing is a good idea, do we?

What we have to do though is give Australian workers an economy that's prosperous, with good jobs available where people live, government that enables them to make long term decisions of the kind that lead to the purchase of a new boat, or upgrading their outboard, buying a different fishing outfit at A-Mart, or a really specialised bit of gear from one of the high end fishing tackle shops around the country.

All of these things contribute to growth. They all contribute to employment and a more prosperous country. We don't need grants, we don't need acts of parliament. PEW can 'leave the room', as it has nothing to do with them, so there are no political shadows in the background of making boating and fishing work as commercial entities in Australia.

I know it's Pollyanna-ish but whilst I can draw breath I will continue to believe in the future of our industry and the vital importance it has to play in the well-being of Australian society.

We've taken a shocking hammering over the last 4-5 years. We now should insist that the next government, whichever brand it is, picks up the cudgels and looks at what has happened. (*Continued over . . .*)



# The Power of Simple™

The first combos with built-in CHIRP

The new GPSMAP combos give you the power of built-in CHIRP sonar. Just add a CHIRP transducer, such as the Airmar® TM150M made exclusively for Garmin, to easily distinguish between baitfish and game fish. Fish better. Keep it simple.

To learn more, visit [garmin.com.au](http://garmin.com.au)

**GARMIN**®

GPSMAP 751xs

## Comment . . .

They have to learn from the mistakes of the last few years, and work out how to balance the environmental challenges with sensible Marine Park management based on good, peer-reviewed science, sensible bag limits and seasonal breeding restrictions.

We must insist on the individual's right to take his kids out in a boat and go fishing wherever he and the kids want to go, within sensible and realistic limits.

### Trend To Bigger Boats

**O**ne of the features of the current round of Boat Shows that's very obvious is the trend to bigger fibreglass (GRP) boats, with the median or 'average size' moving up well into the mid 6.0 metre class.

This has quite a bit to do with the aforementioned Marine Park developments and the need for fishermen to go further afield, but it's also a natural development as people move up through the ranks from a 14 footer, then to a 16 footer, an 18 footer and so on.

It is both predictable and understandable, and it's great to see so many of the remaining manufacturers embracing this process and generating some darn good boats in the process.

Needless to say the big 760R Limited Edition Haines Hunter on the cover is probably at the very pinnacle of boats in this class that I'm referring to – and what an awesome rig this has proven to be.

Haines Hunter and their peers are fighting back very strongly against the



**In their heyday (2003-2009) Trailcraft created an amazing number of "firsts" and completely redefined many of the standards we now take for granted. To this day, they STILL lead in many areas and there are now thousands of happy owners looking forward to seeing the next generation Trailcraft take centre stage.**

flood of imports that swept into Australia six years ago and with the dollar now sliding back down to where it should be, there's every chance that they will see a really solid return to good local sales and support from the Australian consumer.

I think every single one of our readers would *prefer* to buy an Australian boat over something made elsewhere, so it's

exciting to see people like John Haber at Haines Hunter putting in the hard yards to build up a very impressive range of craft that are the equal of any coming in from overseas.

We'll be concentrating on these bigger craft in the next couple of months, so keep a close eye on the magazine in the issues ahead for some very interesting test reports.

### Gen - 2 Trailcraft Coming Back

**Y**ou've got to give Trailcraft's Brett Martin his due – he's a determined veggie and he's certainly working his backside off with the Chinese owners of his famous Trailcraft brand.

Whilst it's owned offshore these days, Brett is still the international marketing

## The Exceptional WalkAround: 244 Angler

Long Waterline. Lean. Mean. Fast.



Talk to Greg, at G & J Franks,  
2 Massey Street Bundaberg QLD 4670  
M: 0418 767 248 P: 07 4152 8177

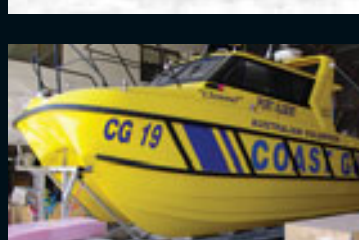
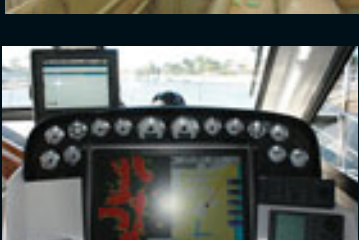
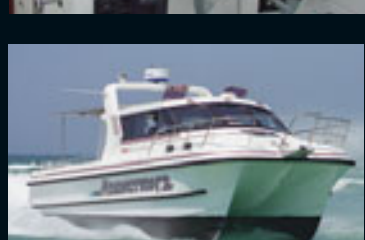
Email: [gjfranks@westnet.com.au](mailto:gjfranks@westnet.com.au)



# Be Sure: Noosacat



6 Production St,  
Noosaville QLD 4556  
Phone: (07) 5449 8888  
Fax: (07) 5449 9480 Email:  
mail@noosacat.com.au  
Web: www.noosacat.com.au



## Comment . .

director and a major influence on the finishing process – a practise that’s been really tested over the last few months.

Brett’s brought in very high finishing standards for the factory to ensure the best possible outcome for the Trailcraft recreational models. “They are terrific at building incredibly strong boats - they’ve got the construction side nailed; they’re better than we built them originally.”

Martin continued, “We had to lift the standard of the post-build finish i.e., the paintwork, seating, windscreens (etc) to match ‘best practice’ international standards. Once we set the benchmarks - they were away, and the latest boats coming through are just stunning.”

Brett is justifiably proud of the progress they have made, although I suspect he’d trade in all those frequent flyer points he’s amassed flying between Perth and Beijing working to get the building process sorted in a little less time than it has taken.

Nevertheless, he’s excited by the progress and the new standards of finish coming through, with Trailcrafts now being delivered once again to dealers around Australia.

We have indicated to Brett Martin that we are keen to put one of the new Gen-2 Trailcraft under the microscope



**Our latest international annual, the totally upgraded, hi-res compilation issue of Powered Cats 1, 2 & 3 is now available from Newsstand, or the PDF edition from us on our web site, [www.boatmags.com.au](http://www.boatmags.com.au) or available as a free download as part of our 200th/1st Birthday Promotions to every reader who subscribes in the month of July.**

quickly and he’s promised to do that as soon as the Queensland dealers have their stock sorted out (a process that is happening as this magazine is being

published).

We’ll be one of the first to get one of the new Trailcraft for full sea trials, and a very close inspection.

### Alf Stessl Goes Back To Cats

**T**his is the boat Victoria is talking about . . the brand new, single engine 4.85m Cat from the Stessl family’s new venture, Australian Power Cats P/L.

Built in beleaguered Geelong, VIC, the new business now reflects the



overwhelming response they’ve had to the new cat released last month at the Melbourne Show, and the 5.3m Cat they released last year. With demand for the commercial (see inset) and recreational versions of the new cat(s) now dominating the factory’s order books, the family has decided to ‘go with the flow’ and concentrate on increasing their output of these unique craft to keep up with demand.

*Info? Call them, on (03) 5223 1044*

**TBM**



*Alf Stessl’s brand new 4.85m single engine cat has passed all sea trials with flying colours.*



# FISHING FAMILY FUN

HAINESHUNTER.COM.AU

Find us on:  
**facebook**

## THE 625 OFFSHORE BUILT FOR SERIOUS FISHING OR PLEASURE CRUISING

Incorporating Haines Hunter's 21° Performance Deadrise Vee (PDV) hull, the 625 Offshore delivers superior performance and handling – proven during rigorous testing in both inshore and offshore conditions.

The new cabin model adds greater protection, more head room, more storage and greater fuel capacity for longer range. The new cockpit is bigger and offers greater free board, while at the same time delivering new

innovations to set the benchmark. Capable of fishing six large adult anglers in comfort, the enormous cockpit now has a standard side door which creates an ideal offshore fishing and diving platform.



GO TO [HAINESHUNTER.COM.AU](http://HAINESHUNTER.COM.AU)  
FOR MORE INFORMATION

**h** **HAINES HUNTER**<sup>®</sup>  
Creating the difference.



**NO NEED TO SEARCH ANYMORE - One of Runaway Bay Queensland's Finest . . .**

- Wide, north facing aspect with room for a 45' boat
- Fantastic 715 sqm block ■ Rare, approved 10m x 9.0t railway slipway ■ Work shop/ boat house for keen fisherman & boatowner ■ Large tropical saltwater pool
- Modern decor stone kitchen servicing the upstairs dining & balcony ■ 3 King size bedrooms with built in robes and plenty of natural light & sea-breezes ■ Open plan high ceilings ■ Top level master retreat with deluxe en suite and walk in robe ■ Another guest room downstairs containing en suite ■ Beautiful, mature landscaped garden surrounds for unusual privacy ■ Huge double car garage ■ Room for caravans or boats



**hillsea**

Property ID: 110026  
**Brett Anderson 0410 622366**  
[brett.anderson@hillsea.com.au](mailto:brett.anderson@hillsea.com.au)

## LETTER BOX



### Subject: A Poem

Dear Peter,

It has come to my attention that the 200th Issue of your magazine is soon to come on line, so here are a few verses that I hope convey our appreciation for the enjoyment that it has given both Charles and myself through the years.



Charles joins me in wishing you and Mary, together with your loyal team, continued success in the future.

kindest regards  
Norma Hecht  
n.hecht@bigpond.com

**Thank you for such a wonderful poem; your generosity of thought and spirit is unique, and for a couple of ninety somethings, truly inspirational. May you both remain blessed with robust health and each other - Peter & Mary.**



### A Vote of Thanks . . .

*We live in a wonderful country with a lifestyle laid back and free  
With many beautiful places scattered around for all to see.  
There are books filled with pictures, and with stories that boast  
About our snow fields, the inland, our mountains and coast  
But when your first love is fishing one book we all find  
That is known as the Boat Mag, a special one of its kind.*

*Wherever you fish, deep sea or closer to shore,  
The Boat Mag will cover what you're looking for.  
It is produced by a Pro who has fished since a lad.  
And knows the subjects that make a fisherman glad.  
Boats of the size that would suit each one's need  
And engines to power them make an interesting read.*

*Although it began life with a different name  
subjects it covers remained the same.  
It has grown with the times and the digital age  
With the latest technique for turning each page.  
But we will never forget first becoming aware  
Of a new fishing mag that we all loved to share.*

*"Fisherman and Boatowner" known as "F&B"  
Gave photos of fishing spots we all wanted to see  
The south coast, north coast the west and the east,  
The fish caught and enjoyed at a seaside feast.  
The bait they needed and the tackle they used;  
A mag hard to put down but one could be excused.*

*With the two hundredth issue now coming on line  
I thought this would be an appropriate time  
To pen a few lines of thanks from a fisherman's wife  
Who at times shared the change from a busy life  
And who not only enjoyed the fish that were caught,  
And the oysters and crabs that were happily sought,*

*But who also looked forward to an interesting read  
For that was a verdict on which both agreed.  
So "Hearty Congratulations" to Peter and Crew  
For highlighting places that to many were new  
And for the boating experiences that readers send in.  
NO ONE is surprised your magazines are a WIN!*

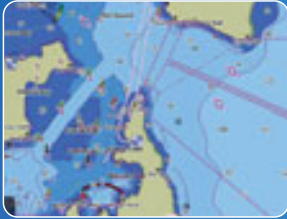
- Norma Hecht

JUST  
RELEASED

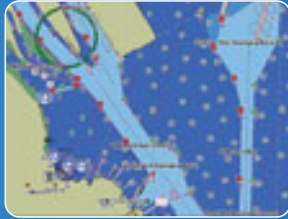


# C-MAP MAX-N WIDE

Genuine C-MAP charts for your Lowrance, Simrad or B&G chartplotter.



Entrance to Sydney Harbour



Port Melbourne

MAX-N WIDE provides exclusive access to C-MAP's worldwide up-to-date chart portfolio and enhances navigation with harbor and approach detailed charts and detailed marina plans.

Exclusively for



To learn more visit [jeppesen.com/lightmarine/max-n](http://jeppesen.com/lightmarine/max-n) or contact Jeppesen Australia Tel +61 2 9808 6200 [APAC-customersupport@jeppesen.com](mailto:APAC-customersupport@jeppesen.com)

Come see us at Sydney International Boat Show (Hall 4 Stand 416/417)



Hurry - Only A Handful Of **PRINTED** Copies Left!

# Plate Alloy Boats of Australia

Book 6, 214 Pages \$19.95



The best of the plate aluminium boat building world in the publication they simply call "the bible". Full directory of all the best platies on sale in Australia, with many DIY plans.

Now Available On-line at

**boatmags.com.au**

for immediate delivery

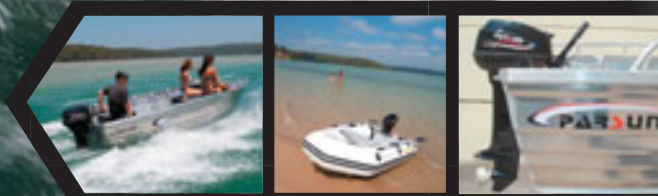
# PARSUN - MORE CHOICE, MORE VALUE

2 STROKE & 4 STROKE OUTBOARDS

[www.parsun.com.au](http://www.parsun.com.au)

Parsun Outboards bring the price of outboards down to where they should be, and with a 2 year manufacturer's warranty you can't go wrong!

- 2.5hp to 90hp
- 2 stroke to 4 stroke options
- long shaft or short shaft



Fastest growing name on the market for competitively priced **QUALITY** outboards.



**EFFICIENT | POWERFUL | SILENT | CLEAN**

Island Marine Enterprises (02) 9532 0002  
[www.islandinflatables.com.au](http://www.islandinflatables.com.au)



# SAVAGE Release Their 415 'Big Daddy'



**B**rand new to the Savage Range in 2013 is the 415 Big Daddy, the perfect no-fuss tinnie for your next fishing trip.

Released due to dealer and customer demand, the 415 Big Daddy is the larger and new extension of the popular 385 Big Boy model.

The beamy and stable fishing platform incorporates the basics for keen fishermen while the Big Daddy maximises space and storage for practicality.

With a beam of 1.96m

the Big Daddy has plenty of room for your fishing gear and refreshments and can be easily towed behind a mid-sized family car.

The 415 Big Daddy features a front casting platform which includes ample storage room to keep the carpeted floor clear and obstruction free. With a horse power rating of 40, the Big Daddy remains budget friendly while still providing plenty of power to service your on water needs.

The 415 Big Daddy incorporates high 3mm

plate look sides for strength and durability, and a low, carpeted floor to maximise internal space.

Savage National Account Manager Ryan Dewson said the new Big Daddy was a welcome addition to the Savage range and serviced a need and demand in the current market.

'The 415 Big Daddy is the ultimate elementary fishing boat offering a great price point for fishermen in the market for something new,' he said.

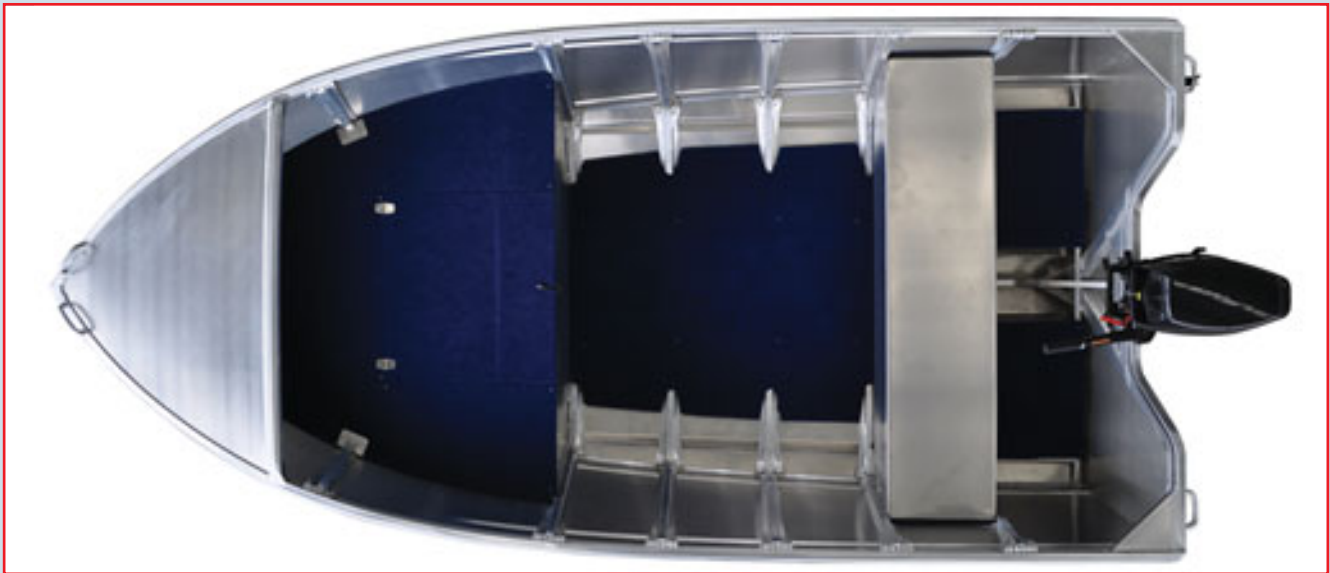
The 415 Big Daddy can be optioned to suit your

boating needs with options including rod holders, extruded side decks, and is available as a boat, motor and trailer package complete with a three year limited factory warranty.

For more information on the brand new Big Daddy or the entire Savage range head to

[www.savageboats.com.au](http://www.savageboats.com.au)

**TBM**



# Stacer's Family Oriented 639 OCEAN RUNNER



**S**tacer's new look Ocean Runner offshore cabin range has undergone a significant redesign to become even more family friendly.

The cabin shape of the Ocean Runners has been redesigned gaining 300mm in length and improving the driving position while increasing cabin bunks to 2.43m (8ft!) long, making a comfortable bed for everyone.

The new Ocean Runner also sees the introduction of a new walk through windscreen design which folds down and over making it even easier to access the anchor well

and keeping the windscreen clear for improved visibility.

The cabin range also features a new transom with an obstruction free boarding platform which keeps engine cables inside the transom for easy access and increases internal space by 200mm.

Internally the new transom allows for quicker access to the bilge pump, easier access to engine fit and storage room of dual batteries. The new transom also creates a lower centre of gravity which equals more stability at rest and whilst underway.

Stacer National Account

Manager Drew Jackson comments on the 639 Ocean Runner, "The 639 Ocean Runner is a great family boat suitable for offshore fishing and also camping adventures. Carrying 7 people with level flotation is a big advantage; you never want to compromise on safety when it comes to your family," Drew said.

The 639 Ocean Runner is the largest in the Ocean Runner range and has a maximum power rating of 175hp. With a 160 litre under floor fuel tank, bimini and envelope, hydraulic steering, Mark x5 Fish Finder and rear ladder all included as standard, the

639 Ocean Runner has all the essentials for a fun weekend on the water.

The 639 Ocean Runner is available as a Stacer Ready 2 Go Package including boat, BRP Motor and Stacer Trailer, complete with a 3 year limited warranty.

For more information on the 639 Ocean Runner or the Ocean Runner range please visit the Stacer website

[www.stacer.com.au](http://www.stacer.com.au)

TBM



# Haines Hunter's Limited Edition 760 HARDTOP



**T**his is big, very big. The flagship of the ever growing Haines Hunter fleet has just been given a significant boost with the creation of a brand new model.

It features a very sophisticated hardtop that is available in such a way it can be snugged

down for Victorian or Tasmanian conditions or opened up for tropical use in Qld, the Territory and WA.

The 760 series is available in several editions, but what we're looking at here (and on the cover) is the 760R Limited, the designation being awarded to the highest quality Haines Hunters every produced.

The Limited range 760R Hardtop, apart from the usual construction features, also has high grade cork flooring as standard, a fully customised interior, unique chrome decals and graphics, a standard equipment list that is mind boggling and includes Rockford Fosgate Surround Sound, plus a fully foam

## SPECIFICATIONS

LOA .....	8.2m
Max beam.....	2.5m
Height .....	2.8
Weight (Boat)..	1750kg
Transom height -	
Single .....	1 x 30"
Twins .....	2 x 25"
Fuel Capacity ....	500 L
Max HP .....	450hp





*There are now several variants of the Haines 760 available, including the Enclosed Hardtop model (above), and the stunning Limited Edition Runabout/Soft Top shown here with all the new 760R Limited features.*





**The Boat Mag: NEW FOR 2013: Haines Hunter 760 Limited H/Top & the 675 Offshore . . . .**

filled hull, an updated structural transom and Limited Edition Certificate of Authenticity.

As noted this is indeed a big boat, measuring 8.2m overall, with a beam of 2.5m, a base height of 2.8m and boat-only weight of 1750kg. It's set up for a single outboard transom height of 30", for twins at 2 x 25" and has a terrific fuel capacity of 500L, which will cater nicely for its maximum horsepower rating of 450hp.

Haines Hunter Managing Director John

Haber said the new hardtop "Reflected the needs of our customers, and the extreme and varying conditions that they may endure on the water, so the hard top was a necessary addition to the 760, which is the definitive offshore fishing machine".

This is no ordinary hardtop. A 50mm, engineered stainless steel frame is the foundation of the new hardtop, with ergonomically designed grab rails and an angler friendly structure. Aside from being strong and

functional the new hardtop features overhead electronic and storage space, a reinforced radar mount and spotlight mount location.

The hardtop hasn't left out any extras either. Included is a glass sunroof that can be opened for airflow and sunlight and moulded speaker mounts that will fit two 6.5" Rockford Fosgate speakers.

"We put a lot of thought into designing a hardtop that would allow easy installation of the many extras anglers and boaters install on their

vessels. The sunroof and recessed speaker mounts are a luxurious and functional addition that sets the hardtop apart from the rest of the market while offering the same exceptional value for money and quality design that Haines Hunter products have built their reputation on" John commented.

**TBM**



# The New Haines Hunter 675 Offshore

Haines Hunter has also added the 675 Offshore, an entirely new model, to its already market leading fleet of trailer boats.

The new 675 Offshore has been designed as a

powerful offshore vessel and although a dedicated fishing platform, is also a very family friendly multi-purpose craft.

With a 21° Performance Deadrise Vee (PDV) and Haines Hunters multi award winning hull design, the 675 is an extremely soft riding cruiser that will handle rough seas in comfort and safety.

A 280 litre fuel tank gives bluewater fishos the confidence to make long journeys out to the 'Shelf, and the fully foam filled hull provides safety and piece of mind.

The specifications include an overall length of 6.75m, a maximum

beam of 2.40m, base height of 2.30m and a boat only weight of 1300kg. It's set up for a single 25" outboard or twin 20" outboards, and is rated for a maximum 230hp outboard.

All new features of the 675 are increased dash space for housing large and multiple electronic displays, greater cabin headroom, fully moulded side pockets, new style battery storage compartments and a dive door/side door that comes standard with the 675 Offshore.

The 675 is the largest of the Offshore fleet. The ability to carry six adults and fish comfortably is

## SPECIFICATIONS

LOA .....	6.75m
Max beam.....	2.4m
Height .....	2.3
Weight (Boat)..	1300kg
Transom height -	
Single .....	1 x 25"
Twins .....	2 x 20"
Fuel Capacity ....	280 L
Max HP .....	230hp

testament to its huge cockpit and a layout designed by fishermen for fishermen.

For all enquiries please contact Kelly Cameron: [kelly@haineshunter.com.au](mailto:kelly@haineshunter.com.au)

**TBM**

# **~~EXTREME~~ 700**

## **Game King**

**I**ntroducing 'one of the most impressive plate aluminium boats we've ever seen', and the compliment comes from none other than TBM's John Batty and Di Ross, who built a Jon Kemp designed, 24' plate alloy Calibre in Adelaide not so long ago and followed the construction process through from the keel up.

So when John Batty called the TBM office and said "I've just come back from the Adelaide Show. You've got to check out this Extreme 700 from New Zealand, it's one of the best plate boats we've ever seen," we hastily followed through to check it out.

Subsequent investigations with the Victorian, SA & WA agents, Inverloch Marine

(they're just outside Melbourne) confirmed that they had indeed displayed this very craft in Adelaide last month, where it was sold and then brought back to Victoria for further demonstrations and pre-delivery work before going to its delighted new owner.

There's no doubt it's beautifully built; this is very evident even in the photographs. So much so, that there is clearly a very

healthy "war" going on between the top three Kiwi builders at the moment, being Extreme, Surtees and McLay.

These manufacturers are pushing themselves (and thus, each other) to the limit and it's very evident in their standard of workmanship which is now stepping quite markedly up and away from Australian build standards.

But apart from being







<b>SPECIFICATIONS</b>	
LOA .....	7.2m
Max beam.....	2.4m
Hull Thickness ...	5mm
<b>Side &amp; Deck</b>	
Thickness .....	4mm
Height on trailer...	3.0m
Length on Trailer .....	8.4m
<b>Std Towing Weight (BMT).....</b>	
	2370kg
<b>Transom height -</b>	
<b>Single .....</b>	1 x 25"
<b>Twins .....</b>	2 x 20"
<b>Fuel Capacity ....</b>	
	250 L
<b>Max HP.....</b>	
	130-225hp

## The Boat Mag: NEW FOR 2013



(which definitely puts it into the "deep-vee" category) and it carries a recommended horsepower rating of 130-225hp. On the trailer it measures a lengthy 8.4m with a height of some 3.0m to the top of the rod holders shown.

Interestingly the standard towing weight of this particular rig including the engine and trailer is 2.37 tonnes, a superb figure that opens up all sorts of opportunities for mid size 4WDs and SUVs.

*If you'd like to know more about this outstanding craft, why not give Peter or Tim a ring at Inverloch Marine in Victoria on (03) 5674 1502 fax (03) 5674 1088 or email Inverloch MD Tim Edney at [tim@inverlochmarine.com.au](mailto:tim@inverlochmarine.com.au)*

*It's also worth tapping 'Extreme Boats, New Zealand' into Google, and visiting the very informative Extreme Boat website.*

**Facing Page:** *Self explanatory, really - reflecting the Kiwi's extraordinary attention to detail and how they actually FINISH these boats.*

**TBM**

beautifully built, the 700 Game King is extremely intelligently packaged, with a superb list of standard features, many of which we just used to just dream about as optional extras "one day" when they would be offered by the builder.

Not here – the list of standard features is magnificent, and basically leaves the options to the all important electronics area which of course is invariably up to the individual as there are just so many ways the

electronic system can be assembled and installed.

For the record, this 700 Game King has an overall length of 7.2m, a beam of 2.4m with a hull thickness of 5mm and side deck thickness of 4mm. The deadrise is 20.5 degrees



**The Boat Mag: NEW FOR 2013**

# Robalo R240 Centre Console

LOA 7.23m Beam 2.67m Bridge clearance 2.62m Deadrise 22° Fuel 606L Water 83L Max Power 400 hp

Following the Australian debut at Sanctuary Cove Boat show, Chaparral Australia's Scott O'Hare is excited about introducing Sydney's fishos to his new range of serious offshore fishing boats.

Mr O'Hare said "The boats themselves are renowned for their quality finish and tough construction, but the Hydro Lift hull design is what really sets them apart. Time and time again we take these boats out into seriously rough water and cannot believe how superb the ride is"

The Robalo designers have also realised that today's boating families often want more than just a fishing boat; they seek to enjoy their investment more often with the flexibility to ski and cruise as well. The new crossover range offers universal cockpit layouts, built-in toilets and single or twin outboard transoms whilst retaining all of the performance characteristics and serious fishability that give Robalos their world famous reputation.



For more information about Robalo fishing boats, go to [www.robalo.com](http://www.robalo.com) or contact **Chaparral Australia** on (03) 9397-6977.





• **YEP! This Is The issue: The Full CAT-astrophe!**

**The Boat Mag**

For Timbers, Plastics, GRP, Imports, New, Pre-Loved, Refits, Motors, Cuts & Ties!

• **'Mother-ship' Whitsunday Adventure!**

• **Consumer Report: 2012 Mid-Year POWERED CATS Survey & Analysis**

• **At Last: Full Test Report of the Noosacat 3000 Cuddy**

• **The NEW 5.3m Make Craft Cat Goes Into Production**

FAB's TBM August #180 2012 \$11.95

• **The Only Outboard Prices & Specs Database**

**The Boat Mag**

For Timbers, Plastics, GRP, Imports, New, Pre-Loved, Refits, Motors, Cuts & Ties!

• **Bonoteau's Intriguing 7.0m Walkaround**

• **We All Learn From Robbie Newcombe's Thrills Pt Out**

• **The Story Behind Whalers & Rangers**

• **The Full Details: The NEW 2013 QUINTREX!**

• **Nautic Star's New RHIB Takes On The Kiwis**

TBM October #181 2012 \$11.95

• **The Only Outboard Prices & Specs Database**

**The Boat Mag**

For Timbers, Plastics, GRP, Imports, New, Pre-Loved, Refits, Motors, Cuts & Ties!

• **Are French (Beneteau, Jenneau) Designers Showing Us The Way Forward?**

• **The NEW 8.0m AMM Tournament & Steyr Diesel Launched**

• **New For 2013 New Hydrofield 5.0 Console Launched**

FAB's TBM November #182 2012 \$9.95

• **The Only Outboard Prices & Specs Database**

**The Boat Mag**

For Timbers, Plastics, GRP, Imports, New, Pre-Loved, Refits, Motors, Cuts & Ties!

• **Andy Myers: NT Jewish Fish From Bynac & The Porams**

• **NEW Deepwater Fishing 12v Winch Techniques**

• **New 4.81m - 4.90m Side (or Centre) Console Report**

• **New Series: Diesels & Displacement Cruisers P1/3**

FAB's TBM DECEMBER 2012 #183 \$9.95

• **The Only Outboard Prices & Specs Database**

**The BOAT MAG**

For Timbers, Plastics, GRP, Imports, New, Pre-Loved, Refits, Motors, Cuts & Ties!

• **BMD's DIY 16 'Sea Strike' - At North West Island**

• **Installing The Latest Yanmar V8/ZT370 Sterndrives**

• **Looking Back: Why The 1970s Shark Cat 560 Is Still Popular**

• **New For 2013: Sizzling 257 55x Chaparral Crownline 19 Bow Rider**

• **Buying Second Hand: Renovating The Allison 25**

TBM February #184 2013 \$9.95

• **Australia's Only Outboard Prices & Specs Database**

**The Boat Mag**

For Timbers, Plastics, GRP, Imports, New, Pre-Loved, Refits, Motors, Cuts & Ties!

• **New Cabo 36, Noosa Cat 2350 Released**

• **Awesome New DIY Composite Pro Tournament 21**

TBM March 2013 #185 \$9.95

Experience the difference.

Embrace the vision.

Enjoy the words.

6 issues for \$29

12 issues for \$55

[www.boatmags.com.au](http://www.boatmags.com.au)

# Now *THIS* Is A Jet Ski!

Launching What Is Arguably The World's Most Complex, Intricately Planned, Ocean Cruising Jet Ski.

Created as a result of a personal family tragedy, the development of this watercraft concept was as much therapeutic, as it was in response to a sense of adventure, but as the project developed and Port Douglas community rallied around, the mission took on a life of its own.



**B**ased in Port Douglas, an ambitious and unique project has been underway for the past six months to create a true 'blue-water', 'ocean-going' personal watercraft capable of reaching the remotest places on the ocean, not normally accessible by other marine vessels, in complete safety and comfort.

Using a 2013 Kawasaki Ultra 300LX as the base platform, local Port Douglas resident Dr Rick van Groningen and his team of engineers from Port Douglas Engineering have designed and created, what

is already being talked-about in northern marine circles as the largest, best-equipped and most unusual Jet Ski in the world.

Although planning for 'Jet Ski Wilson' started back in late 2011, the actual details of the project were not released until June 2012 with construction commencing a few months later to coincide with Kawasaki's 2013 model range 'public release' date.

Despite the Kawasaki's market-leading 300HP supercharged engine and considerable load-carrying capacity, it was determined at the very beginning of the project that Wilson would

be so designed to only accommodate the driver and that the necessary additional storage capacity for long-range coastal exploration including, spare fuel, water, food, camping and diving equipment, be provided by towing a Duck 330 tender vessel.

The Duck 330 (from Duck Inflatables) was chosen because of its complimentary modern design, stability, durability and superb load-carrying capacity. The tender was fully-customised to provide all-weather protection and features its own solar power supply, automatic bilge pump and shark

deterrent system.

### Pre-Launch Update

The most striking modifications to Wilson are without doubt, the addition of an inverted Rhino Rack alloy roof structure, which not only provides important sunshade and weather protection, but also acts as the supporting platform for an extensive array of navigation and communication equipment many large boat owners would envy.

This equipment includes:

- 2 x Garmin GPS map 750s
- Garmin 3-axis Compass Heading Sensor



- Garmin GPSmap 78s
- Garmin GWS10 Wind Sensor
- Garmin HD18 Radar
- 2 x Garmin 2kw Sonars
- Garmin GFS Fuel Sensor
- GME GX600 VHF/DSC
- GME AIST110 & Splitter
- GME GR200 AM/FM
- GME G142FD Digital Fish Finder
- GME AE3000 TV Antenna

The roof installation required careful planning and design to ensure that the ski's Centre of Gravity (CoG) and Centre of Buoyancy (CoB) were maintained, overall balance and performance on the

water not compromised, sufficient strength and torsion available to support the equipment weight, and that the roof would withstand the significant multi-directional impact forces generated by ocean travel in all conditions.

Damian and Paul of Port Douglas Engineering were commissioned to design and manufacture the alloy superstructure working 'hand-in-hand' with the owner to custom-fit the structure around his preferred and relaxed driving position. Damian's master expertise in welding aluminium and steel boats and Paul's engineering

background ensured that no compromises were made in the design and manufacture.

To aid Wilson's 'low speed' and 'at rest' stability, NACRA Racing Catamarans custom-built two 3.5 metre wave piercing outriggers from their new NACRA 350 catamaran were incorporated. These were especially strengthened with Kevlar at their four mounting points and designed to be an integral component of the overall superstructure.

The bottom edge of each pontoon features a thin running strip of Marine

Grade 316 stainless steel to protect them from any unplanned sand and/or coral impact.

The Sheraton Mirage Port Douglas Resort was chosen to host Wilson's world debut on Saturday 29 June 2013 to give media representatives, other maritime observers and interested parties a controlled environment in which to personally view and inspect every inch of this impressive craft 'up-close', as well as meet the owner and his construction team.

Wilson was launched at 10:30am signified by the release of 24 large



coloured helium balloons in honour of the owner's daughter Kate, who tragically passed-away in a single vehicle road accident last year at the young age of 24, and who inspired Dr van Groningen to undertake this project.

### Performance

After conducting a number of sea trials, it was determined that the optimal and smoothest cruising speed was at around 25 knots (46kph). At this speed Wilson gently and effortlessly cruised through the swell with almost no resistance. Dr van Groningen commented that "controlling the craft at this speed is akin to flying a small plane – making continuous gentle adjustments to 'pitch' and 'roll' to even-out the outriggers like wings above the water".

"Listening to the slicing of water and feeling the quiet

rumble of a 300HP engine under your backside is a truly unique experience – a similar feeling to that of riding the biggest of motorcycle tourers" he added.

A true Superyacht finish was achieved by carefully colour-matching the NACRA hulls and Superstructure to the quality two-tone factory paint work on the ski. This was painstakingly completed by Daniel at Port Douglas Paint & Panel. "I found Port Douglas Paint & Panel very helpful and they were great to work with. Daniel's professionalism shined through in the completed work he provided me. I would highly-recommend Port Douglas Paint & Panel as my repairer of choice for any future work".

The results of the paintwork are nothing short of breathtaking and add significant presence to the

craft.

### Special Covers

The third key member of the design team was Scott at SB Canvas who worked alongside Port Douglas Engineering and the owner to create Wilson's allweather protection canvases and clear covers. Each element of this work had to be designed, hand-cut and sewn, since no templates whatsoever existed for these special coverings.

Scott ensured that the contour of the canvas work blended seamlessly with the ski and that the finished product did not make the ski look like the Pope Mobile.

Applying the final touches were Chris from CJH Yachts who custom-made and laid Marine Deck 2000 (a Dutch composite cork product) on Wilson's deck, the outriggers and the upper & lower instrument

panels (although expensive, cork was chosen over traditional teak because of its long-life durability and non-slip / heat reflection properties) and Andrew from On-The-Spot-Signs who created all 22 specialised UV Resistant and Marine Grade vinyl and acrylic decals, many of which feature multiple layers of different colours.

Building Wilson is one thing, but safely storing it is another. To protect Wilson and its Tender whilst in the water, Ian from Boat Lifts, Jetties & Marinas in Western Australia teamed up with the owner to design and custom-make a special 'dual-entry' dry docking system to protect Wilson from the harsh salt environment once berthed at the Port Douglas Marina. The JetDock allows the Wilson to be driven directly onto the dock via the main marina channel whilst the



Tender vessel is brought around the front of the ski to allow for easy access, cleaning and general maintenance of both vessels.

Wilson's maiden voyage will be to the Low Isles and Snapper Island near Port Douglas, followed by several visits to Hope and Lizard Island during July and August. If all 'on-board' primary and secondary (redundancy) systems pass their rigorous testing protocols and are given the final stamp of approval, Wilson will then be prepared for its marathon exploration from Port Douglas, Australia to Bali,

Indonesia – a trip of approximately four month's duration.

Fuel, food and water drop-off points along the remote coastline areas are already in the planning phase, along with the requisite formal and informal approval processes required to visit certain areas along the way.

Leaving the Port Douglas Marina, Wilson will initially follow the coast north up to Cape York, to Thursday Island, across the Arafura Sea to West Papua and spend several weeks exploring the waterways of Raja Ampat (Four Kings

islands). Then onwards across the Ceram Sea, Banda Sea, Flores Sea and Bali Sea, island hopping until reaching Bunutan (the site of the sinking of US warship USS Liberty) on the northeastern side of Bali, before the summer monsoon reaches Indonesia early in January.

#### Jet Ski Wilson Specs

Supercharged, Intercooled, 4-stroke in-line Four  
 • Displacement 1,498 cm3  
 • Bore and Stroke 83 x 69.2 mm • Compression Ratio 8.4:1  
 • Valve System DOHC, 16 valves • Fuel System Fuel injection: ø60 mm x 1 (155 litres) • Ignition TCBI with

Digital Advance • Starting Electric • Cooling Inducted Intercooled Water • Lubrication Forced lubrication, semi-dry sump • Maximum Power 223 kW {300 hp} @ 7,750 rpm  
 • Maximum Torque 272 Nm @ 7,250 rpm • Maximum Speed 60 knots WOT (110 km/h)  
 • Cruising Speed 25 knots (46 km/h) @ 2,800 rpm

*For further information on this project, please contact:*

*Dr Rick van Groningen  
 Email: rgroningen@me.com  
 Mobile: 0488 801 001*

**TBM**





# The Project: Part THREE of Three Total Refurbishment Of A 1978 Cruise Craft Reef Raider

*Why refurbish an old boat? There are many reasons why we do it, but at the top of the list, family finances loom large. To purchase a new rig like the sweet little Reef Raider above, will typically cost \$40-\$60K . . . nice work if you can stump up the reddies, but many people can't. But hang on, if you could buy an old one, and do it up for around \$20K BMT all up and fishing - does that sound like a plan? It did for special guest contributor, Peter Crocos, who kindly agreed to share how it did with this fascinating Three Part Series. Now read on . . .*

### The final fit-out

At this stage it was very important to select items carefully in order to maintain the factory originality of the boat. While I wanted to achieve a modern interpretation of this boat, I also wanted to get the balance of the traditional aspects right. Before rushing out and buying a heap of chandlery (what fun!!), it was important to decide on that intended balance between modern and traditional fittings and fixtures, so that the end product will present as a classic restoration, but

with appropriate modern touches, as I had planned from the beginning. From experience, I also knew that any pre-used fittings would look pretty ordinary against this new-looking boat, so I decided from the start not to re-use any of the old fittings. Luckily, many of the original-style fittings could still be purchased new.

### Windscreen

Since the old windscreen on the boat had cracked and crazed perspex, a corroded aluminium frame and lots of

now-redundant canopy buttons attached, it was discarded.

I was able to order a new windscreen from the same manufacturer that made the original back in 1978. This boat is a Mark I version of the Reef Raider, but there was a Mark II version released a couple of years later with a more-raked windscreen, which I felt looked much better, so I ordered the Mark II version. When ordering over the phone I was asked if I wanted "green" perspex. Envisaging an unattractive "Army

Green” tinted screen, my immediate thought was that “Hell no, I want clear”. Luckily a bit of discussion revealed that all standard screens are in fact lightly green-tinted, so I went with it, and it looks “right”. When the screen arrived it fitted perfectly even to the extent of the pre-bored mounting bolt holes matching the holes in the deck. Not bad for 35 years later!

### Gunnel rubber

I sourced a new gunnel rubber from Cruise Craft, again trying to maintain authenticity. The gunnel rubber fits over a double flange at the point where the top and bottom moulds of the boat are joined; this structural join is thus conveniently covered and finished off by the gunnel. The gunnel is fixed by an epoxy glue line running along a groove in the gunnel which fits over the joiner flange. As the gunnel is pressed on, the epoxy glue spreads to the flanges and thus makes a solid bond for the whole system. I am giving you this detail and complexity to try and justify why it took six of us to do this fit-up job!

There are two critical factors in fitting the gunnel. Firstly, the epoxy glue is 2-pack, so you have a limited pot-life once mixed, and therefore you have to move fast. My strategy was to mix the epoxy in batches about the size of the large caulking gun I would use for application. Secondly, the gunnel rubber needs to be warm and pliable to enable it to be stretched on smoothly. While the factory probably uses an oven to get the gunnel to that warm and pliable state, I found that the oven in our kitchen was nowhere near large enough for pre-heating the 13 metres of gunnel, so it never got to the stage of seeking permission to use this oven, and being denied. Instead I relied on a hot November day in Brisbane to pre-warm the gunnel rubber.

Now what about the five helpers? Well, the strategy was to firstly fix one end of the roll of gunnel to the rear corner of the boat with two screws which would later be covered by the chrome end cap. This fixed point enabled the gunnel to be progressively pulled and stretched to achieve the required tension to give a smooth fit. Now ready to go, the first person stands in place at the transom corner ready to progressively tap the gunnel firmly home with a rubber mallet to



*This is Boat Number One . . . purchased for the hull,*



*. . . and this is Boat Number Two . . . purchased for the near new outboard*

*. . . and here is Boat Number Three . . . purchased for the trailer !*



*A beaut size for every day bay and nearshore fishing and family fun, the Reef Raider still ticks all the boxes.*



seat the groove over the flanges. Next, moving towards the front of the boat, the person with the glue gun runs a bead of glue into the groove on the gunnel.

Then further again towards the front of the boat I had three helpers who were managing the coil of unfitted gunnel while at the same time maintaining a maximum pull to stretch it as much as possible.

They looked like they were one end of a tug-of-war! Person number six was already mixing the next batch of epoxy and loading the next gun. And so it went until we progressed right around the boat and got to the other side of the transom. Job done!

It sounds straightforward here, but there were a few exasperated words and sticky epoxy glue in the wrong places before we got to the end!!

### **Fitting the outboard**

You will recall from Part 1 of the series that I had a second-hand Evinrude ETEC 115 with only 20 hours use ready to fit to this boat. I had previously made a lifting tool to attach to the flywheel to enable moving and lifting of the engine using an engine crane, and now it was time to bolt it up.

There is an old saying that “there is always one more bug” when referring

to computer programs, or, in this case, proof reading for published material.

The official BRP manual for ETEC outboards is available on the web, and I had downloaded a copy to assist me in the fit-up. Part of the engine fit-up material gives a detailed template diagram showing the position of the holes to be bored in the transom in order to fit the motor.

I followed this to the letter and carefully marked out the transom and bored the first three holes. At this stage I noticed that the hole pattern “just did not look right”, so I measured the hole spacing on the motor. “Oh bother!!”, I said (or words to that effect!!). I had bored one of the holes in the wrong place. It took quite a while to discover that the manual was wrong .

The template diagram gave measurements in both imperial and metric units. One particular measurement was listed as 6 7/8” or 136.4mm. Of course this is incorrect, as 6 7/8” is more like 174.6mm. I always use metric measures, so I fell into this trap, used the wrong measurement, and bored an unnecessary hole in my brand new transom. Some filling and patching was required! I was going to advise BRP of this error, but when I checked their

website I noticed that it had already been corrected. I suppose somebody else had suffered my frustration too!!

With the windscreen fitted, the gunnel installed and the outboard now bolted to the transom, but not rigged any further, it was time to move to another phase of the project.

### **Relocation to Victoria to continue Fit-out.**

From the start of this project it was always the case that this was to be my brother’s boat – I was just doing the restoration work. I omitted this fact from the story early on, just to keep it simple. So, by this time, after several months of having the boat resto on my mind for 24/7 and working on it at every spare moment, I was rather glad to pass on the finishing touches to my brother, Andrew.

In early December 2012 I trailered the rig from Brisbane to Wodonga, in Victoria, for him to carry on with the fit-out. Although I usually don’t like the Pacific Highway, I took this route to Sydney, and then down the Hume Highway to Wodonga, for the reason of maximising freeway travel, and therefore hopefully minimizing the risk of stone chips to the new paint job.

This strategy worked well and the boat arrived in Wodonga in pristine





*How good is this renovation? Peter Crocos has done a beautiful job of restoring this extremely useful 1978 Reef Raider to better than its former glory - all for less than \$20K BMT - but with a huge amount of often very hard labour.*

condition. We had decided on, and pre-purchased, most of the chandlery items to be fitted, so now it was a challenge to get it all finished by Christmas, and the holiday launching of the boat.

### Heaps of Chandlery to fit – What fun!!

One of the first observations in this part of the project was: “How could a small cardboard box full of shiny stainless steel thingys, lengths of wire and little boxes of switches and lights and stuff, cost so much??”

It just does, so move on!! As I said earlier, we used all new fittings on the boat, so this stage was really a matter of bolting it all on. That’s easy to say but it takes a lot of time to get it all done; with the planning of exactly where items are to be fitted, planning the routing of cables and wires, and then doing a neat job, is very time consuming.

One thing Andrew had some hesitation with was actually boring new holes in his now-immaculate boat in order to fit the new gear. My spies tell me that he checked and re-checked so many times before boring a hole that it slowed progress quite a bit!!



*A reminder - where it all began . . .*

The big list of new equipment fitted looks like this: Teleflex steering system with the steering wheel matching the current Cruise Craft boats, deck bollards and fittings, bow roller, bilge pump, battery, fuse/switch panel, all 4mm tinned wiring, 8mm tinned wire from battery to busbar at the dashboard, LED nav lights, LED cabin and cockpit lights, marine carpet on the floor and side pockets, compass, radio, chartplotter, sounder, trim tabs, rod holders etc.

The boat came with a nearly new 60 litre stainless steel underfloor fuel tank, but this was swapped with a similar 90 litre tank from one of the donor boats. The old fibreglass-shell bucket seats were re-upholstered by the same company that does Cruise Craft seats

today and new pedestals were sourced from Cruise Craft, so the seats really look the part. Andrew also fully rigged the ETEC with instruments, controls, fuel filter system and electrical system.

### Decals

Sometimes it is the little things that make so much difference to the end result. One instance would be the decals used to display the make and model of the boat.

To maintain that factory flavour to the restoration, I had the correct decals made for the “Cruise Craft” hull signage and the “Reef Raider 503” cuddy cabin signage. This is a small but extremely important detail when refurbishing a boat; I have seen refurbished boats without this detail, and they just don’t look the part.

The use of the decimal “Reef Raider 503” here instead of the original imperial “166” was a bit of licence to modernise the look. I did use versions of the decals that were only fitted to these boats in later production, but I felt this was acceptable and made the appearance of the boat a little bit more modern.

However, I feel that the piece-de-



resistance was the "Cruise Craft" wings and shield badge for the dash that I obtained from the factory as just the last word in originality.

Completing the fit-out kept Andrew on the job for every available moment, including very long evenings and weekends, but he managed to get it pretty much finished by Christmas 2012.

### **Mixing the traditional and the modern**

What are the real differences in the set-up of this boat today compared to 1978? Perhaps not surprisingly, many of the basics are pretty much the same: layout, seaworthiness, shelter, basic equipment, ease of handling/trailing, maintenance, comfort etc.

It just shows that the general format of this type of boat has not changed a lot. However there are a couple of areas which are very different:



*As author Peter Crocos has explained throughout this inspirational series, he has a bit of a 'thing' for this long serving Cruise Craft Reef Raider model - and in this shot we can see much of the reason why. It is a classic hull shape, something that simply cannot be wrought in aluminium without vast expense and skill. However, beautifully moulded off a traditionally built, hand-made timber "plug", the Nicholls family created a hull in 1978 that is STILL better than many of its fibreglass competitors, and streets ahead of all but the top of the line, pressed alloy boats. Truly, a timeless example of the art of professional, GRP boatbuilding.*

### **Electronics**

Without doubt the biggest difference in trailerboat fit-out today compared to 1978 would be the advent of cheap but highly competent electronics. These provide brilliantly well-displayed information for bottom determination and navigation, both of which represent a huge step forward in safer boating and easier fish finding.

From my memories of being aboard prawn trawlers in the Gulf of Carpentaria in 1978, I think colour sounders were just making an appearance but cost around \$10,000 (a lot of money then) and probably only had the capability of a \$250 sounder today. So, these early units were never

going to be found on a small pleasure boat back then.

In the late 1960's I remember heading out snapper fishing on Port Phillip Bay in the pre-dawn and actually fixing on a star (more exciting than a compass bearing!) to provide a heading to that favourite spot five or six miles out. Not any more; your GPS now effortlessly takes you back to the exact spot you caught your last fish - and now hopefully your next.

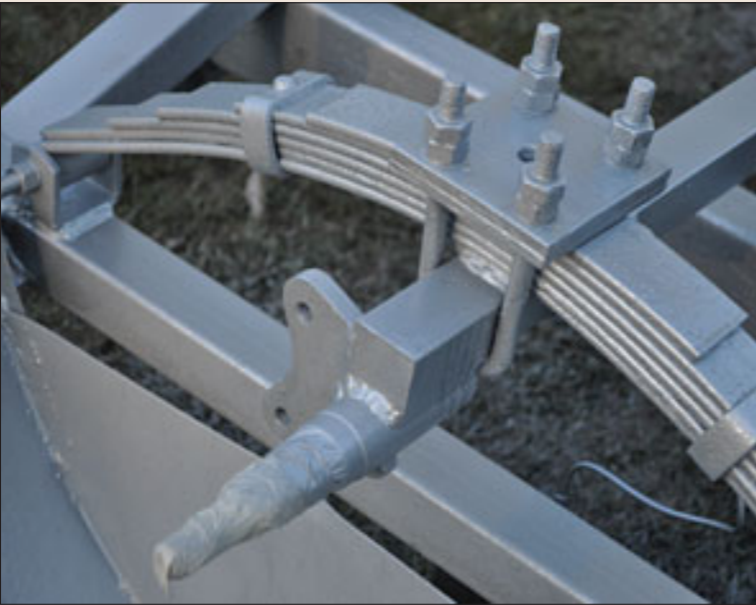
The point is that the mid-range Garmin combo sounder/chartplotter unit we fitted to this boat inexpensively provides a far greater range of depth, bottom and navigation information than will ever be used.

After all, this boat will not be going out over the 'Shelf to find bottom structure in 300m, and to then find our way home from 50 miles out. We do have the electronics to do it though!!

### **Engines**

The other big difference would be the engine. Modern outboards like the direct fuel injected 115 ETEC, other DI 2 strokes, or 4 strokes, provide a level of fuel efficiency, quiet operation and hopefully better reliability than the carby motors of the 70's.

I have run two identical 5.3m boats side-by-side over 30nm and carefully measured the fuel consumption of a 115 ETEC as being 45% less than a



90's model 115 Evinrude. That has to be progress. Fuel was cheaper back then, but it was not any more affordable.

### What about the trailer?

As you will recall from Part 1 of this series, the trailer selected for this project is a 2002 model Mackay Series 2000 multi-roller job with galvanised springs and axle. It is in very good condition with only very minor surface rust on a rear beam.

While the rig was still in Queensland, I refurbished the trailer with new galvanised brake hubs, new bearings

and new submersible LED lights and wiring, so as to start off with everything as-new.

What about future rust prevention? Galvanising is great but it does not last forever. What happens is that the zinc in the galvanising that does the job so well is oxidized over time, particularly when exposed to seawater, to zinc oxide. It is this zinc oxide that causes the powdery-whitish appearance of a galvanized trailer after a few years. As this process continues, the zinc protection provided by the galvanising is continually diminished until the unprotected steel underneath is

exposed.

This exposure may only be a pinhole, but it occurs widely and so is enough to start the rust process (iron being converted to iron oxide) across the seawater-exposed parts of the trailer.

My approach was to try and keep the seawater away from the galvanised layer by applying a quality paint system to prevent this oxidation and therefore loss of the galvanising. In order to get the best paint protection job possible, I dismantled the trailer to its major component pieces, and then gave everything a thorough cleaning,

degreasing and water-blasting.

I first sprayed a coat of industrial etch primer, then a coat of 2-pack polyurethane metallic-silver base-colour to mimic the galvanised colour. This was followed by two coats of polyurethane 2-pack clear to finish off. This paint system is very tough and resistant to many corrosive elements, including seawater, so I am hoping it will extend the life of the trailer as well as provide an attractive appearance. It certainly looks like a "newie" now.

### On the water - at last!

The boat was launched with much family fanfare in Port Phillip Bay in late December 2012, and was quickly christened with a catch of snapper. The boat attracted quite a bit of interest with the main comment being that it "just looks brand new", which it does. It was a thrilling time to be able to finally use the boat and enjoy the fruits of the work that went into it.

For once the Port Phillip Bay weather was perfect for a whole week, so we were able to enjoy a lot of fishing and cruising. With the capability and comfort of the boat and the benefits of the electronics we tended to venture much farther afield than previously. What fun!

The boat easily performed to expectations, and everything looked and felt like new, with that added satisfaction of the much-liked traditional lines of the boat. We found it to have heaps of room for fishing and cruising, and particularly heaps of storage space by comparison to the original version.

Performance and fuel efficiency of the motor were simply excellent.

There was only one item of concern during the initial days of use – every time it was pulled from the water, there were copious quantities of water draining from the lower bilge bungs. We had an underfloor leak!! Thinking it could only be the bungs leaking, we re-fitted these with excess caulking material, but it made no difference.

A very close examination of the entire bottom of the boat revealed the tiniest emergence of a pimple of the point of a screw protruding slightly from the hull. This had not been obvious when I was working on the boat, but some movement must have made this screw point just emerge enough to create a pinhole which leaked an amazing amount of water in a day. The screw was in fact where I had screwed down the new floor in the fuel tank well.

The problem was quickly solved by grinding down the screw tip and repairing the area with a 50 cent sized bit of fibreglassing. A bit embarrassing though; one thing you expect of a "new" boat is that it doesn't leak!!

One interesting observation in the early days of use was that the boat was so much quieter and felt so much more solid when running through chop than it had been during the initial "shakedown" summer of use (see Part 1 of the series). No doubt the new 12mm 'glassed floor, the extra bulkheads in the bow section, the vertical enclosures under the bunks and all the extra 'glass associated with

these fixtures had significantly strengthened and stiffened the hull, thus improving the ride comfort significantly. This was an unexpected, but most welcome, bit of icing on the cake!

This project has been a great success. As regards the appearance of the boat, I feel that it has that "factory" look to it, rather than just an old boat painted up. The boat displays those beautiful traditional lines that I find so attractive, and also features quite a few modern inclusions.

As regards the usefulness of the boat, it has proved to be exactly suited to its proposed usage pattern and it performs exactly as a new boat would, but at a fraction of the cost. It will have the comfort, low maintenance and reliability of a new rig, and be satisfying to own and operate. As well, there is the heritage aspect, particularly when you just love the traditional lines of this craft. I feel that the objective of the re-creation of a classic boat with that "factory" aura and modern touches has been achieved.

The personal input to a project like this is probably one of the important features; there is nothing quite like the feeling of achievement and satisfaction to be had by building up a rig in this way.

This boat will remain in the family for many years and will be appreciated by all. The personal effort and inputs by family members make it more than just a boat.

**TBM**

*It's been quite a journey for this 1978 Cruise Craft Reef Raider, but check it out . . . it lives again, better than ever, in 2013.*



# Operation

*Part 3 of 3*

Since the recent decision to hold over the extremely controversial Browse LNG Project on and offshore from the Kimberley Coast, this ancient land has won a timely reprieve. For Dennis and Joan Fitzsimmons, fresh from an amazing 4,100km voyage from Darwin NT to Derby WA, right down the Kimberley Coast, this was the news they wanted to hear. This is their story, written and photographed together from their 6.0m Ocean Craft.



# Kimberley

The Kimberley has always been a remote part of Australia few have ever seen or understand. More Australians have visited Bali or Disneyland than this vast, remote, uninhabited and quite hostile piece of their own country. Amazingly, it occupies an area larger than Victoria and Tasmania combined, and most of it still can't be accessed by land. Only in recent years, has its value as an international tourist mecca, and arguably, the ultimate trailerboat fishing destination, been realised.

*The scale and scope of this voyage is astonishing - especially by (say) European standards, where journeys of this length would involve passing around several countries.*

*What is also critical to understand is that for hundreds of miles there most likely isn't any civilisation or back-up if things go pear-shaped. An increasing number of Resorts and commercial enterprises (e.g. pearl farming) however, are making things much safer than they've ever been, but this is still a harsh, unforgiving environment.*



**W**e rose early on Sunday 22nd July to strong southeast winds, but Bob called on the VHF and suggested we get under way by 7am. We were ready. The aim was to get to the northwest corner of Bigge Island where there was known rock art. The course was almost due west, and again it was to be downwind sailing, but the seas were more of a problem than the previous day since the continuing winds overnight had encouraged the generation of a bigger swell.

Certainly it required full attention and broaching tendencies were an issue, but as I was more comfortable with the boat's righting responses I wasn't as anxious as I was the day before. However we were stopping almost completely at times so Bob decided to seek shelter at Prudhoe Island in the aptly named Shelter Bay. We weren't the only ones seeking respite from the seas - there was a 40 foot motored cat there before us. We again decided to await the turn of the tide, and hoped things would settle a little, as they had done the day before.

We left by 1pm, preceded by the cat, and ran comfortably

further west to Wary Bay on Bigge Island. A tight beach and reasonable swell made anchoring a little more complex than usual but the expectation of extensive rock art was the drawcard. Bigge Island art is well documented and all who land are requested to be very respectful of this special area at Wary Bay. We were impressed by the variety of the images, but also by the site of intricate sandstone caves and arches housing the paintings. We continued on south along the western shores of the island to Boomerang Bay where we found a suitable beach once again. The tide was falling and I left the boat dry at 5pm ensuring that we would be able to leave easily the following morning. We camped high above the beach in spinifex that night, but first I had to sort out some problems.

The Yamaha fuel consumption unit is very accurate in recording exactly how many litres are used between start and stop, but I'd realised my gauge wasn't changing. It was stuck on 1999 litres. After referring to the manual, it was apparent that the gauge records only 1999 litres and then has to be reset to zero. Problem solved.

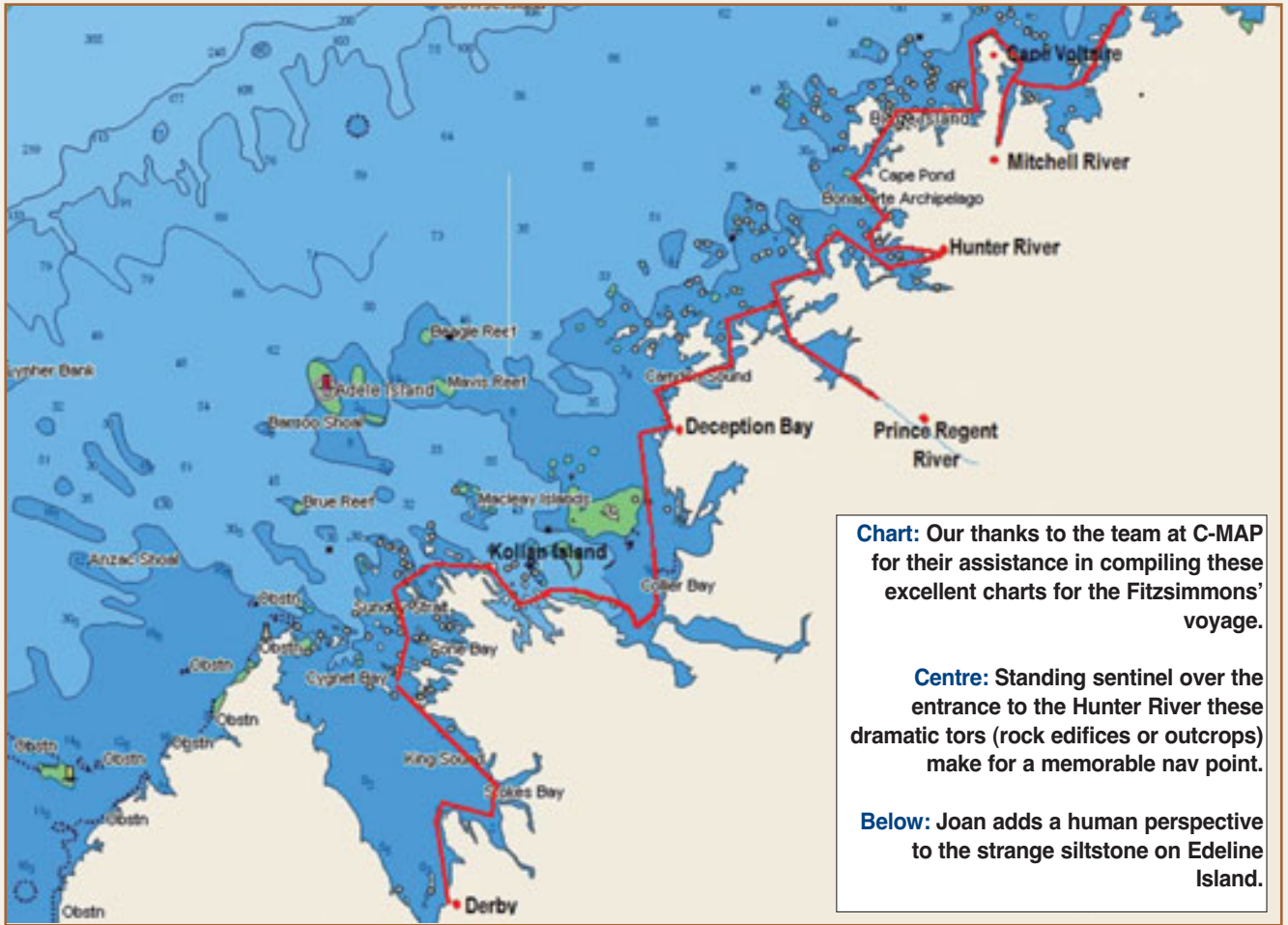
### *Introducing our fellow adventurer . . .*

#### *Bob Gillespie*

Joan and I have had a long association with Bob and his family since 1976. We were all members of the Land Rover Owner's Club of Mackay and joint partners in a farming venture begun in 1981 at Crediton in the Mackay hinterland. Both our families have travelled extensively together in 4WD trips throughout Australia often in the company of other like-minded friends. We have also backpacked with Bob and his wife in Indonesia, South America and New Zealand. Bob developed significant experience in small open boats in the waters off Mackay over recent years and as indicated in our introduction, it was sensible that we deferred to his superior seamanship skills and utilized his knowledge in directing the daily activities. Obviously we picked up our own skill set on the way, but it was prudent to continue the way we started to the end of this great voyage, and there is obvious benefit (and peace of mind) for both crews in having each other's support in such remote country - *Dennis Fitzsimmons*







Another annoying problem was the significant 'rooster tail' evident when we changed from one main motor to twins. This problem had been easily rectified back in March with a small aluminium shroud. Ever since I had transferred the Humminbird's transducer to the adjacent bamboo pole on 30th June, I had noticed a much smaller rooster's tail hitting the starboard leg so I now removed the shroud and attached it to the bamboo pole above the transducer. I hoped that this would stop a forceful jet of water continually hitting a circumscribed area and damaging the paint over time.

There were lots of small animal tracks near our camp, but we couldn't find fresh water after following them even in the melaleucas. There were no signs of crocodiles.

The night had been quite cold but the morning of **Monday 23rd July** was beautiful as usual, and we left at 9.30am for Rainforest Ravine, a much admired area not far away.

As we made our way down York Sound past the entrance to Scott Strait between Bigge Island and the mainland we admired the beautiful scenery around the islands.

Rainforest Ravine ends as a drying inlet starting about 3km east of Kartja Island. There is always fresh water flowing and as the tide was rising we had no trouble ascending through spectacular rocky cliffs (some looking like cemetery head stones) to this beautiful spot which did look like a rainforest but with melaleucas lining the watercourse.

The boats were held with reef anchors while we proceeded to wash clothes, swim and collect water. The tide was still coming and as there was no rock bar, on our return we had to half swim half walk over the rocks. The fresh water and salt tidal flow gently interact here, making it easy for crocodiles to also access the fresh water, so we kept a wary eye as we boarded the boats again.

Our course led us to Prince Frederick Harbour past Naturaliste Island to the stately entrance of the Hunter River

with twin tors on the northern bank and cliffs opposite. The river is not large and easier than most to navigate. The rugged beauty of the 100-200m cliffs was impressive. We travelled to the navigable limit and anchored in 5m of water hoping that that would be adequate to cope with the large tides overnight. We had travelled 117km that day. That night we saw two sets of crocodile eyes in our torchlight.

The tide went out to 0.4m where we were anchored but we did not ground. I had raised the motors as a precaution since Bob had stated that he thought grounding the most likely outcome. However our first task the following morning was to clear a significant accumulation of floating vegetation from the partially raised legs. As the tide raced in on the morning of Tuesday 24th July we drifted and motored intermittently to keep direction along the southern arm to a muddy rock bar. It was a further 1 hour walk to the falls and since it was such a big tide and muddy we gave it a miss.

*“ . . We caught up with world events with the BBC world service. It is very easy to live in a world of your own making in remote, isolated areas like the Kimberley Coast. . . ”*

Similarly with the northern arm which also continued past the rock bar to a waterfall, we reneged on the walk. There were no strikes while fishing but Bob had a 7 foot crocodile (scientific name *Crocodylus porosus*) lying beside the float of his crab dilly when he returned to it. We saw lots of smallish crocodiles. The water was very, very muddy and we could not see rocks under the surface. We relied on ripples, eddies and turbulence as pointers to underwater obstructions. We returned down river to the wide Porosus



Creek with its clear water and mountainous backdrop and flowering mangroves. We enjoyed the peaceful ambience as we drifted while we had lunch. A tourist cat K20 was also in the creek.

Our passage to Port Nelson was assisted by the southeast winds and tide being in sync. We eased into the narrow but deep channel between Gray and Glauert Islands and beached the boats in Ivy Cove to examine a large boab tree inscribed IVY 19.10.90 (or 91). Ivy was a pearling schooner working in the area under the command of Captain Biddles.

There was evidence of many campfires on the beach. The disappointing thing was that we saw more rubbish on this isolated beach than anywhere else. The beach being deemed unsuitable to camp on ashore, we moved out into the narrow channel to anchor in 8m water but avoided the area with fast tidal flow. We caught up with world events with the BBC world service. It is very easy to live in a world of your own making in remote, isolated areas like the Kimberley Coast.

The fuel bladder in front of the console which had looked and felt like a big jelly was now motionless and almost dead flat. We had extracted 304 litres from this bladder without a problem. As it is flexible it needs no breather and atmospheric pressure collapses the entire structure into a relatively small mass which is easily stowed.

Virtually no wind ensured minimal movement and as on many other occasions it was a pleasure to watch the stars as we drifted off to sleep. On Wednesday 25th July we left to view the famous Mermaid Tree in Careening Bay on the mainland. The tide was just starting to come in as we arrived. The tree itself is surrounded by an extensive and impressive walking platform constructed to protect the tree

*Continued On Page 40*



**Above:** Joan's considerable experience as a bushwalker provided an invaluable background as she worked within the limitations of living aboard a tiny space for several months, organising the requisite 'three meals a day'.  
**Below Left:** Carefully picking their way up into Rainforest Ravine, and **Below:** The crews took advantage of the freshwater to re-stock their water supply.

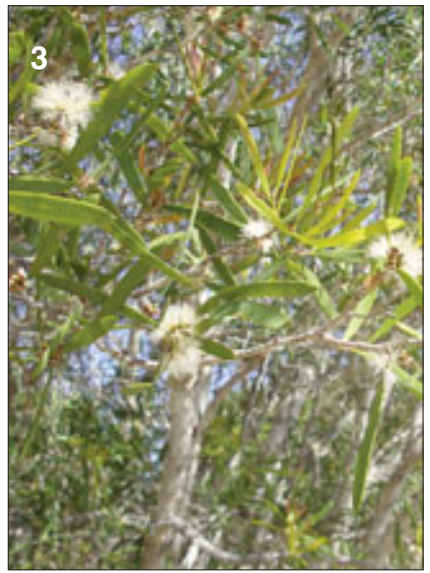




1  
*Adansonia gregorii* (Boab or Baobab) with White-bellied sea eagle (*Haliaeetus leucogaster*)'s nest. On Victoria River.



2  
*Ptilotus exaltatus* found in NT and a number of places throughout Kimberley



3  
*Melaleuca nervosa* on the bank of a tributary of the Fitzmaurice River



7  
*Alstonia scholaris* (cheesewood) at Bradshaw station



8  
*Adansonia gregorii* (Boab or baobab) at Bradshaw Station. Common throughout much of the Kimberley, some very large.



9  
*Haliaeetus leucogaster* (White-bellied sea eagle) in nest. Victoria River.



13  
*Gardenia ? megasperma*



14  
*Acacia dunnii* on West Governor Island



15  
*Byblis* sp. In freshwater creek near Truscott Airport



4  
*Melaleuca minutiflora* on the bank of a tributary of the Fitzmaurice River



5  
*Cathormion umbellatum* subsp. *moniliforme* near Big Horse Creek campground. Very large twisted seed pods.



6  
*Styliidium* sp. which came up after a bush fire had been through - near the plane wreck.



10  
*Philydrum lanuginosum* Tributary of Berkeley River – fresh water



11  
*Eriocaulon setaceum* Tributary of Berkeley River – fresh water



12  
*Utricularia* sp. (Bladderwort) Tributary of Berkeley River – fresh water



16  
*Grevillea agrifolia* near Truscott, common in that area.



17  
*Aquila audii* (wedge-tailed eagle)



18  
*Clerodendrum tormentosum* on Silica Beach on Hidden Island in the Buccaneer Archipelago

from the numerous visitors from the tourist boats.

Philip Parker King carved HMC MERMAID 1820 into a boab during his survey of this area. King, the son of Governor King and born at Norfolk Island, was commissioned to fill in many of the gaps, particularly of the northern Australian coastline, that existed following Matthew Flinders' circumnavigation many years before. The British Secretary of State for the Colonies requested King to "take care to leave some evidence which cannot be mistaken of your having landed" and hence the still clearly visible inscribed boab tree nearly two centuries later. King repaired his boat over sixteen days here, and of course, utilized local water. We replenished our stock yet again before returning to our boats and travelling on to the Prince Regent River. As we lifted our anchor we saw a five metre crocodile floating on the surface nearby.

In perfect conditions, we sped past Cape Brewster, Cape Wellington and Whirlpool Point into Rothsay Water where the gentle whirlpools turned us around, providing entertainment while we had morning tea. The water was at least 50m deep and a striking blue-green, a colour we had

*Grandeur of the scenery near Perosus Creek, just along from the entrance to the Hunter River.*

come to expect as normal now in these waters off this complex but exciting coastline.

Finally, we went further east into Saint George Basin and the scenery became even better. For some of the smaller tourist boats based in Derby this region is the northern limit of their trips but one can understand the sheer enjoyment of looking northeast in this huge body of water and visualizing the magnificent Mt Trafalgar on the left and Mt Waterloo on the right. Following a high speed grand tour of this basin we lunched near the mouth of the Prince Regent River. Shortly after our arrival we saw a large vessel some 6-7km away approaching the river. Then out of the blue a voice over the VHS asked if that was Bob ahead in the Quintrex. It was a relative of one of Bob's workmates on *Kimberley Explorer*. We agreed to meet up soon when convenient.

After lunch we pushed on up the river. The 9m tides dictated that one moves up river more easily on a rising tide, as we did, to ascend to the famous King Cascade, a waterfall tumbling down 50m over rock with lots of green vegetation - very scenic. The falls themselves are just in an indentation on the south side of the river. The falls were impressive but the historical issue of Ginger Meadows' death by crocodile at its base has a depressing air about it.



Anyway we gathered water and showered beneath part of the more gently flowing cascade and fished a bit before motoring about a kilometre downstream to find a suitable depth of water for an overnight anchorage.

Although as usual we woke at dawn on **Thursday 26th July** we delayed travelling up river to see Cathedral Falls until the afternoon when the tide was well on the way in. We did some housekeeping and fishing in the meantime.

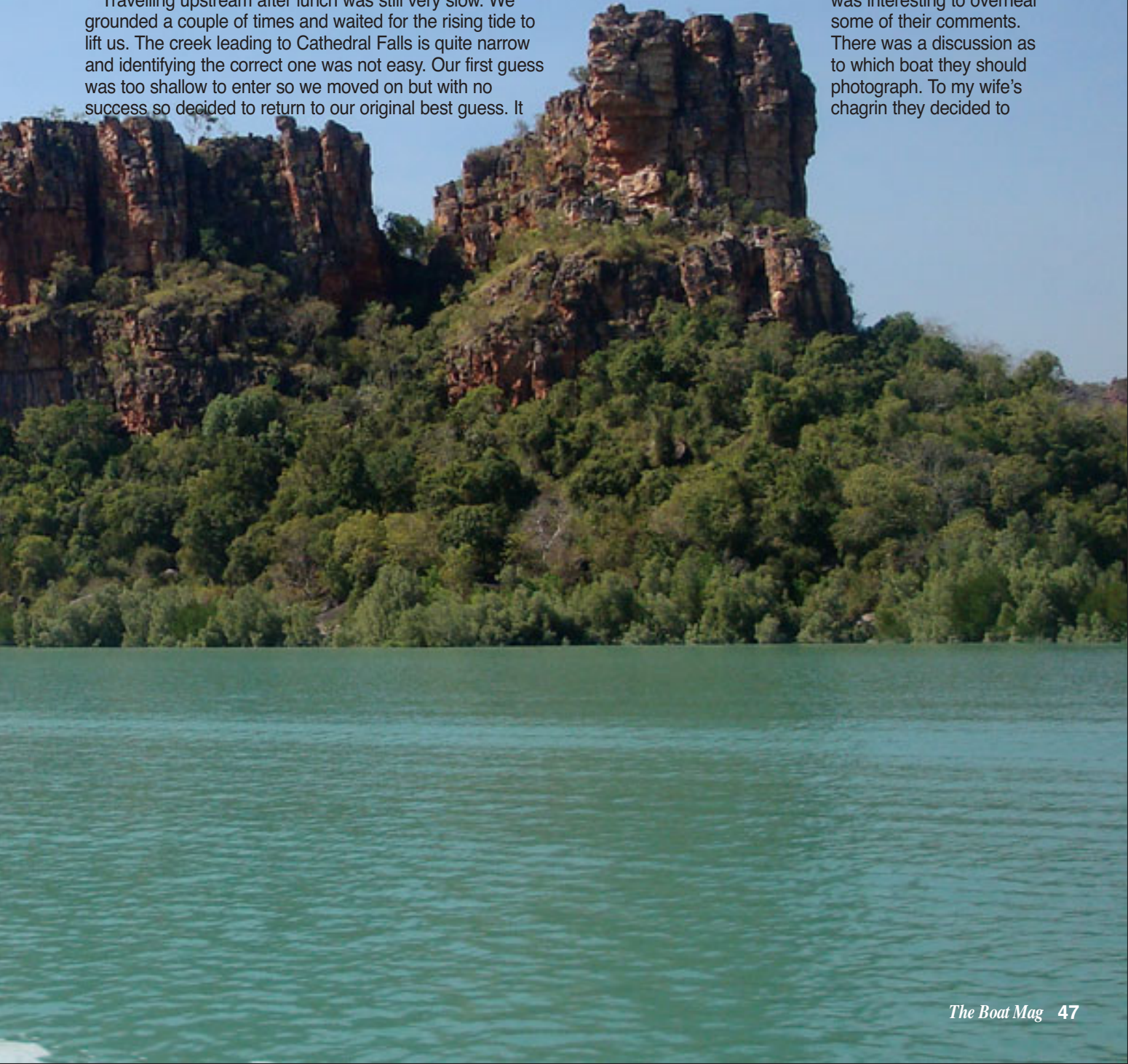
The huge tides that we were now experiencing were the norm for this part of the coast and working the tides was the only sensible thing to do in order to see as much as possible. Joan caught two crabs on baited fishing lines. I lost the first one trying to get a landing net beneath it. The second was retrieved only when I slid a crab dilly pot beneath it. Joan also caught two catfish which are very common in these rivers. The second fish was being stalked by a very large crocodile as it was brought on board.

Travelling upstream after lunch was still very slow. We grounded a couple of times and waited for the rising tide to lift us. The creek leading to Cathedral Falls is quite narrow and identifying the correct one was not easy. Our first guess was too shallow to enter so we moved on but with no success so decided to return to our original best guess. It

was amazing. The small creek now swollen with tide was much bigger and both boats edged in past fallen branches some 100 metres until there in front of us were the high, delicate Cathedral Falls - an impressive sight.

We returned down river but diverted into King Cascade when we noticed *Kimberley Explorer* anchored in there. We both tied up to their stern and Bob spoke to his friend Alex. The passengers had been swimming above the cascade and were returning in dribs and drabs by tender after negotiating the rough track that exists to the right hand side of the falls. They were going to anchor overnight in Camp Creek and needed to leave soon to catch the tide. It was interesting to hear that their boat often sat on the bottom as well. Many of the smaller tourist boats are cats, and this gives them a decided advantage over conventional hulls but of course they still have to be very careful. Some of the returning guests expressed surprise at seeing our boats. It

was interesting to overhear some of their comments. There was a discussion as to which boat they should photograph. To my wife's chagrin they decided to



snap the "tidy" boat - Bob's pride and joy.

We moved down river to anchor near Camp Creek where the river was much wider and although deep enough elsewhere we wanted to swing on our anchor but not dry and at the same time not be in the main river flow which was obviously going to be just as fast at night as it was during the day. It was interesting to observe the shore by torchlight during the night. We appeared to be getting closer and closer to the trees, and the rocks seemed to be approaching our boat.

The GPS proved that the anchor had not moved but the bottom of a nine metre tide dramatically changes the landscape in the immediate vicinity of one's boat. To cap it all lights appeared with the accompanying rumble of a large boat's diesel motor. It proved to be K20 which we had seen at Porosus Creek. It anchored close by.

Two small boats left K20 at 6am on Friday 27th July on their way to Camp Creek. We followed 3/4 hour later to find *Kimberley Explorer's* passengers camped just above the rock bar about 7km from the mouth of the creek. This boat, its tender and all the tenders we had seen earlier that morning were anchored in a line about 200 metres downstream from the rock bar. A guy was watching over the boats. We anchored our boat and Bob took us up close to the rock bar to scramble ashore over muddy rocks. We were greeted by a crowd bigger than any we had seen or would be likely to see on this trip.

Some were returning from walking to falls some 600 metres upstream while others were campers from *Kimberley*

*Explorer*. They had camped here for two successive nights in basic but functional conditions but we were surprised to note how close the tents were to the tidal waters which at high tide would be less than two metres below them about 20-30 metres away. Rivulets enhanced the attractive creek landscape. The tide was falling rapidly so we deleted our walk to the falls, washed our faces, collected water and returned to Bob. This had taken our allotted half hour. Bob tethered his boat to the rocky walls of the creek and climbed ashore. He took an hour to walk to the falls and return so with the falling tide he had a very steep drop from the bank to board his boat. Displaying significant agility and taking his time he descended safely.

While Bob was away we asked the captain of *Kimberley Explorer* about the possibility of camping on Montgomery Islands which are surrounded by extensive reef. He advised against it because of the horrendous sandfly population and the presence of a large resident crocodile. We exited the creek slowly and carefully as rocks became visible with the rapidly falling tide.

Passing through the western side of Saint George Basin we could still make out Mts. Trafalgar and Waterloo in the distance. Although the tide was still going out we ventured into Munster Water. The mud maps available to us waxed lyrical about the fast tides up to 7kn, whirlpools, reefs and shoals and especially the dangerous passage between the mainland and the western side of Greville Island. Thank heaven I had forgotten about this, as it was exactly where we went at speed (mostly) on a falling tide.

*Explorer Phillip Parker King's 1820 inscription in this boab tree is still there - amazing when you think how long ago it was carved out! (See text P-57)*







*The King Cascade Falls in the Prince Regent River are a very well known tourist attraction and one of the most photographed parts of the Kimberley.*

The redeeming features of course, were that the descriptions apply to difficulties for much larger boats, the water clarity was outstanding, our boats were small and fast and there was no wind thus making for excellent visibility and we easily made safe passage through to Hanover Bay. I must admit that there was one 100m narrow strip that in an hour or two would have been impassable even for us. It was all very picturesque though and well worth the minor risk.

Rounding Treachery Head we travelled down Hanover Bay Inlet to a well-documented sandy beach and considered our options over lunch. Instead of staying there overnight, we opted to get closer to Kuri Bay, our next fuel stop. First, we went further into Hanover Bay Inlet on the rising tide through a gorge with steep-sided cliffs and a freshwater creek at its apex. The whole gorge dries but we were able to ascend a significant distance and enjoy its splendid scenery. We then proceeded at speed to pass west around between the mainland and Augustus Island into Port George. We hoped to reach Camden Harbour via Rogers Strait. This we proceeded to do. We were certainly travelling fast with the anticipated variety of islands and changing shoreline making for a confused but enjoyable experience.

We sneaked into Brown Inlet and anchored about 4.20pm with 6m beneath our keel, ample for an overnight low of 2.5m and high of 7m. We had progressed 139km since leaving Prince Regent River.

**Saturday 28th July.** There was virtually no movement overnight. Today we were going to refuel at Kuri Bay. We were ready for an immediate departure at 7am. Bob was very chirpy and often carefully explained what he thought would be the practical options for the day. On the mainland near our anchorage was the former site of the first attempt to settle the Kimberley. Unfortunately almost all such

attempts failed, sometimes disastrously. Sheep Island, not far away, is the site of the grave of the first white female to die in the Kimberley. Mary Jane Pascoe, 30years, died in childbirth and the infant died a few days later in June 1865. Sheep Island is quite small with a dome-like hill its highest point and a number of boabs dominating the landscape. Accessing the graveside beach was easy enough and the grave itself was behind a large engraved boab tree about 60m above the high water mark. A plaque on the tree was in memory of PC Walter Gee Died September 1865 Aged 29 years Speared by natives while on duty with Scholl Expedition.

We made our way to Brecknock Harbour and entered Kuri Bay. Bob called the manager on the VHF and they directed us to the fuel pontoon and said they would be out soon.

Kuri Bay opened in 2012 as a tourist destination, as well as continuing its original purpose as a cultured pearling centre for Paspaley Pearls who have shifted much of their activity further east around the Osborne Islands and well into Vansittart Bay. Apparently the growing conditions are of better quality further east. The original buildings at Kuri Bay are well built having sustained minimal damage from cyclones over many years. The accommodation provided to visiting dignitaries in the past has proved suitable for paying guests.

John Cooper, the resort manager told us trading had been satisfactory for its first season. John shares responsibility with Ben Hawkins who was managing the Paspaley Pearl Industry side of the venture. Both young men arrived to help refuel each boat in turn. We saw new seals broken for each drum we consumed. The fuel was pumped filtered directly into our boats. Both boats were fuelled in 45 minutes. We completed all the necessary paperwork and we were on our



way into Camden Gulf by 9.30am.

Camden Gulf is recognized as a good area for visitors to view whales in the dry season. We saw some spouts and tails in the distance but not up close. As we went deeper into the bay we encountered a variety of noteworthy rocky islets off shore and slowed down to have a look. When we pulled into Sampson Inlet we found four other tourist boats there including K2O whose guests were oystering. It was obviously the height of the tourist season.

Our next destination was Deception Bay for lunch and then to investigate a creek which we had been told had a waterfall and rock art accessible by small boat however the neap tide prevented us from going far enough. We started to walk but realized that it was futile. We returned to our lunch site to overnight. The tide was well out and Joan noted a slide at one end of the narrow beach where she also disturbed a spotted quoll. We cooked on land - still a mackerel meal - and walked back to our beached home for



**Above & Right: Langgi is another special Kimberley landmark - with a strange set of sandstone, naturally shaped rock formations that have given rise to many suggestions as to their origins and age. Below Right: The spectacular Montgomery Reef - here during neap tides.**

the night. Bob opted to stay on shore.

On **Sunday 29th July** we woke early as usual but noticed that the tide was still well in and Bob's boat sat in deep water. He and his gear were on the beach so we picked up his anchor and carried it inshore. Bob was soon on board and we set off south to see the renowned grotesquely beautiful sandstone shapes of Langgi some 20km away. Although the winds were 20-30kn southeast, by staying close inshore we effortlessly travelled at speed to this amazing little inlet. Pictures certainly say more than a thousand words. As the tide was falling we were able to beach our boats and wander among the individual monoliths. "The rock formations give the impression of a gathering of people" is an apt description. As we arrived they reminded us of the Xian terracotta warriors. Whilst waiting for the tide to fall we went fishing. We caught nothing but Bob produced an excellent cod which he offered to us and we readily accepted.

Langgi is an ideal departure point for Montgomery Reef which is supposedly one of the wonders of the West Kimberley. Malcolm Douglas had captured it very well on film but always gave the impression that the beautiful reef could also be hazardous. The winds had not increased to the 25-30kn strong wind warning forecast and knowing that



numerous turtles but virtually no fish big or small and caught nothing. It was easy to tether the boats to check out the reef. Having lived near the Great Barrier Reef for many years, it was pretty much as expected except for the paucity of marine animal life in the small area we visited. We appreciate that this can vary on different sections of the reef. The exceptional clarity of the water in the pools on the exposed reef made their depth deceptive and what appeared knee deep pools turned out to be thigh deep or more. After about two hours we headed almost due east back to the mainland.

With little wind it was an exhilarating run at 40km per hour for the next two hours passing between islands and through Success Strait to George Water and finally into the awkward entrance of the Sale River. The mouth is guarded by sandbanks until the tide is well in and although easy enough for us, it is much more difficult for deep keelers. This is a pretty river and well worth the journey. The cliffs at intervals along its length were picturesque and impressive in the afternoon sun. The neap tide precluded us from crossing the rock bar which needs over 10m tides and ours was only close to 7m. That day we had one of the best runs of the trip. We travelled 132km and used 93.4 litres of fuel with speeds consistently the highest since the beginning of this adventure.

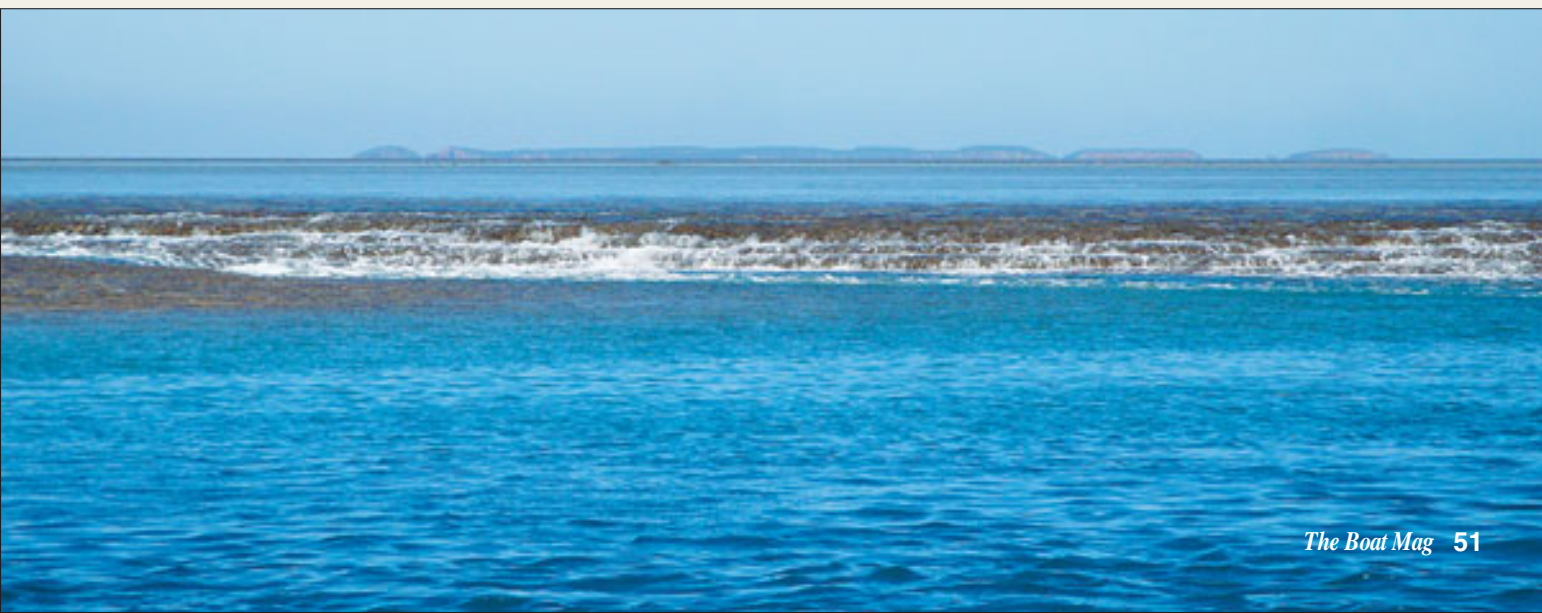
**Monday 30th July.** Joan thought the Sale River was one of the best visual events of the whole trip even though we couldn't access the fresh water. The tourist boats only visit the fresh water section on a spring tide of over 10 metres. There is a

known lag of 3-4 hours from the mouth to the upper navigable limits and although we cautiously moved upstream at walking pace it became apparent that we could go no further so we returned downstream into Red Cone Creek via Doubtful Bay.

The well described Ruby Falls are located at the end of Red Cone Creek. As we entered the tide was just beginning to fall and the creek was narrowing quickly. We saw Ruby Falls some 100 metres above a rock bar we were rapidly approaching. Bob who was leading decided that it was too risky and indicated that we should abandon and turn back. Now the situation was quite tight. In the process of turning my boat and carefully negotiating exposed rock my Bimini

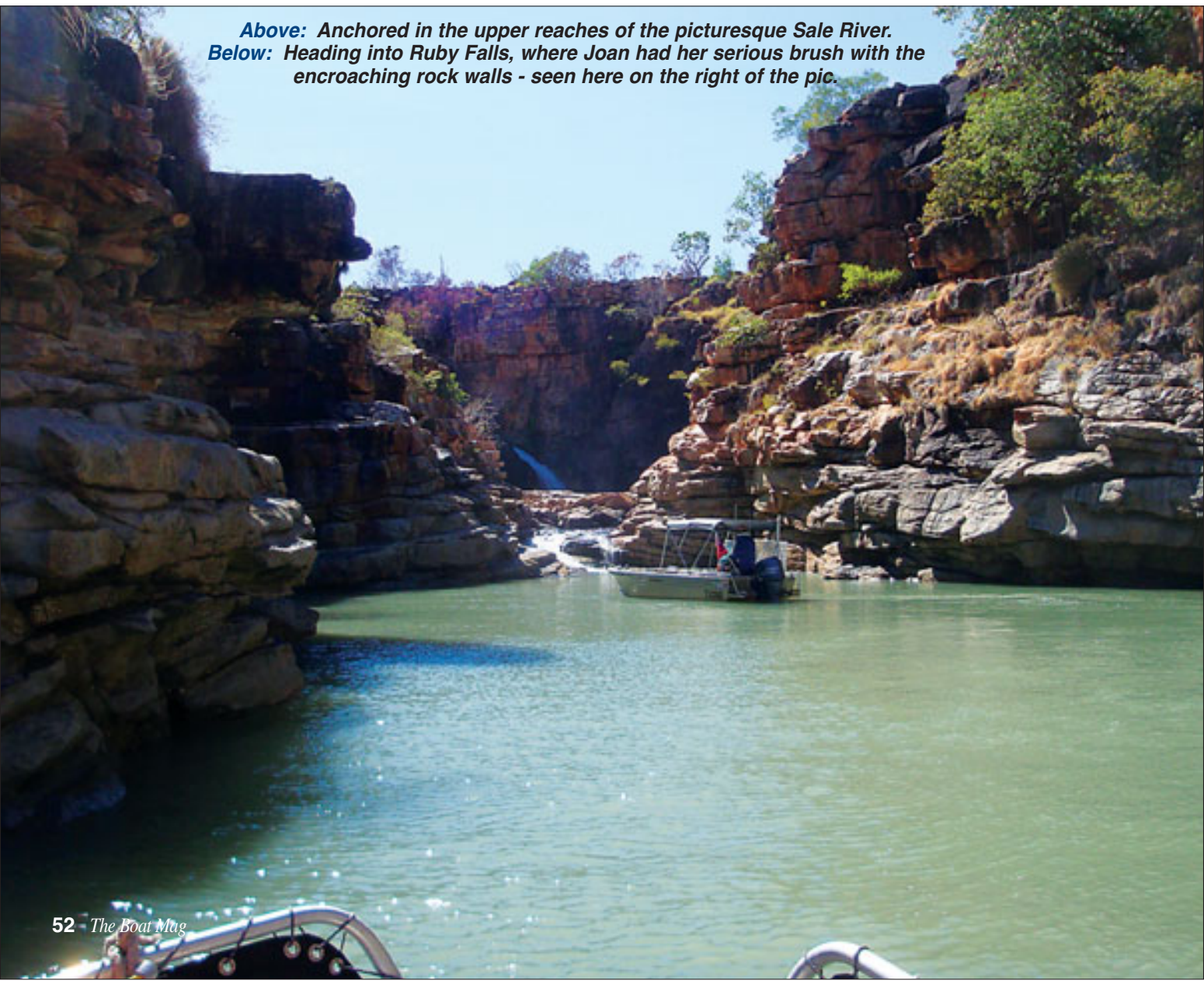
they should fall in the afternoon we decided to push on the 28km southwest to this huge reef that surrounds Montgomery Islands. We arrived just before the bottom of the tide and entered the inlet on the southeast corner which cuts towards the reef centre. A large sailing cat was anchored at its entrance with the occupants fishing off the stern. Instead of the roar of water cascading off the towering reef that occurs on spring tides we only heard a modest roar since we were experiencing neap tides so the tide did not fall as far and not as much of the reef was exposed. However the clear water cascading off the reef was still impressive and noisy.

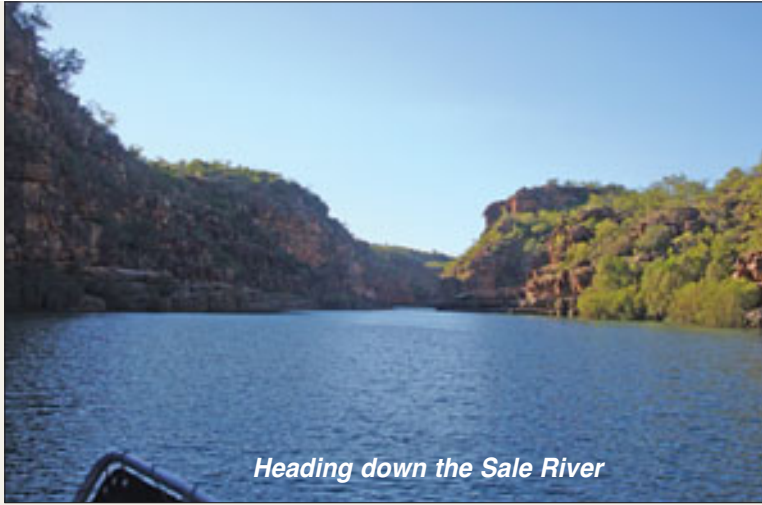
The water in the channel was incredibly clear and we saw





***Above: Anchored in the upper reaches of the picturesque Sale River.  
Below: Heading into Ruby Falls, where Joan had her serious brush with the  
encroaching rock walls - seen here on the right of the pic.***





*Heading down the Sale River*

rapidly approached a cliff overhang. Instinctively Joan put her hand up to push the boat away but it was impossible to push two tonnes against even a slowly moving tidal flow and the back of her hand was caught momentarily between a Bimini support bar and the rock. In an instant, Joan sustained a partial degloving injury of her right hand. A 10cm skin tear rolled back from her knuckle line towards her wrist exposing all the dorsal tendons. A gasp of disbelief and then pain followed by feeling faint. I had Joan lie down and told Bob on the VHF exactly what had taken place and said that I was going down towards the mouth where I knew there was ample water to assess the situation. He said he would follow.

The injury sustained, given other circumstances, was not that serious but we were in a remote area. Without a medical assessment on the spot, Joan undoubtedly should have been evacuated by air to ensure basic management of the injury. There was plenty of time to organize by satellite phone an evacuation before nightfall. I indicated at the beginning of this narration that I was fully conversant with aero-medical services to the Kimberley. I hadn't planned on my wife utilizing the service, rather I somehow conjured up some unlucky fellow traveller who might need my help.

This was fanciful as we were exposed to physical dangers just as often as any other tourist in this area and probably more so. I contacted a hand surgeon in Darwin, Dr Mahajani, who I had worked with the year before at the Royal Darwin Hospital. The end result was the decision to treat on the spot and continue on our trip. Management was to explore the wound carefully, painlessly approximate the wound margins, administer IV antibiotics and IV pain relief, wrap up the wound, review the following morning for any



***Joan in no little discomfort after the accident, but fortified by the knowledge that her husband Dennis, a vastly experienced medico, had the situation well under control on the spot. It is, however, a salutary reminder that anybody tackling a voyage like this, must (at least) have formal training in first aid, a comprehensive medical kit, and sat-phone communication.***

signs of infection, replace the dressings as necessary and report to Derby Hospital when convenient.

My wife now has a barely visible linear scar across her knuckle line. That night I was having second thoughts as to my management of a potentially difficult situation. If there was infection our three daughters would never forgive me if there was long term damage sustained by their mother. *(One imagines Joan wouldn't have been too thrilled, either! - Ed)*

Whilst I was tending to Joan's injury it was apparent that Bob was taking a long time to return. In fact I was getting rather anxious, but he did eventually arrive. He was having his own troubles.

In turning the boat, the bow was caught on a ledge and the tide was falling so swiftly that he had a struggle to free it. He said he was covered in mud and after cleaning himself realized that he had put his expensive sunglasses to one side on a rock. He retraced his steps and collected both his glasses and another covering of mud.

Bob's boat was tied to my stern and after a while I noticed that another boat had tied up alongside his. Coming from the Sale River that morning we had noticed a large motor vessel with a fly bridge parked not far away from where I was now ministering to Joan. The boat alongside us was its tender. It was longer than our boats but narrower and it had two car wheels astride the bow and another above the stern. Its sides were inflatables with a rigid hull. Apparently Bob had seen similar work boats back at the coal loading facility at Hay Point south of Mackay. The wheels were hydraulically operated and allowed the boat to be driven up onto the beach. The friendly guy in the tender was having a ball working on the big vessel. This large boat was fairly new. It was built in the Brisbane River and outfitted in Melbourne. *Grainco V* had sailed to Broome via Queensland and now was returning to Melbourne.

We left Red Cone Creek to go to Raft Point and find a suitable cove to anchor in. As we departed, we called in on *Grainco V* to say hello. On board was a young couple as well as our new friend. He called to the skipper to meet us. The boat was indeed well set up and it was immediately apparent as the skipper arrived why they had such an unusual tender. He was about our age and arrived from the rear of the wheelhouse in a wheelchair which he guided easily to the stern where everyone was clustered. His tender obviously allowed him to move to the beach where a hydraulic arm could lift the chair out.

This friendly lot gave us some information about fishing around Raft Point. They had caught and released a lot of barramundi there the day before. They offered and we happily accepted a bag of freshly cooked Anzac biscuits as we departed for a quick run to Raft Point.

We appreciated the majestic islands near Foam Passage particularly the often photographed Steep Island. We found a protected small cove right at the point and anchored in 7m with a neap low of 4.5m overnight. Under direction, I prepared dinner. My wife's pain was well settled but not her apprehension. I administered the final IV antibiotic and settled down to an untroubled sleep.

The night leading into **Tuesday 31st July** was quite noisy and the boat rocked a lot in this deep water anchorage. Joan complained of feeling sick. Was it motion sickness or



*Steep Island*

was it an early symptom of wound infection? Fortunately the wound looked pristine, the skin flap was viable and there were no signs of redness indicating infection. She was just feeling sea sick. Joan is notoriously prone to sea sickness but this was the first episode on this trip.

Joan's greatest discomfort was not the back of her hand but an area of abraded skin on the front of the wrist which had impacted the rock so I applied a non-stick dressing suitable for such a problem and once again wrapped her hand in new bandages from the huge store I had carried with me. I have collected virtually unused bandages from operating theatres for many years and have found many non-medical uses for them. On this trip, any sharp objects that couldn't be stowed easily in our capacious lockers were invested in bandages. Somehow I had bought a second Sarca Super No. 3 (9kg) anchor in case the first, which was neatly stowed on the bowsprit, was lost. Of course I didn't lose it but stowing the spare was a problem. It was successfully lashed against the port spray dodger and wrapped so heavily in bandages that even falling on its protruding fluke would cause only minor discomfort!

It is only a short distance from Raft Point to view the largest and brightest display of rock art we were to see on this trip. The tide was well out at dawn when we were able to capture the sun rising between Bluff Head on the mainland and Steep Island. The tide was coming in as we left, but first we fished close to shore on the approaches to Bluff Head where the crew from *Grainco V* had indicated they had caught barra a few days before. The water temperature was now consistently 23-24C but again no success.

Just past Bluff Head a track leads off Umburi Beach to the art. This beach is rocky and susceptible to the effect of the southeaster. Joan needed careful guidance to get off the boat and this was achieved without too much difficulty. The tide was coming in fast and it took some time to secure the boat under Bob's guidance. He offered to watch the boats first whilst we examined the art which resides in a series of caves leading off the left hand side of a short track ascending towards a large flat topped mountain above the beach. Towards the top of the track was a stunning view of Steep Island off the coast. The paintings were varied and included Wandjina, dugong and fish - see pages 66-67.

We were conscious of the time but then Bob arrived now happy with the boats being unattended, so we spent more time wandering around examining the paintings. When we

returned to the beach the boats were okay but in deeper water and of course I got wet climbing back on board. Without too much trouble the wounded warrior was carefully helped aboard - dry.

We now departed south into Collier Bay and continued travelling fast to ensure we could access the huge Walcott Inlet via the narrow Yule Entrance.

The tide was going out quite wildly, creating a tidal race. We had noted on many occasions before that when encountering a huge volume of water running through a narrow entrance in perfect conditions, the speed of our boat would drop immediately 4-5km/hr if the flow opposed us or add 4-5km/hr if it was running with us. (Walcott

Inlet does have access by land and annual tag-a-long 4WD tours access the eastern end of this very large inlet). We circumnavigated Onad Island swiftly in deep water then exited to zip down a coastline with a myriad of islands on our starboard side and passed through The Whirlpool into Secure Bay. The tidal movement here was even greater than at the entrance to Walcott Inlet. We cut the motors and lunched contentedly being spun in gentle circles by the whirlpools created by this very deep, energetic water.

After lunch we hoped to get close to the entrance of Talbot Bay in order to see the Horizontal Falls the following day. The coastline continued as before with what was to become the norm for the rest of the trip. We were passing literally hundreds of islands of every different shape, colour and orientation, many with enticing beaches. I guess with so many days behind us the feeling of getting close to our destination unconsciously propelled us ever forward. We found a suitable unnamed inlet approximately 10km short of Talbot Bay and here we anchored. The huge tidal movements coupled with Joan's limited agility underpinned the reason we only considered anchoring in deep water, rejecting camping on shore overnight.

The fuel bladder ran out at 210 litres. When it was filled at Kuri Bay Joan suggested that I hadn't filled it completely. She was right again. The bladder could take another 100 litres as we had proved in the recent past. Nevertheless we would leave it empty now we were nearing the end of our trip. Bob went to a different part of the inlet to beach his boat and change the oil in his engine. I only brought one litre of engine oil as I was advised that it was reasonable to leave the oil change to the end of the trip. Encouraged by Joan, I started fishing and latched on to a big fish which turned out to be a small shark as it came closer to the boat. Unfortunately it was followed very closely by a 3m crocodile so I cut the line. The croc was a very interesting chap because the distal end of its snout was heavily knobbed. It looked very much like a Johnstone River fresh water crocodile, but obviously would be a large one.

We have seen many freshwater crocodiles over the years and used to catch them by hand at night in the Daly River in the early seventies and let them go in the morning after the children had seen them. These were always small. We have seen larger ones to two metres in the water, but this crocodile was much bigger. It stayed around our boat for a couple of hours and that night when Joan shone the torch to check it was nose against the boat at right angles just

## The Cast: Writers, Photographers & Crew For This Grand Adventure:

### Dennis Fitzsimmons

**I** grew up in Brisbane and on the Gold Coast in the 40s and 50s. I attended a one teacher primary school at Tennyson.

I graduated from the University of Queensland in Medicine in 1965 and became a specialist anaesthetist in 1970.

I purchased my first 4WD, a Landrover station wagon, and went to Darwin in 1971 as a VMO until 1975. After Cyclone Tracy I went to Mackay where I still live. While in Darwin I joined the Land Rover Owners Club (LROC) of the NT and went bush with them about every six weeks.

I knew little about 4WDs at first but was keen to learn.

All members of the club went as family units and our whole family developed a love of the bush. Members of the club were a very adventurous lot and regularly went off road. Many of my colleagues were keen fishermen. My best fishing story was catching an eight pound barramundi on live mullet in front of the Darwin Hospital between appendectomies with the same surgeon on Christmas Eve 1973. We continued our 4WD trips after moving to Mackay. We have travelled all over Australia on numerous expeditions to remote areas, often through difficult terrain by compass course and latterly GPS.

We often take a car-topper and of course caught barra, mangrove jack, etc, in areas remote and difficult to access even by 4WD. We started bushwalking with our children from the early 90s and continue this activity when we can.

We started a farming venture at Crediton near Eungella 100km west of Mackay in 1981. We grew avocados and low chill stone fruit. We converted to forestry in the late 90s. The hillsides are steep so I use a dozer rather than a tractor. Professionally I have stopped giving anaesthetics and shall not renew my registration in September this year. I had limited experience with boats other than car-toppers prior to getting ready for our Kimberley trip in 2012.

floating there. It looked golden and quite beautiful in the torch light. Initially a friend, Gordon Grigg, a respected crocodile expert from Queensland, thought it may be a freshwater crocodile in salt water but a taxonomy expert that Gordon consulted stated that it was definitely an estuarine saltwater specimen.

We had travelled 125km, used 86.2 litres of fuel and the Garmin indicated that our top speed for the day was 50.4km/hr.

On **Wednesday 1st August** we were ready to leave



### Joan Fitzsimmons

**I** spent my youth mainly in Brisbane with some periods in Coen in Cape York.

My parents ensured that I got away from the city, walking at Mt Tambourine on holidays and staying on properties so I developed a strong affinity with the bush. I obtained my science degree from UQ and then a PhD in Biochemistry in 1970.

I married Dennis in 1965 and we had two daughters before we went to Darwin where the third was born.

Going on 4WD trips with the LROC was stressful with three young children but the only way to see the beautiful NT countryside.

I loved it and the company of like-minded people from all walks of life. I learnt the minimalist theory – take as little as possible but enough to be comfortable. The children had a ball!

Over the years our trips have been with families until our children grew up. We all enjoy fishing – teaching a four year old to use an overhead reel was challenging- and



appreciate looking at the scenery as we search for the fish in our car-topper on the rivers and lagoons. The trip to the Kimberley was relaxing by comparison.

Over the years we have each learned our delegated tasks without thinking and that was how it was after a couple of days on our Kimberley trip. I sat back in comfort as we whizzed along at 40km/h, or moved up front to watch for rocks or sand bars, or pulled up the anchor on demand.

Camping ashore was easy for two people as was cooking. As with our 4WD trips, we put effort into the preparation so the actual journey could proceed with minimal problems.

early. Bob told us that after taking his gear to the beach the previous afternoon he had to wade through 50 metres of mud after changing his oil. We thought he may need a hand exiting but he came around the point to our cove. Apparently the thought of more mud the following morning was so dispiriting that he collected his belongings from the beach and went back out through the mud for an overnight camp at sea in his boat. I was hoping to get a forecast for the next few days as it was very likely that we would be approaching

**Continued On Page 72**



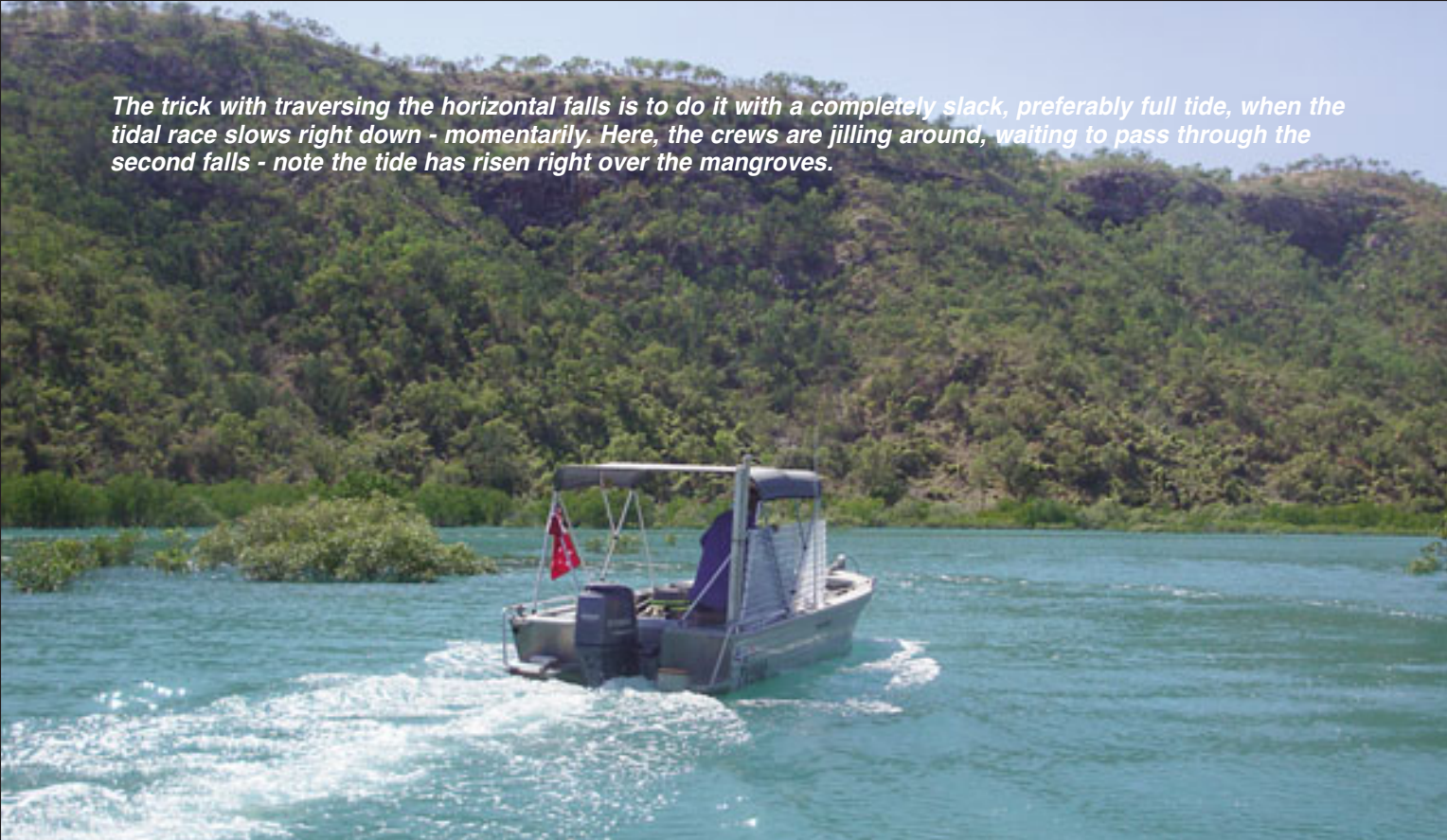




*Extraordinary examples of indigenous rock art are still being discovered in the Kimberley, and there are many 'galleries', caves and art covered walls within reach of boating adventurers (and tourists) that can't be reached any other way. Needless to say, many of the galleries are in sacred areas, and all of them have to be protected for future generations; these artworks are a vital part of Australia's cultural heritage.*



*The trick with traversing the horizontal falls is to do it with a completely slack, preferably full tide, when the tidal race slows right down - momentarily. Here, the crews are jilling around, waiting to pass through the second falls - note the tide has risen right over the mangroves.*

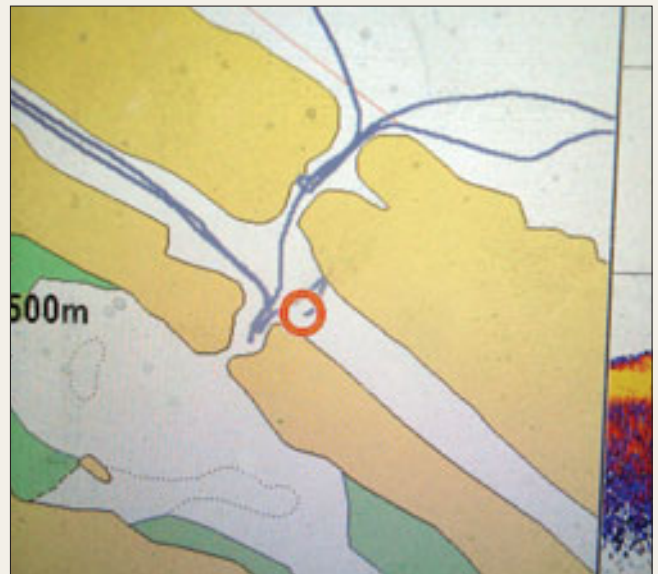


**Continued from Page 69**

Derby in the near future.

The approach to Derby through King Sound is notoriously unpleasant for all small boats if the winds are strong. My radio picked up ABC Kimberley and the forecast for our region came on but the transmission started to fade as it did most mornings - then a female voice came back loudly indicating that she was having difficulty calling the weather that morning because she was suffering from a bad head cold. I did commiserate but desperately wanted her to continue with useful information before the transmission faded again. She described in detail the temperatures, the lack of cloud and the tides. I was getting anxious and then finally the wind forecast, 10-15kn fading in the afternoon and continuing to fall towards the weekend. This was good news. The Sound would not be too challenging.

We soon left to travel the short distance, 10km, to Talbot Bay and the Horizontal Waterfalls where the tide flows through two narrow gorges creating a tumbling torrent. The only safe time to transit is at slack water. The tidal flow is always massive in the west Kimberley and the whole area is a maze of islands of every different colour, size and shape. The redeeming feature is the clarity of the blue-green water and despite strong south-easterlies the numerous islands so close to each other ensure that for much of the time the surface is quite calm for long stretches. We were again able to travel very fast but easily recognize shoaling water. Our small boats on any rising tide could, as mentioned previously, get around most islands despite sudden shoaling. I don't think we ever had to retrace our steps because it was too shallow to proceed. We certainly planned to traverse both sets of falls but we were not going to take any risks. As the first set came into view it was obvious that the flow was too vigorous to go through so we simply moved east to a scenic tortuous creek which was in retrospect



almost as exciting to travel as the falls.

Near the entrance to the falls we passed some of the infrastructure that underpins this famous tourist destination: a pontoon with a float plane tethered and a large barge-like structure which can accommodate the needs of many tourists at one time.

The creek we investigated at almost full tide had a series of mini gorges which we traversed at speed. It also opens out into much larger bodies of water. The gorges continue to join up with low hills with mangrove lined edges. It all looked great. We fished a little and had morning tea drifting, admiring the scenery before returning to assess the falls. We passed through the first set but the second set where the gorge is narrower and deeper, 74 versus 44 metres, was not judged safe enough yet. We veered to the right for 3-4km where we came not surprisingly to a rock wall and fresh

*On your mark, get set, and Go!  
Exciting stuff - but you have to be  
extremely careful, get your timing right,  
and be prepared for a lot of jockeying  
around even on slack water.*



water. Bob climbed the wall, washed and collected water for both boats. We waited for the tide change. The boats were literally moving around the tops of mangroves, just reinforcing the extreme tidal movements in these areas. After the tide change we returned to find the situation still hazardous so waited another hour. The flow did slacken and we passed through the second set of falls - see above pic.

We were all impressed with the force of this still turbulent water. Even though we were travelling at speed the boat was being thrown about and some nasty rocks were visible jutting out just under the water on the sides. It is understandable that traversing these falls other than at slack can be hazardous and unfortunately there have been some very unpleasant experiences including loss of life while attempting this activity.

We continued on to Dog Leg Creek, our last fuelling stop of the trip. There was an almost continuous line of islands on our starboard side all the way into Dog Leg Creek. The tide was high and some of the channels quite narrow but there was little to be worried about and once again we were able to gaze at the fantastic changing landscapes until the abrupt onset of the huge scar on the side of Koolan Island brought back to us the reality of the modern world of mining iron ore in this pristine environment. We contacted the fuel barge on VHF and Darren and Stumpy met us at the fuel pontoon. We really didn't need any fuel but Bob took 60 litres and I loaded 100 litres just in case. It was only a short distance to travel to Silver Gull Creek and anchor overnight in well protected deep water. We had travelled 125km and used 86 litres of fuel.

**Thursday 2nd August.** Our sleep was interrupted twice during the night. First we heard the sound of an approaching vessel. It turned out to be a small sailing cat which anchored further upstream and secondly I woke to see extremely bright lights which appeared to be very close, an approaching large vessel were my first thoughts, then I

realized the boat had swung on its anchor and I was looking at the distant but powerful working lights of the iron ore mining operation on Cockatoo Island.

We left at 7am to meet Phil and Marion whose abode lies 2-3km above our anchorage. They have lived here for some time and encourage visitors of whom they have welcomed hundreds over the years. As we approached their dwelling we realized the immediate difficulty of arriving at the bottom of the tide. With a 9.4m tide that day the dwelling was high above our heads and would necessitate scrambling over muddy rocks before even attempting the climb up the bank beneath their house. We decided to retreat and move on to the renowned natural swimming pool at Crocodile Creek just a few minutes away.

This beautiful place has been the scene of hundreds of happy barbeques for miners and their families from the nearby Cockatoo and Koolan Islands. Although access is difficult for deep keelers, even at low tide we had no problems reaching the final pool before tying up to the ladder that eases access to the enticing natural fresh water pool above. We all swam, collected water and spent some time just enjoying this delightful spot. Joan even went into the pool with her hand encased in a plastic bag.

From here we moved out into the maze of islands that constitute the Buccaneer Archipelago. The weather forecast as of yesterday was spot on. There was no wind of note and perfect blue sky. The day was to be devoted to gloriously spectacular visual therapy. Bob, Joan and I all remembered learning at primary school about the famous Cockatoo Island and its iron ore deposits and here we were seeing it in the flesh. Iron ore mining began on Cockatoo Island in 1951 under the auspices of BHP. Cockatoo Island like Koolan Island is starkly beautiful but of course the injury sustained from open cut mining can never be camouflaged.

We travelled west at speed before traversing the narrow passage between Irvine Island (which consists almost

entirely of high grade iron ore) and Bathurst Island and turned south to meet up with the startlingly white sand of Silica Beach on Hidden Island.

We were able to pinpoint where friends from Mackay, while on a tourist trip, had swum and camped and noted with some apprehension that they had pitched their tent closer to the high water mark than we had done at any time on this trip. The clean white sand here squeaked underfoot.

Reluctantly we left this memorable spot to travel to the southeast corner of the island for a bit of excitement - to taste the waters of Whirlpool Pass. I was intrigued by the notes in *Western Australian Cruising* that detailed places in the Kimberley. It often has some dire warnings but for Whirlpool Pass the words "not for the faint-hearted" guaranteed we would have a go. Although the tide was coming in full bore it just looked a little ruffled, so we waited a while for things to get a bit more interesting. When we did proceed at low speed the boat did move a lot and we had to raise the revs to maintain a straight course but at planing speed it was neither harder nor easier than many other tidal races we had encountered in the recent past. As usual, the depth sounders went bananas as the turbulent waters beneath our keel were very deep and upset the



normal sound wave penetration. However I should note that in the presence of strong winds these ideal conditions may change significantly.

The amazing feature of this whole trip was the realization that if one moves from A to B when it appears perfectly safe to do so one invariably encounters few problems on the way. For a novice, one's skill set does not expand very quickly. I

guess this is understandable as this area of the Australian coastline enjoys predictable weather patterns which are rarely extreme for some months during the dry season. This is a great bonus of course for the tourist industry.

From Whirlpool Passage we went deep into Strickland Bay and eased between Aveling Island and a sinuous peninsula protruding from the mainland. The body of water just before this enclosed an area known as The Graveyard and we now approached one of the small islands of the Edeline Group where a number of pearl divers had been buried. On a deeply shelving beach we were able to get Joan off the bow of the boat into shallow water using a light two step plastic ladder that resided permanently in our boat. The graves were found easily enough. The headstones were of the local siltstone and one clearly read under an engraved cross 1891 FRITO DIVER. This local stone looked like slate but was siltstone; supposedly fast weathering material but the lettering well over a century old had weathered little indeed. We were intrigued by the intricate designs in the slabs of siltstone in this area. Some of the designs would happily complement any garden or public place. We thought long about camping on this attractive beach but decided that it was too exposed and settled on



**Above: 'Squeaky' white sand on Silica Beach. Below: Crocodile Creek and its attendant falls are very pretty destinations - even tempting Joan in for a refreshing swim - complete with plastic bag wrapped, badly injured arm.**

moving to a largish but shallow inlet on Gerald Peninsula and watched with apprehension as sandbanks surfaced all around us as the tide dropped but we did remain afloat.

**Friday 3rd August** would prove to be the final day of our adventure. We moved out of our anchorage to a reef about 7km away. The water movement was minimal, the wind was non-existent, the water clarity excellent but the fishing disappointing. We had no strikes but Bob caught a medium sized queenfish which he released. I even tried some catfish bait but without success. I am sure that this reef would be infrequently visited yet the fishing was poor.

We travelled at speed down to Lachlan Island. The shapes and colours of the myriad of islands set in emerald green seas was no less an enjoyable experience than it was the day before. At 9.30am, sitting in the passage between Lachlan Island and the mainland we made the decision over morning tea to continue on to Derby and capitalize on the excellent conditions. The aim was to arrive a couple of hours



*This is an extremely important educational pic for would-be Kimberley adventurers going over from the East Coast. Note the normal tide mark and the boats' positions . . . If you leave the boats swinging to an anchor for two or three hours, they could well be in 7.0-9.0 metres of water, a kilometre from shore, when you return . . . how do you get back to it in croc infested waters? And in many places, there is an ever-present risk of the boat settling on rocky outcrops you can't see until the tide goes out . . . this is why so often this series has mentioned how Crew 'A' stayed behind to look after the boats, whilst Crew 'B' went exploring. Anchoring right out is a part solution, but requires an extremely efficient, croc proof, tender arrangement.*

before the top of the tide. We would then have time to retrieve our trailers from the caravan park and get both boats out during the slack at about 3pm.

We had seen the boat ramp when we dropped off our trailers some weeks before. We saw 300 plus metres of muddy sand between the ramp and the water's edge at low tide. This was an impressive sight. The huge tides meant that the ramp was only in water for a relatively short time. We made fast progress on an incoming tide. The wind remained non-existent. We watched the water change from emerald green to the deep yellow-brown as expected as we penetrated further into King Sound. We arrived off Port Derby at midday.

We took Bob to the ramp and he ran to the Kimberley Entrance Caravan Park and returned with his vehicle and trailer. We picked him up again and returned him to his boat. Bob does not need any assistance launching or retrieving his boat. We waited for him to come back with our trailer.

When Bob returned, we motored in and retrieved our boat and stored it alongside his at the caravan park. We had a celebratory dinner that night at an upmarket pub nearby. Joan saw a cheerful South African Senior Medical Officer at the Derby Hospital at 7am the next morning. He gave the wound a clean bill of health and organized for it to be dressed more formally. He mentioned as an aside that the suturing wasn't bad for an anaesthetist!

Bob departed early Saturday to explore the waters of Lake Argyle on his way home and Joan and I caught the Greyhound bus that night at 9.30pm from Darwin. I returned to pick up the boat and trailer a few days later. After a brief sojourn in Darwin we returned home to Mackay extremely satisfied that we had accomplished most of what we had set out to do.

### **Post-script**

The Kimberley is visually spectacular. Not only is there diverse flora and fauna but also a landscape which possesses infinite variations in colour and shape. Those qualities combined with its remoteness and difficulty of

access serves only to enhance its tourism appeal. It now enjoys an international reputation as a favoured holiday destination. Visitors coming to this area expect to see crocodiles big and small. Since legal culling ceased in the early seventies, the huge increase in the resident crocodile population guarantees that their expectations will be realized in full.

Joan and I had an encounter with a crocodile whilst sleeping on shore which we do not want to repeat. How could this incident have been avoided? By sleeping on board our boat, of course! Even this solution is not without risk. In recent years many fishermen in the Northern Territory have moved to high sided small boats as there have been an increasing number of interactions with crocodiles, including trying to climb over the transom while anchored at night. Most tourists are accommodated on board their own ships ensuring their safety. Some tourist operations give a more personalized service and highlight camping on shore and bushwalking activities as part of their sales pitch. Their track record with safety over recent years has been beyond reproach. Their onshore campsites are selected because of their natural beauty and often accessibility to even more enticing areas on foot.

Following our return to Darwin from Derby I contacted the senior ranger at Wadeye, Michael Schultz, to thank him for his help in organizing our refuelling in his community. When we compared notes it appeared that about the time we were experiencing our incident at Port Parry, he was with a group camped on a remote beach in the Wadeye area when they were stalked by a large crocodile. This time the crocodile came off second best.

Fishermen still camp on the beach in the Kimberley. Should we investigate more modern methods of keeping crocodiles at bay? Perhaps more education about the risks is warranted to prevent tragedies occurring in the future.

**TBM**

**I**ntroducing a series of emails from a long term reader who runs a very interesting platey, with a wife and two beaut kids who share Dad's passion for boating and fishing in some of Sydney's beautiful waterways.

The emails were all about the troubles the reader (back to camera, we'll call him "Tony" because that is his real name) was having with the cable brakes on his otherwise well set-up and maintained alloy trailer. The correspondence went back and forth over a few days, and was interesting in various ways for other readers to share.

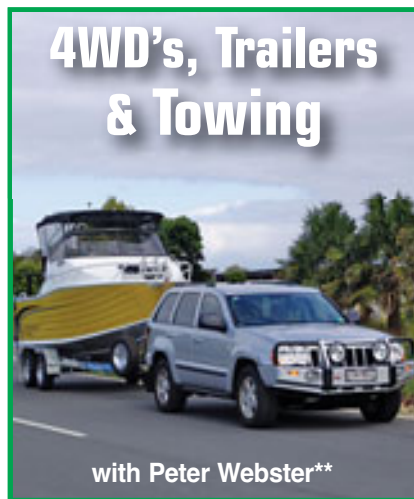
It starts with Tony explaining the problem, then PW responds - and then we have interwoven (in the blue type) Tony's responses.

*G'day Pete, you have made a big impact on my boating life – a good impact – very happy. I am turning to you because I don't have the confidence in my local trailer guys to help me with a problem. You are a guru of many years experience and I value no-one's opinion greater than yours.*

*I have replaced the calipers and brake pads on my alloy trailer.*

*Why? Well, the old pads never wore out. The disc pad backing plate (the steel part of the pad to which the actual pad is stuck to) actually rusted after 6 years.*

*How can this be? I live 200m from my boat ramp and the pads never got used much and hence never wore out. Instead, the disc pad mounting plate rusted, expanded and thus pushed the*



## Q&A About Those Cable Brakes . . .

*pad onto the disc causing the brakes to be applied permanently.*

*Of the 4 wheels, the brake pads of 3 were locked solid and I couldn't move the trailer.*

*I decided to replace all 4 calipers as well as all the pads. In hindsight, the calipers were OK but I replaced them anyway.*

*I lanolin oiled the calipers and I dare say I did the same to the brake pads mounting plate. I'm sure a good dose of lanolin oil got in between the pad and the disk.*

*When I adjusted my trailer cable brake turnbuckle, I did it fairly tight.*

*I locked the trailer hand brake on as tightly as I could. I connected the*

*tow ball onto the trailer tow hitch and put the car in drive, albeit at idle revs (800rpm – Nissan Patrol).*

*The trailer still slowly moved forward. I could feel the brakes grabbing to some degree but they were not holding the car back.*

*Is this supposed to happen?*

*I'm unsure if the lanolin oil is causing the brakes to slip or if I need to tighten the caliper adjustment bolts or the trailer turnbuckle. The trailer turnbuckle is quite tight and I thought the caliper adjustment bolt of each caliper were all fairly tight.*

*What do you think?*

Tony,

Sorry for the delay coming back to you. Busier than a one arm wall paper hanger at the moment, but I volunteered, didn't I?

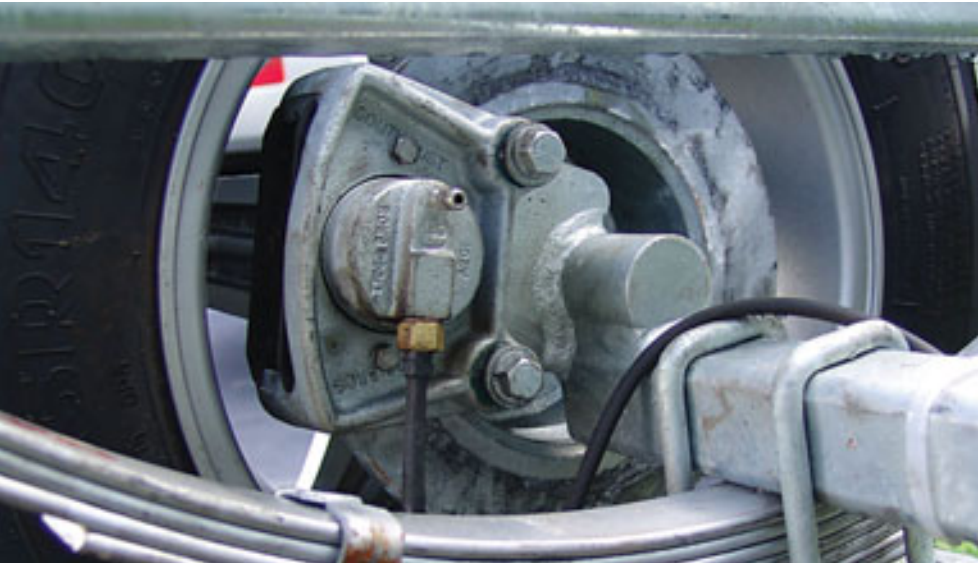
*The situation volunteered YOU, i.e., when someone said "who volunteers to do this, please step forward", everyone else stepped back. But I'm sure the anticipation and excitement of entering the virtual world stage online will keep you interested and excited, especially now there is no paper involved anymore or the logistical headaches that went along with that.*

Task at hand - ungarished, unedited, uncensored; just between you and me, and about 9,000 readers.

First up, I hate cable brakes with a passion that borders on pathological, and you've just re-ignited my passion about the b . . . y things.



*We've shown this photo before, as it is truly an excellent tandem hydraulic brake system we had under the big Quintrex 670 Offshore diesel. A true load-sharing system, it worked beautifully; this trailer a real feather in the Quintrex trailer blokes' caps. Do it again? Absolutely!*



**How can anyone seriously compare the elegance, efficiency and reliability of this level of hydraulics with a cable system? This is the Mackay Trailer system we had under the Horizon 445 Northerner.**

I promise you, on or off the record, you will never get them to work properly, or consistently. Even if the whole system is done up with the sensitivity of the Tooth Fairy, and it is all working PERFECTLY, the very first time you apply the brakes hard - or just firmly, the bloody cable will stretch one and half pooftenths. By the time you've braked half a dozen times, the cable will have stretched so far the brakes will only be about 70% effective unless you hit 'em so hard you'll eject those beautiful little tackers of yours out of their seat belts, clean through the windscreen. And of course, next time after that, they'll be even less effective, won't they?

*So S316, 49 strand stainless steel cable will stretch? Hmmm, that's an issue isn't it. Even though I have brakes on both axles, yes it's still a problem. The ONLY place I ever tow my boat is to the boat ramp a few hundred metres away and the last 30m of road is at a 30 degree decline leading to a "T" intersection. This is the ONLY place I need to apply the brakes at all, but it is a crucial spot. If the brakes fail, it will be catastrophic. Still, they haven't failed in 6 years of use almost every weekend.*

Trust me, You Cannot Win, not with a big rig like yours. With a pressed tinnie in the 750kg-1250kg league, you could probably put up with 50-70% effective brakes for most of the time - but making absolutely sure you did a good 100 km run up hill and down dale locally (NOT on a freeway) to get them ready for a holiday away; that's a best

case scenario. The rest of the time you just accept they are next to useless in the stopping department around the 'burbs.

*So if the brakes are next to useless and the rig weighs just under 2T and the car weight just over 2T and the brakes are applied firmly, the rig should show some signs of a jack-knife, wouldn't it? I understand that the brakes may reach this stage of ineffectiveness but perhaps in my low-stress situation, it may take years for the brake cable to loosen up to that degree...but I do take your point of being vigilant and I should tighten the turnbuckle a bit every 3 months or so.*

**Jack-knifing** is extremely rare IF you have 5-8% of the rig's fair dinkum weight on the towball, and the trailer has at least a 5°-7° down angle to the towball, over the length of the trailer i.e. the boat trailer has a discernable slope DOWN to the towball. I doubt the Nissan would have anything like enough stopping power to create a jack-knife situation. A far greater risk would come from the Nissan losing traction on a wet early morning road, trying to pull up four (+) tonnes in a hurry, and starting to slide through the

\*\*Peter Webster has been at the forefront of boat trailer development and research for many years, culminating (until recently) towing the mag's 4.5 tonne 8.2m Salty 27 on a tri-axle trailer, plus the 3.3 tonne 6.85m camera boat (a CCC cat) on a tandem alloy trailer with a Ford F-250. He is now focusing on 4.5m - 7.0m trailers with a GCVM under 3 tonne, with The Boat Mag's Jeep Laredo. For more information about the latest trends, legislation and regulations affecting boat trailers, readers are reminded the definitive publication "Trailers, Towing & Rooftopping" is still available on-line through [www.boatmags.com.au](http://www.boatmags.com.au)

intersection . . . doesn't bear thinking about!

**The pad and backing plate problem** is another universal issue. All over Australia - but especially in western Victoria, most of South Aussie, 90% of WA, lotsa QLD, most trailerboat owners actually remove the pads, calipers and backing plates altogether to prevent what is happening to you. In thousands of cases - but especially in regions where over-the-beach launching is common, or the facilities are very ordinary, the local police invariably take the common-sense view 'that old Charlie is just going down to the beach from his house at 10km/h'" and as long as the trafficators, brake lights and night lights are working perfectly on the removable light board - they don't even notice that the rig has no brakes at all.

**What to do:** What you are doing. Except that Webster's famous brew, Chateau Linseed Oil & Turpentine works better than lanolin.

Mixed carefully (only on the dark side of the moon) to be precisely 50/50 (with a tolerance of about 20% either way) and delicately poured into a plastic Bunnings hand squirter (the sort of thing my wife Mary uses to squirt chemicals on her roses so they'll grow naturally better) this brew works superbly - you just have to remember to use it EVERY time the boat is pulled out and the brake discs are reasonably shiny. You just duck down with your hand squirter and give the brakes a nice gentle spray of the brew. Then move the rig forward just a foot or so - and do it again.

(Time Out: This is a great opportunity for a little father: son bonding - besides, he doesn't have to bend down as far, and can more easily get under to spray the discs properly). *(Damn - I just realised that is another misogynist, sexist comment. Bugger - start again: Get that cute-as-a-button little blonde daughter of yours on the job - SHE too can get down on all fours and squirt the damn brakes - okay?)*

*Ah yes - I do remember that trailer moonshine of which you extolled the virtues some time ago. I had forgotten the recipe and I will distill some for the trailer ASAP. I don't know if the lanolin oil and moonshine will react chemically and create some kind of freaky acid that will eat the pads...Will*

## 4WD's, Trailers & Towing

*your brew dislodge the lanolin oil? As for the kids? See, if you had mentioned my daughter helping me in the first instance, you would have branded yourself a misandrist for not mentioning my son - can't win either way....and if I DID get them both to help me, my son Aaron would call his sister Trinity "Trinny the Poo" and she would call him "Aaron Sharon" (implying he's a girl) and her 6 year-old-sumo-wrestling physique would plough into his 12-year-old-skinny figure and it would be on for young and old. I would be left holding a squirty bottle of moonshine and banging my head on the reverse stepped chine in a feeble attempt to get up from under the rig and prize them apart with the crow bar. Then the wife would come down, survey the situation, see me with a battered forehead, holding a crowbar menacingly at the kids who are entwined in a WWF bout that Hulk Hogan would be afraid to be tag-teamed into, and my wife's sense of logic would be "See, I told you boats and fishing is bad for the kids.". I might end up DRINKING the moonshine instead . . . .*

Is this a pain in the bum? Yes, definitely. Will it stop the probs you are having? Yes, definitely. BUT you'll also have to do a couple of other things.

Firstly, back the cables off so there is some slack right through the system, so there's maybe 15-20mm slack at the over-run head to take up before the brakes are actually applied. Think of it as pre-stretching! It also means when the brakes do 'come on' they DO come on with a little bit of a jerk - but this actually helps the process of knocking off any rust scale that's accumulating; it applies the pads a bit harder (ditto) and importantly, ensures they won't work at all when you are just crawling through traffic ie. with my brew carefully applied, they won't be grabby or worse, staying on.

I'd also preface my comments about Chateau Linseed Oil & Turpentine by suggesting that you give the rig a good run AFTER you've eased off the cables, AND sprayed the discs with plenty of the brew - take it for a good long run



**One of the major advantages of a well set-up hydraulic system is a handbrake that actually works - and that can be very useful around the yard.**

up, but particularly DOWN a few beautiful hills where you can apply the brakes for quite a way - and make sure the disc surface is cleaned up. Then, when you get home, get the 'B' team on the job with the squirter, so the rig is put away with a nice coating over the (hopefully) shiny discs.

Tony if all this fails - and ultimately, given the size of your rig and using cables it almost certainly will (be they stainless or gal steel), start saving.

Further down the track, take the trailer to your nearest Dunbier trailer branch, and invest in two new axles and stub assemblies, complete with their excellent new stainless calipers and discs, along with a retro fitted HYDRAULIC over-ride system.

If the BMT rig is under two tonnes which I'm assuming it is (but it must be awfully close to the 2-tonne limit for over-run systems) the hydraulics work beautifully, require very little maintenance beyond regularly checking fluid levels and making sure there are no leaks anywhere thru the lines (very, very rare) and enjoy the experience.

*Pete, my previous rig (7.5m platey, twin yammy 115's, etc) was a 3.5T BMT package. It sat on a McKay gal roller trailer with electric over*

*hydraulic brakes. The brake system was new to me and I was very suspicious of it (being new technology). The brakes worked well, never missed a beat and I never maintained them for 9 years. Only the brake pads wore out and were changed prior to sale of the rig. For my current rig, I purposefully opted for an alloy trailer, not only for the anti-rusting properties, but also for the weight saving so as I don't have to spend that 5K (that I didn't have) on electric-hydraulic brakes. The current BMT cost me \$74K and the boat is underpowered (140 suzy isn't enough but that's another story) and it would cost another 5K to upgrade to a 150 suzy...let alone another 5K for the trailer brakes. I'm kinda stuck now. Wife hasn't gone back to work yet (but will have to soon), son going to private high school next year, etc, ad nauseum... So trailer cable brakes will stay for a while. I will get them adjusted by my local guys and get a receipt for their work. Then I'll spray the brakes because the disks are quite shiny albeit probably with an over-sprayed coating of lanolin oil. Once that is done, I'll have a shot-glass of the moonshine after each trip and the brakes might get some too.*

But you know something? Even with the stainless steel (or bronze) caliper and disc systems, you should STILL give them a coating of Chateau Linseed Oil & Turpentine every time the rig is hauled out of the salt.

I know it is hard to believe, but today, we can make trailer brakes work perfectly, time after time, year after year, but like anything else that goes in and out of saltwater, they have to be looked after thoroughly. Once you get into the habit of giving them a quick spray after each trip, it will become second nature.

*Yep - I'll spray the brakes myself after each trip so hopefully this will keep the pad backing plates from rusting, then adjust the brakes each season by tightening the turnbuckle a poofteenth. Your in-depth response is much appreciated, even if there is a pathological slant against cable brakes....*

**TBM**



The biggest plate aluminium book of its kind in the world . . . of plate aluminium boatbuilding. 370 pages, hundreds of photographs, 6 authors, dozens of plans, 11 project boats and 15 years in the making.

# PLATE ALLOY

## Boats Of Australia

- BOOK SEVEN -

AUD \$19.95

● **FAQs** About ● **Desals** ● **Gen Sets** ● **Paints & Finishes** ● **Outboards, Diesels** ● **Toilet Systems**  
● **60 Page DIRECTORY Of HOT Plate Fishing Boats** ● **Latest Architect ALLY KITS & PLANS**

# COLLECTOR'S EDITION



### TECH SPECS:

Plate Alloy Boats of Australia Book 7  
"COLLECTOR'S EDITION"

Is an 'offline' PDF -based publication that is downloaded from our web site

[www.boatmags.com.au](http://www.boatmags.com.au) onto your computer's (iPad etc) desktop, after which it can be accessed 24/7 without any internet connection. A 29.7mb download using our hugely popular SEA Library PDF protocols, it has terrific typography, magazine layout and countless breathtaking pics. Wonderful just to browse. We recommend you file it in a convenient folder where you can access it as required, either to read as reference, inspiration or enjoyment, or to print out as you need.

Published in our usual 'printable' American quarto 275mm H x 205mm W, with 370 pages grouped in six principal sections.

\$19.95 rr, available to download now, credit card purchasing as per normal subscription and shop activity.

To study the full contents properly, check the previews and order your own OFFLINE PDF 'Collector's Edition' please go to this 'live' link:

[www.boatmags.com.au](http://www.boatmags.com.au)

# Twin Test: Monark Olympic Vs. Haines Hunter V-17R

Original Story/Pics by Peter Webster

*Is a 5.2m runabout the best value/size for an Australian family? According to recent\* sales figures, many families believe it is . . .*

## Introduction

Editing a boating magazine produces its share of headaches and drama in the areas of production, printing and general publishing, but this is largely made up by the all too few hours spent on the water, or the time spent talking boats with our readers.

Lately, as our circulation continues its steady growth, more and more readers are writing or phoning the office seeking comment or advice about a wide range of subjects. In particular, we are

spending an increasing amount of time trying to advise and help readers about to purchase a new boat.

We have said repeatedly, it is extremely hard to specifically advise readers over the choice of a boat. However, we do believe it is possible to help steer them in the right

direction, and lately, we have been steering more and more people in the direction so graphically illustrated by this month's twin test.

Why, we argue, spend \$3,000 on a 15-16 ft half-cabin runabout, where more than half the boat is taken up by rarely used space, when the same amount of money will purchase a 17ft runabout? The bigger boat will give you better seating for your family and friends, a more comfortable and spray-free ride, and a greatly increased capacity to do more things more efficiently.

A well planned runabout is a better fishing boat than a similarly sized, or smaller, half-cab. A runabout is much better for waterskiing, if only because of the back-to-back seating, which means the legally required observer — as well as the helmsman, is comfortably seated for what can be many hours of waterskiing fun.

We have also promoted the principles of runabouts vs. half-cabins on economic grounds, as the purchase of a runabout version of the half-cab can save quite a lot of money and/or the same amount of money can be applied to the

purchase of a bigger runabout. If economy is a concern, the runabout will generally perform better with similar horsepower than its heavier half-cab sister.

To develop this philosophy a little further, we decided to choose two of Australia's most popular products - a Haines Hunter and a Monark - and take a close look at the advantages and disadvantages of family boating in open runabouts.

Our choice of products (at first glance) will probably appear very similar to the layman, but each boat is quite different from the other.

## Design

Both boats are open runabouts with forward steering and throttle controls, back to back seating for four people with seating for two more moulded into the outboard well transom area. They are fibreglass construction and are designed to carry only one motor.

The Monark Olympic measures 5.05m overall, with a maximum beam of 2.04m and a maximum horsepower rating of 150 hp. The waterline beam at the transom is 2.07m. Deadrise at the transom (the

**\*\*TBM  
RETRO  
BOAT TEST:  
Unchanged, as  
first published,  
written and  
photographed  
by Peter  
Webster in  
November  
1976**



## TWIN TEST: Monark Olympic Vs Haines Hunter V-17R Circa 1976



**Above and Right:** This interesting shot shows the basic similarity between the two craft, but closer examination reveals a wealth of minor, but nevertheless significant individual characteristics. The most obvious is the Monark's higher topsides and windscreen.

**Left:** Once again, the low profile and wide beam of the Haines is in marked contrast to the more high-wooded Monark Olympic. Observe both craft are designed for single motor installation only.

**Left:** Yet another area where the difference between the two craft is quite obvious. The Haines is slimmer through her hull sections than the Monark, but notice how the deep "vee" is carried right forward, whereas the Monark tends to flatten slightly just under the helmsman's seat. Another interesting comparison is to consider the amount of "flare" built into both boats — observe outside edges of the two hulls.



amount of vee in the bottom of the hull) is a deep 20°, and the boat weighs approximately 455 kgs (dry).

The Haines Hunter V17R measures 5.2m (17' 1") overall with a maximum beam of 2.15m (6'9") and maximum horsepower rating of 160 hp. The waterline beam at the transom is 1.77m (5'10"), deadrise at the transom is 20°, and the boat weighs approximately 440 kgs (dry). The figures only tell half the story, however, because each boat has quite interesting characteristics of its own.

The Monark Olympic is a direct development of the extremely popular Monark Victory, the cabin runabout tested by this magazine in June '76.

With the simulated planking along the top sides and softly curving forefoot, plus a broad chocolate band along the coaming, the Olympic drew envious eyes whenever it appeared on the launchramps during the test.

Of particular note was the beautiful styled smoked acrylic sheet windscreen which was one styling exercise which not only looked terrific, but proved to be exceptionally functional as well.

On the other hand, the Haines V17R has "a look" all of its own. Either on the water, or on the trailer, it has that needle-nosed appearance which gives it a very purposeful, aggressive stance. This is aided, no

doubt, by the slightly rolled foredeck, the beautifully swept back forefoot and stem, and the deeper, more "knife edged" hull than the Monark.

The Haines has a swept back windscreen which is also in boy-racer style, but which again surprised because of its functional efficiency. Internally, both boats are very similar, but the Monark has a definite edge over the Haines up forward under the foredeck, where extra attention has been given to providing upper and lower storage areas which are excellent for stowing life jackets, picnic baskets, the esky etc.

The Haines V17R was not too far behind, as it has a quite large forward shelf built right in the forepeak to keep the anchor and chain out of the way, yet handy to the hatch.

Neither boat had provision for draining the anchor rope water overboard. Both have a forward hatch to let the crew go under the dashboard, and emerge up on the foredeck, without having to clamber over the windscreen.

Of the two hatches, the new Monark hatch is better designed, although in both cases, getting to the hatch meant crawling on all fours under the dashboard. That's alright for youngsters — but it is a bit hard on older folk. Both boats would be greatly improved with a walk through windscreen, as far as anchoring or

tying up is concerned.

### The Finish

Choosing the best finish between the two boats was difficult, although the Monark finally won the toss. In its favour the overall colour scheme, the smoked windscreen, the anti-glare dash and the general standard of glasswork appealed very much on the Monark, although we liked the dash mounted glove box provided by the Haines Hunter.

Both boats had a removable strip of floor along the centreline, which was used for a 12 gallon fuel tank in the Monark, but left to the owner's imagination in the Haines. Obviously, the Haines could have had the same fuel tank, but in both boats, at least half of the space could have been put to more effective use i.e., a moulded fish box, drink locker, or water ski locker.

The finish on the floor of both boats was the usual mottled flow-coat finish, which Australian manufacturers have been getting away with for years, on the basis that it is the most durable and easily washed down surface they can provide.

Be that as it may; with a few drops of water on it, it is also one of the most slippery. It should be possible to develop a floor surface which is durable, easy to wash — as well as being secure underfoot.

## Twin Test: Haines Hunter vs Monark, circa 1976



*Left: Bird's eye view of the two runabouts shows the obvious similarities between the two boats; both have almost identical cockpit lengths, with back to back forward seats and moulded quarter seats next to the outboard well.*

*Note identical lift out floor panels. Monark [on the left] has slightly more freeboard in the cockpit than the Haines [measured aft] making it marginally safer for children.*

### Construction

The boats are both built from a one piece hull mould with a one piece deck mould riveted and bonded into position with a PVC rubbing strip capping the join. In both, the cockpit floor is 'glassed-over marine ply laid over 'glassed-in timber stringers.

Each boat is laid up by chopped strand matt fibreglass, the Monark having 38 mm marine ply reinforced transom, and the Haines Hunter having a 40 mm marine ply reinforced transom. Monark do not specify their average hull thickness, but in the case of the Haines Hunter, the bottom hull thickness was quoted at 6mm while the topsides was 4mm thick adjacent to the chine and 3mm at the coaming.

### Engine Room

The test craft were powered by Chrysler's four cylinder 1582 cc outboard motor which produces 105 hp at 5,000 rpm. This is a detuned version of Chrysler's 120 hp motor, and with a net weight of 113.9 kgs,

gave both boats plenty of "get up and go".

Luckily, we not only had identical motors, but motors which were fitted with Chrysler's optional (\$337) power trim which makes life with these big runabouts so much easier, it makes you wonder why power trim wasn't invented with the original outboard!

Over the measured course, the Haines proved slightly faster than the Monark, but the difference was almost insignificant. The best run with the Haines produced a pleasing 38 mph, while the Monark produced a best run of 37 mph — a difference which was partly accounted for by the slight difference in test loads and, no doubt, some variation in engine tune. However, in later tests, experiments with the power trim produced at least two more mph from the Haines which made it sufficiently faster than the Monark to slowly pull away. Both craft almost jumped out of the water under full throttle acceleration, with the Monark being quicker off the mark. It literally

reared out of the water to settle back down on the plane in just ten or twelve feet. The Haines, with its deeper forward sections took a fraction more time to shed the water and jump on the plane.

### Handling & Ride: Inshore

Inshore, the Monark was ahead of the Haines.

The Haines tended to be more tender at rest or underway, whereas the Monark, while not in the flat bottom class, was definitely more stable.

As far as poking around a marina was concerned, both craft were good, with excellent steering and braking control from the 105 hp Chryslers.

High speed inshore use produced the conclusion that we were testing two outstanding runabouts; choosing the best is like deciding whether a Holden handles better than a Falcon. It is very much a question of degree and personal preference.

With years of high performance racing to its credit, the V17R Haines is exciting and extremely responsive, with very little yaw or side slip ever evident, even during our high speed slalom test. It's racing pedigree really shows up in choppy conditions, as it seems like it is glued to the water by



**CUSTOMISE YOUR BOAT**

- DASHBOARDS
- LIVE BAIT TANKS
- FROM INBOARD TO OUTBOARD
- ENGINE PODS
- 24 YRS EXPERIENCE

join us on  **R.A.M. FIBREGLASSING**  
BRAESIDE, VIC (03) 9580 6508 [www.ramfg.com.au](http://www.ramfg.com.au)

an invisible force — whereas the Monark tends to get up on its toes and "fly".

On the other hand, the Monark is truly great fun to drive, and so utterly predictable, it is almost inconceivable that anyone could ever get into trouble with it — and that says a lot when some of today's powerboat jockeys are being considered! It is immensely forgiving, and easy to handle with minimal side slip or yaw and only the faintest suggestion of cavitation with the motor trimmed right in.

As stated previously, choosing the better boat is extremely difficult, but for all-round, inshore work, the Monark would come out slightly in front, mainly due to its stability at rest.

### Handling & Ride: Offshore

There is no doubt about this section - the Haines wins comfortably - and so it should. With hundreds and hundreds of miles of offshore powerboat races behind it, the V17R is one of Australia's most thoroughly tested offshore hulls.

During our test, we spent an exciting period in the Haines offshore, racing across the waves absolutely flat chat, half in and half out of the water, to find out just what makes the Haines V17R tick; not a practice to be recommended for the family man or faint of heart, but nevertheless a dramatic way of finding out any flaws in a powerboat.

Obviously, at these speeds the ride is harsh, but what is so extraordinary is that you can attain those speeds at all! With the V17R it is possible to maintain extremely high point to point averages offshore, so that if you do back off to cruising speed the ride is both comfortable and safe.

In the meantime, the Monark Olympic is not too far behind, and in terms of safety and basic seaworthiness, is every bit as good as the Haines Hunter. It tracks well, can be pointed within an inch, and is particularly dry in choppy conditions. The difference between the two boats is a matter of speed offshore — and the shape of the forward sections of each boat's hull bottom. With its deeper forward sections, the V17R rides choppy conditions faster than the Monark.

### Application

In this area both boats can be treated as one for they are designed to serve similar roles.

As we commented in the introduction to this twin test, the advantages of a runabout of this size, to our minds, far outweighs any disadvantages suffered through the lack of a half-cabin structure. These runabouts are big enough so that when a soft top (and side curtains) is fitted, there is sufficient headroom for children to stand under the top — and easily enough room for adults to move around under the cover without

a great deal of hassle. In other words, the major advantage of a half-cabin, shelter, can be created in a runabout. Some will argue the half-cabin provides overnight sleeping accommodation, but I suspect those people have never slept overnight in the bunks provided by most 15'6" - 16'6" half-cabin cruisers!

If overnight sleeping is envisaged, an air mattress and sleeping bag on the floor will prove to be far more comfortable — and can be used in either runabout or half-cabin.

For family use, both test boats are excellent waterski boats, and can



Experience the difference  
Embrace the vision  
Enjoy the words

Subscribe to  
The Boat Mag  
to share  
Neil Dunstan's  
world.

6 monthly online  
issues for  
just \$29

12 monthly  
online  
issues  
for \$55

[www.boatmags.com.au](http://www.boatmags.com.au)

seat up to four people very comfortably, with two more in the moulded "jump seats" next to the outboard well.

For fishing, both are again excellent all round boats that are large enough to tackle offshore fishing, yet small enough to work well in an estuary. The Haines tends to drift a little better than the Monark, but as they both present a low profile to the wind they are far superior estuary fishing boats than their higher, half cabin sisters.

For skindiving, and swimming around, the Haines is slightly better than the Monark because the transom is cut away to provide two boarding sections beside the outboard motor, whereas the Monark's transom continues up to full height to provide two rather dismal "dimples", which we suspect, are meant to be baitwells. However, climbing aboard each boat from the water will be a tough job unless an optional boarding ladder is purchased.

## Safety

Both boats rely for their reserve buoyancy on the air tank principle, which is a far better solution than having none, but still falls short of the requirements of the new Standards Association code for the construction of small fibreglass boats. Both manufacturers are acutely aware of the problem, but at this stage neither has gone to the extent of providing the collar of polyurethane foam up around the gunwales to provide the levels of swamped stability the Standards Association believes is necessary.

Monark's Olympic is, in fact, provided with 27.5 cubic feet of air tanks, giving an amount of buoyancy nearly to 1850 kgs (1800 lbs) as the boat is estimated to weigh 455 kgs, the motor is 113.9 kgs, and allowing 90 kgs for running gear in this size

craft (batteries, anchors, fuel), a reserve buoyancy factor of 157 kgs can be calculated.

By most Australian standards this is an excellent figure, but still under the level required by the new standards.

Haines estimated the V17R has at least "18 cubic feet that we can easily measure — but there is at least half that again up forward in the nose, under the seats etc., where it is difficult to establish the cubic volume. You know, we've never been asked before", commented Haines' National Sales Manager, George Thompson.

## Conclusion

This has been one of the most interesting tests we have conducted for some time, but it is hard to draw positive conclusions about these two excellent boats.

Both owe such a lot to their home state orientation. The Haines has a heritage born in the long, bone-jarring ride home to Brisbane from Tangalooma, in the shallow, choppy waters of Moreton Bay. Having the unusually deeply-veed, soft riding forward sections in the hull, does result in some tenderness at rest in still water, a characteristic which will please some, bother others. The Monark, on the other hand, owes more to the development of a high sided family runabout which is superbly equipped to handle pleasure boating in and around the bays and harbours of New South Wales, where the problem of choppy water is rarely felt for more than 20 minutes or so on the way back to the ramp. This is not to say that either boat cannot do the other's job quite well, but each does lean towards a particular function.

Perhaps the differences could best be summed up this way; if offshore fishing, or cruising in open waters, such as out to the Barrier Reef, or down the D'Entrecasteaux Channel in Tasmania is going to be a prime

requirement, we would opt for the Haines V17R, but if waterskiing and general family fun is on top of your list, then we would choose the Monark.

*But then, if . . .*

The two test boats were coordinated through the kind assistance of two of Sydney's top Chrysler dealers, who went to no end of trouble to provide two identically rigged powerboats.

The Monark Olympic was provided through Merrylands Marine and was priced as follows:

Monark Olympic.....	\$2,875
105 hp Chrysler.....	\$2,465
Power trim .....	\$317
Jawar trailer.....	\$615
Total.....	\$6,292

As the photos reveal, the Monark was fitted with quite a number of optional extras, including; bow rail (\$148), and side rails, (\$64), plus a number of smaller fittings and extras which will vary from dealer to dealer throughout Australia according to local licencing requirements.

The Haines V17R was set up by "Mr. Boats" (Sydney's Peter Jenkins) the new owner/manager of Waldens Marine in Collaroy, Sydney. The Haines was priced as follows:

Haines V17R .....	\$3,075
105 hp Chrysler .....	\$2,465
Power trim.....	\$337
Molco trailer .....	\$630
Total.....	\$6,507

In both cases, prices for these popular boats will vary from state to state, and will increase in proportion to the distance from the factory to the retailer. All prices shown were correct at press time, October 9, 1976, but are, of course, subject to change.

**TBM**

**don't do it yourself.....**  
**DIY can still come at a price**  
**Could it be your LIFE!**



**TRUST 24 YEARS**  
**EXPERIENCE IN**  
**KEEPING YOU**  
**SAFE ON THE**  
**WATER**





Join us on **R. A. M. FIBREGLASSING**  
 BRAESIDE, VIC (03) 9580 6508 [www.ramfg.com.au](http://www.ramfg.com.au)





Learn to fish soft plastic  
& hard body lures



**Contact Frank**  
**0400564032**

[www.australianfishingcharters.com/eastgippsland](http://www.australianfishingcharters.com/eastgippsland)



Described as 'one of the most significant small craft safety break-throughs in years'. Air-O-Float Stabilizers are easy to install, use and put away. They are simple and extremely effective. Available in 3 sizes of 2m, 2.5m and 3m (custom sizes are also available).



[www.airofloat.com](http://www.airofloat.com)

Proudly manufactured, sold & serviced by  
Hemingway Australia Pty Ltd  
16 Glenview Ave Malvern Vic 3144  
Phone / Fax (03) 9822 7617

# OCEANCRAFT



● Amazingly stable ● Smooth Riding ● Super Safe ● Ally Toughness ● Economical ● Exceptional Buoyancy



The brilliant **Oceancraft** - choice of 2.6m, 3.3m, 4.4m, 5.2m, 6.0m, 7.2m and 8.2m with cabin, spearo, diver and extreme fisher versions - Certifiable in 2C/2D Survey for Charter and Hire\*

**OCEANCRAFT**

ORDER NOW! (07) 5499 6937 MOB 0416 293 686 Facebook: Ocean Craft  
E: [sales@oceancraft.com.au](mailto:sales@oceancraft.com.au) Twitter: OCEANCRAFTiness [www.oceancraft.com.au](http://www.oceancraft.com.au)



# Sally's Galley

By Sally Oulton

## Moreton Bay and Balmain Bugs – Uniquely Australian

**I** have to say with all those years away spent overseas, I missed our unique Australian Moreton Bay or Balmain Bugs. Trying to explain to someone who had never been to Australia what a “bug” is and how delicious they are, wasn’t easy! I often wished I could have popped down to a local market and picked some up for the boss’s lunch, just so he/she could try our delicious bugs.

The nearest thing I ever found that was as sweet, as meaty and as flavoursome as our bugs, were Langoustine, also known as a Dublin Bay prawn, scampi or a Norway lobster. They weren’t as big as a bug and were more like a prawn. I first tasted these little delicacies fished from the Adriatic Sea along the Croatian seaboard. They are slim orange-pink lobsters that grow up to 24cm long and I’d cooked them up the same way as I would cook a bug.

Moreton Bay Bugs and Balmain Bugs are similar and often mistaken for one or the other. Moreton Bay Bugs are generally found in Australia’s northern waters from Shark Bay, WA around the northern coast of Australia down to the north

coast of NSW. Most of the commercial catch is caught as a by-catch of local prawn fisheries with dredge nets. They are highly prized and very popular in restaurants.

Balmain Bugs are found down the southern half of Australia from Geraldton around to Fraser Island and are mainly commercially caught along the New South Wales seaboard. Both types of bugs live on muddy or sandy bottoms in inshore coastal waters usually in depths from ten to sixty-five metres and bury themselves during the day and become active at night.

Differentiating between the two



bugs is typically via two ways. Moreton Bay bugs are bigger and generally weigh between 120-380g, and can grow up to 11.5cm. Balmain bugs are smaller usually weighing between 80-200g and grow between 10-14cm. The second way is by looking at the location of the eyes. Moreton Bay bugs have their eyes set towards the edge of the head, while Balmain bugs have them set towards

the middle of the head.

Bugs are available all year frozen, either whole or as tails only. Most of the time I have found bugs to be served cold on a platter along with prawns, oysters and a seafood sauce. This is lovely but I think the ultimate, most delectable way to have bugs is to buy them green, cut them in half and cook them up on the barbeque on a pleasant Saturday afternoon either at home, at the beach or on board your boat. The bonus is that it will only take you five to ten minutes to cook.

If you live in a coastal city you may be able to get live bugs at your local fish market. If you live in a regional centre this may be found at the local marinas or wharves where the trawlers dock or bugs may be found at your local fish shop. If live ones are available buy those that are liveliest and whose tails are still snapping. Avoid the ones that are sluggish. I suggest you chill them in the refrigerator or freezer to put to sleep before boiling them or if you wish to prepare a dish for which raw bug meat

is required, quickly dip the bugs in and out of boiling water to kill them.

If there are no live ones, ask your fishmonger if he/she has any green ones. Most bugs are frozen at sea because bugs are very perishable. I buy mine in bags of six or eight already frozen. They may cost a bit but I look at them as a special treat for a lovely dinner with my partner or for when we have some friends over



It is always hard to believe that for many years, the 'bug' was considered a nuisance for serious professional prawners, as there was simply no demand for them at the fish markets. How times have changed! Today, the delicate flavour is often preferred by many seafood *afficionados* over alternatives such as crayfish, or the various varieties of prawns.



for a barbeque on the deck. Store frozen bugs in plastic bags in a separate freezer compartment and use within a month. Lay them out on a tray and let them defrost for a few hours in the fridge. Wash them and then cook them.

Cutting them in half and cooking them on the barbeque is a lovely way to present them on a plate. You will need a sturdy, sharp knife to cut them down the centre. The intestinal thread that runs down the centre of the tail must be removed. You will easily see this once you cut your bugs in half. You will also need to carefully clear away the head matter and brush the meat with extra virgin olive oil. I like to mix my olive oil with some freshly crushed garlic and let the bugs marinate for an hour or so. Heat up the barbeque and cook them face down for 5-8 minutes depending on their size, until the shells are a brilliant red.

Another delicious way to have them is to shell them. Turn the bug belly up so that the shell is facing down. With kitchen scissors, cut along each side of the softer underbelly skin. Peel the skin back and pull the meat away from the hard shell. The intestinal thread should come away with the shell and you will be left with a lovely, meaty piece of shellfish. Also marinate in some extra virgin olive oil and some



**Editor's Note:** 41yr old Sally Oulton was born in Perth, and travelled to Europe in 1994, did the secretarial thing for three years - and then changed course to study cooking in 1997. After her first cooking assignment (in the '97 Admiral's Cup) she spent the next ten years as a sea-going chef - all over the world - in an extraordinary career that has so far embraced 60,000 miles at sea in everything from crack ocean racing yachts in Europe and South America, 'white yachts' in the Med, Caribbean and the Whitsundays - to Oz game boats off the Ribbons. Now back in Oz, Sally has whipped up a partner and two beautiful little girls, and now lives on the Sunshine Coast, Qld.

freshly crushed garlic for a few hours. You can take frozen bugs with you out in the boat in your esky or fridge. Let them defrost and then grill them over your boat barbeque/stove, or over a campfire on the beach or along the river.

While up in the Whitsunday's last year I found bug tails sold in frozen packs in a fish market in Bowen. I

couldn't believe I didn't have to do the work cutting them open. Bugs this way are more economical (but less fun) as much of the weight is in the inedible head.

As with all crustaceans, do not cook bugs if you have bought them cooked. (i.e the shell is already red). I've heard of people doing this. You wouldn't cook a prawn that has already been cooked so don't do it with bugs. Re-cooking a bug will only destroy the already cooked meat and dry it out and you are not getting the full flavour of the bug. If the fishmonger doesn't have any green ones, ask him/her to find some for you.

I can't stress it enough but do invest in a good quality extra virgin olive oil. It does make a difference in taste and use your good quality oil for salad dressing and marinating, not for cooking. Reserve plain light colour olive oil for cooking.

You can cook the meat in so many different ways while you're away in your boat. Pan-fry and serve with a tomato-based pasta sauce, or grill and put into a salad with some Asian flavours. Or simply served grilled bugs with a lovely fresh salsa and a lovely glass of Australian Chardonnay.

*Bon Appetit & Happy Bug Cooking!*

**TBM**

### **Recipe: Bugs with Mango & Avocado Salsa**

Either cut in half or shell bugs and marinate in some extra virgin olive oil and crushed garlic. Salsa – dice a mango, an avocado, a small red onion, a tomato and some chopped coriander. Mix all together and put into the fridge or esky until ready to eat. Include a diced chilli if you would enjoy your salsa a little spicy.

Make sure your grill is clean and hot. Cook bugs in their shells for 4-10 minutes, depending on size. Shelled bugs cook for 2-5 minutes only.  
- Sally



• **YEP! This Is The issue: The Full CAT-astrophe!**

**The Boat Mag**

For Timbers, Plastics, GRP, Imports, New, Pre-Loved, Retro, Mono, Cats & Triel

Mother-ship Whitsunday Adventure!

2012 Mid-Year POWERED CATS Survey & Analysis

At Last: Full Test Report of The Noosacat 3000 Cuddy

The NEW 5.3m Make Craft Cat Goes Into Production

FAB'S TBM August #190 2012 \$11.95

• **The Only Outboard Prices & Specs Database**

**The Boat Mag**

For Timbers, Plastics, GRP, Imports, New, Pre-Loved, Retro, Mono, Cats & Triel

Beneteau's Intriguing 7.0m Walkaround

We All Learn From Robbie Newcombe's Taming Pit-Boat

The Story Behind Mark Newcombe's Whalers & Rangers

The Full Details: The NEW 2013 QUINTREX!

Nautic Star's New RHIB Takes On The Kiwis

TBM October #191 2012 \$11.95

• **The Only Outboard Prices & Specs Database**

**The Boat Mag**

For Timbers, Plastics, GRP, Imports, New, Pre-Loved, Retro, Mono, Cats & Triel

Are French (Beneteau, J/Boats) Designers Showing Us The Way Forward?

The NEW 8.0m AMM Tournament & Steyr Diesel Launched

New For 2013 New Hydrofield 5.0 Console Launched

FAB'S TBM November #192 2012 \$9.95

• **The Only Outboard Prices & Specs Database**

**The Boat Mag**

For Timbers, Plastics, GRP, Imports, New, Pre-Loved, Retro, Mono, Cats & Triel

Andy Myers: NT Jewfish From Dynae & The Penins

NEW Deepwater Fishing 12v Winch Techniques

New 4.81m - 4.90m Side (or Centre) Console Report

New Series: Diesels & Displacement Cruisers P1/3

FAB'S TBM DECEMBER 2012 #193 \$9.95

• **The Only Outboard Prices & Specs Database**

**The Boat Mag**

For Timbers, Plastics, GRP, Imports, New, Pre-Loved, Retro, Mono, Cats & Triel

BMD's DIY 16' 'Sea Strike' At North West Island

The Boat Mag's CONSUMER REPORT

Installing The Latest Yanmar V8/ZT370 Sterndrives

Looking Back: Why The 1970s Shark Cat 560 Is Still Popular

New For 2013: Sizzling 2.57 55x Chaparral Crownline 19 Bow Rider

Buying Second Hand: Renovating The Allison 25

TBM February #195 2013 \$9.95

• **Australia's Only Outboard Prices & Specs Database**

**The Boat Mag**

For Timbers, Plastics, GRP, Imports, New, Pre-Loved, Retro, Mono, Cats & Triel

New Cabo 36, Noosa Cat 2350 Released

Awesome New DIY Composite Pro Tournament 21

TBM March 2013 #196 \$9.95

Experience the difference.  
 Embrace the vision.  
 Enjoy the words.  
 6 issues for \$29  
 12 issues for \$55

[www.boatmags.com.au](http://www.boatmags.com.au)

Make	HP	Model	RRP	4-stroke 2-stroke Carb/Inject	Capacity (cc's)	Cylinders	Amp/hr capacity	Weight (Kg)	F&B Star Rating	Emiss HC+NOX (g/kw/hr)	Emiss. CO (g/kw/hr)
Honda	2.0	BF2.3DK2 SCHED	\$1,234	4c	57	1	-	12.2	3	24.9	388.2
Yamaha premix	2.0	2CMHS	\$900	2c	50	1	-	16.5	0 est		
Mercury	2.5	M	\$1,374	4c	85	1	5A	19.0	3	25.5	434.1
Mercury	2.5	M	\$902	2c	74.6	1	-	13	0	277.1	399.4
Parsun	2.5	T2.5BMS 2C	\$700	2c	74.6	1	-	16	0 est		
Parsun	2.6	F2.6MBS 4C	\$899	4c	72	1	-	18	3	29.8	134.5
Suzuki	2.5	DF2.5S	\$1,106	4c	68	1	-	13	3	24.2	399.6
Tohatsu	2.5	MFS2.5A S	\$1,494	4c	85.5	1	-	13.0	3	24.3	384.5
Tohatsu	2.5	M2.5A2 S	\$894	2c	74.6	1	-	12.5	0	305.3	150.0
Yamaha	2.5	F2.5AMHS	\$1,349	4c	72	1	-	17	2	42.9	466.2
Yamaha premix	3.0	3AMHS	\$1,099	2c	70	1	-	16.5	0 est		
Mercury	3.3	M	\$979	2c	74.6	1	4A	13	0	277.1	399.4
Mercury	3.5	M	\$1,460	4c	85	1	5A	13.0	3	27.7	468.8
Tohatsu	3.5	MFS3.5A S	\$1,527	4c	85.5	1	-	19.0	3	24.3	384.5
Tohatsu	3.5	M3.5A2 S	\$925	2c	74.6	1	-	12.5	0	305.3	150.0
Tohatsu	3.5B	M3.5B2 S	\$1,029	2c	74.6	1	-	13	0	280.2	150.0
Parsun	3.6	T3.6BMS 2C	\$720	2c	74.6	1	-	16	0 est		
Mercury	4	M	\$1,662	4c	123	1	5A	25.0	3	24.3	468.9
Mercury	4	M	\$1,416	2c	102	1	0	20	1	221.9	236.2
Parsun	4	F4BMS 4C	\$1,195	4c	112	1	-	24.5	3	21.8	339.9
Suzuki	4	DF4S	\$1,610	4c	138	1	6A	25	3	19.1	273.0
Tohatsu	4	MFS4BD S	\$1,693	4c	123	1	5A	26.0	3	20.7	263.0
Tohatsu	4	M4C S	\$1,411	2c	102	1	5A	19	1	204.0	258.4
Yamaha	4	F4BMHS	\$1,689	4c	139	1	6A	27	3	22.5	290.9
Yamaha premix	4	4ACMHS	\$1,468	2c	83	1	5A	21	0	332.3	598.3
Honda	5	BF5DK2 SB	\$2,195	4c	127	1	3A	27.0	3	20.5	374.0
Mercury	5	M	\$1,738	4c	123	1	5A	25.0	3	24.3	468.9
Mercury	5	M	\$1,505	2c	102	1	4A	20	1	221.9	236.2
Parsun	5	F5BMS 4C	\$1,245	4c	112	1	-	24.5	3	21.8	296.5
Suzuki	5	DF5S	\$1,700	4c	138	1	6A	25	3	19.1	273.0
Tohatsu	5	MFS5BDS	\$1,746	4c	123	1	5A	25.0	3	20.7	263.0
Tohatsu	5	M5BDS	\$1,536	2c	102	1	5A	19	1	204.0	258.4
Yamaha premix	5	5CMHS	\$1,782	2c	103	1	5A	21	0 est		
Yamaha	5	F5AMHS	\$1,919	4c	139	1	6A	27	3	22.5	290.9
Mercury	6	M	\$1,846	4c	123	1	5A	25.0	3	24.3	468.9
Mercury	6	M lite	\$1,939	2c	169	2	-	26	0	306.1	225.5
Parsun	6	T6BMS	\$1,495	2c	169	2	-	26	0 est		
Suzuki	6	DF6S	\$1,880	4c	138	1	6A	25	3	19.1	273.0
Tohatsu	6	MFS6B S	\$1,851	4c	123	1	5A	25.0	3	20.7	263.0
Tohatsu	6	MFS6BSUL(Sail)	\$1,900	4c	123	1	5A	25.0	3 est	20.7	263.0
Tohatsu	6	M6B S	\$2,013	2c	169	2	6.7A	26	1	220.9	377.3
Yamaha premix	6	6CMHS	\$2,196	2c	165	2	6A	27	0	322.7	331.7
Yamaha	6	F6CMHS	\$2,149	4c	139	1	6A	27	3	22.5	290.9
Honda	8	BF8DK2 SHD	\$3,392	4c	222	2	6A	42.0	3	17.9	363.5
Mercury	8	M	\$3,140	4c	209	2	6A	38.0	3	20.7	144.4
Mercury	8	M lite	\$1,991	2c	169	2	-	26	0	306.1	225.5
Suzuki	8	DF8AS	\$3,079	4c	208	2	6A	39.5	3	18.6	214.1
Tohatsu	8	MFS8A3 S	\$3,080	4c	209	2	6A	37.0	3	20.0	296.4
Tohatsu	8	M8B S	\$2,040	2c	169	2	-	26	1	220.9	377.3
Yamaha premix	8	8CMHS	\$2,467	2c	165	2	6A	27	0	322.7	331.7
Yamaha	8	F8CMHS	\$3,149	4c	197	1	6A	38	3	21.9	325.0
Suzuki	9.9	DT9.9S	\$2,371	2c	284	2	2.5A	38.5	0 est		
Suzuki	9.9	DF9.9S	\$3,147	4c	209	2	6A	37.0	3	20.0	296.4
Tohatsu	9.8	M9.8B S	\$2,188	2c	169	2	6.7A	26	1	195.0	150.0
Tohatsu	9.9	M9.9D2 S	\$2,494	2c	247	2	6.7A	37	1	180.9	287.2

Notes: **Shaft length** - representative models shown use the following convention where possible. Up to 10hp, short shaft. 10hp to 150hp, long shaft. Over 150hp, extra long shaft. Up to 18hp, tiller steer. 20hp and over - forward steer. Readers are advised to make sure they check *the latest prices* with their local dealers, before making a purchase decision - and please note, freight costs will vary according to the location of the dealer.

Make	HP	Model	RRP	4-stroke 2-stroke Carb/Inject	Capacity (cc's)	Cylinders	Amp/hr capacity	Weight (Kg)	F&B Star Rating	Emiss HC+NOX (g/kw/hr)	Emiss. CO (g/kw/hr)
Tohatsu	9.8	MFS9.8A3 S	\$3,147	4c	209	2	6A	37.0	3	20.0	296.4
Mercury	9.9	M	\$3,519	4c	209	2	6A	38.1	3	20.7	144.4
Mercury	9.9	M	\$2,506	2c	262	2	8A	35	0	323.2	533.4
Mercury	9.9	EL Big Foot	\$4,591	4c	209	2	6A	43	3	20.7	144.4
Parsun	9.8	T9.8BMS	\$1,575	2c	169	2		26.0	0 est		
Parsun	9.8	F9.8BMS	\$2,095	4c	209	2		38.0	0 est		
Yamaha	9.9	F9.9FMHS	\$3,199	4c	212	2	6A	39.9	3	18.6	267.7
Yamaha premix	9.9	9.9FMHS	\$2,709	2c	246	2	6A	36	1	249.6	408.4
Honda	10	BF10DK2 SHD	\$3,906	4c	222	2	6A	42.0	3	17.9	363.5
Honda	15	BF15D3 LHD	\$4,200	4c	350	2	6A	46.5	3	15.5	172.6
Mercury	15	15ML	\$3,821	4c	351	2	11A	52	3	18.4	150.7
Mercury	15	M L super	\$2,249	2c	294	2	6A	42	1	173.5	270.3
Mercury	15	ML	\$2,726	2c	262	2	6A	35	0	323.2	533.4
Parsun	15	T15BML 2C	\$1,810	2c	246	2		37.5	0 est		
Parsun	15	F15BML 4CT	\$2,645	4c	323	2		51	3 est	16.0	221.3
Suzuki	15	DT15S	\$2,634	2c	284	2	2.5A	38.5	0 est		
Suzuki	15	DF15AS	\$3,851	4i	327	2	6A	44	3	17.2	61.7
Tohatsu	15	MFS15CL	\$3,858	4c	351	2	12A	52.0	3	16.7	164.4
Tohatsu	15	M15D2 S	\$2,601	2c	247	2	6.7A	37	1	180.9	287.2
Yamaha premix	15	15FMHL	\$2,952	2c	246	2	6A	36	1	249.6	408.4
Yamaha	15	F15CMHS	\$3,899	4c	362	2	10A	50	3	22.3	229.0
Tohatsu	18	M18E2 S	\$2,601	2c	294	2	6.7A	37	1	173.5	270.3
Honda	20	BF20DK2 SHD	\$4,694	4c	350	2	6A	46.5	3	15.5	172.6
Mercury	20	20ML	\$4,526	4c	351	2	11A	53.0	3	18.4	150.7
Suzuki	20	DF20AS	\$4,249	4i	327	2	6A	44.0	3	17.2	61.7
Tohatsu	20	MFS20CL	\$4,114	4c	351	2	12A	52.0	3	16.7	164.4
Yamaha premix	20	20DMHL	\$3,599	2c	395	2	6A	48	1	201.9	200.4
Yamaha	20	F20BMHL	\$4,749	4c	362	2	10A	53.7	3	14.6	311.1
Evinrude E-TEC	25	E25DTSL	\$5,589	2di	576	2	56A	64.4	3	16.4	139.8
Honda	25	BF25DK2 LHTD	\$5,689	4c	552	3	10A	72.5	3	14.6	239.2
Mercury	25	ML EFI	\$5,279	4i	526	3	15A	71	3	14.9	279.4
Parsun	25	T25BML	\$2,635	2c	496	2		53	0 est		
Parsun	25	F25BML FES	\$4,045	4i	498	2		68	3	12.8	152.0
Suzuki	25	DF25S	\$4,887	4c	538	V2 70°	6A	70	3	15.5	205.2
Tohatsu	25	MFS25B (EFI) L	\$5,312	4i	526	3	15A	82.5	3	14.5	282.8
Tohatsu	25	M25C3 L	\$3,384	2c	429	2	6.7A	52	1	160.7	194.0
Yamaha premix	25	25NMHL	\$3,839	2c	395	2	6A	48	1	201.9	200.4
Yamaha	25	F25DETL	\$5,969	4c	498	2	10A	79	3	14.6	230.5
Evinrude E-TEC	30	E30DTSL	\$6,685	2di	576	2	56A	64.4	3	16.4	139.8
Honda	30	BF30DK2 LHTD	\$6,398	4c	552	3	10A	72.5	3	14.6	239.2
Mercury	30	EL GA EFI	\$6,467	4i	526	3	15A	71	3	14.9	279.4
Mercury	30	EL lite	\$3,773	2c	430	2	6A	48	1	164.2	202.9
Parsun	30	T30BML 2C	\$2,660	2c	703	2		75.1	0 est		
Suzuki	30	DT30S	\$3,103	2c	499	2	2.5A	57.5	1 est		
Tohatsu	30	MFS30B (EFI) L	\$5,312	4i	526	3	15A	82.5	3	14.5	282.8
Tohatsu	30	M30A4 L	\$3,384	2c	429	2	6.7A	52	1	164.2	202.9
Yamaha	30	30DETOL	\$6,229	2c	496	3	6A	66	1	237.6	425.6
Yamaha	30	F30BETL	\$6,549	4i	747	3	16A	99.6	3	15.6	131.7
Evinrude E-TEC	40	E40DLP11	\$8,612	2di	864	2	81A	109	3	15.2	66.5
Honda	40	BF40DK2 LRTL	\$9,059	4i	808	3	17A	98.0	3	12.6	87.0
Mercury	40	ML	\$7,148	4c	747	3	6A	93	3	13.0	185.4
Mercury	40	ELPTO	\$6,197	2c	644	2	18A	78	1	142.2	192.3
Mercury	40	MHL Lite	\$6,233	2c	697	3	11	69	1	142.2	192.3
Mercury	40	ELPT EFI bigfoot	\$8,802	4i	995	4	18A	120	3	14.2	188.9
Parsun	40	T40BML 2C	\$3,140	2c	703	2		75.1	0 est		
Suzuki	40	DT40L	\$4,016	2c	696	2	18A	76.0	1 est		
Suzuki	40	DF40ATL	\$7,475	4i	941	3	19A	104	3	14.8	74.2
Tohatsu	40	M40D2 L	\$4,519	2c	697	3	11A	85	1	153.0	150.0
Tohatsu tldi	40	MD40B EPTOL	\$8,373	2di	697	3	23A	93.4	3	16.1	96.6
Yamaha premix	40	40XWTL	\$5,579	2c	703	2	6A	80.7	1	196.6	364.8
Yamaha	40	40VETOL	\$6,499	2c	698	3	6A	88	1	167.5	329.7

Make	HP	Model	RRP	4-stroke 2-stroke Carb/Inject	Capacity (cc's)	Cylinders	Amp/hr capacity	Weight (Kg)	F&B Star Rating	Emiss HC+NOX (g/kw/hr)	Emiss. CO (g/kw/hr)
Yamaha	40	F40FETL	\$7,824	4i	747	3	15A	90.4	3	15.6	131.7
Evinrude E-TEC	50	E50DPL11	\$9,487	2di	864	2	81A	109	3	15.2	66.5
Honda	50	BF50DK2 LRTL	\$10,049	4i	808	3	17A	98.0	3	12.6	87.0
Mercury	50	ELPT EFI	\$8,889	4i	995	4	20A	112	3	14.2	188.9
Mercury	50	ELPTO	\$7,285	2c	967	3	16A	93	1	140.1	411.0
Mercury	50	ELPTEFI BigFoot	\$9,164	4i	995	4	20A	120	3	14.2	188.9
Suzuki	50	DF50ATL	\$8,506	4i	941	3	19A	104	3	14.8	74.2
Tohatsu	50	M50D2 EPTOL	\$6,962	2c	697	3	11A	85	1	167.8	387.0
Tohatsu	50	MD50B EPTOL	\$8,551	2di	697	3	23A	93.5	3	16.1	96.6
Yamaha premix	50	50HETL	\$6,949	2c	703	2	6A	87	1	167.5	329.7
Yamaha	50	50HETOL	\$7,699	2c	698	3	6A	86	1	167.5	329.7
Yamaha	50	F50FETL	\$8,831	4i	996	4	17A	111	3	15.1	128.7
Mercury	55	Sea Pro MHL	\$7,236	2c	967	3	18A	100	1	140.1	411.0
Evinrude E-TEC	60	E60DPL11	\$10,437	2di	864	2	81A	109	3	13.4	66.5
Honda	60	BF60AK1LRTL	\$10,999	4i	998	3	18A	110	3	14.2	188.9
Mercury	60	ELPTO	\$7,606	2c	967	3	16	99.5	1	140.1	411.0
Mercury	60	Sea Pro Big Foot	\$7,432	2c	967	3	16A	108	1	140.1	411.0
Mercury	60	ELPT EFI	\$9,237	4i	995	4	20a	112	3	13.0	161.4
Mercury	60	ELPTO BigFoot	\$8,101	2c	967	3	16A	109	1	140.1	411.0
Mercury	60	ELPTEFI BigFoot	\$9,633	4i	995	4	20A	120	3	157.9	298.1
Parsun	60	T60FEL	\$7,100	2c	1141	3	(tba)	119	0 est		
Suzuki	60	DF60ATL	\$8,973	4i	941	3	19A	104	3	14.8	74.2
Tohatsu	60	M60C EPTOL	\$8,995	2c	938	3	11A	115	1	157.9	298.1
Yamaha	60	F60CETL	\$9,250	4i	996	4	17A	111	3	15.1	128.7
Yamaha premix	60	E60HMHDHDL	\$7,592	2c	849	3	6A	102	1	168.2	319.4
Yamaha	60	FT60DETL	\$9,375	4i	996	4	17A	115	3	15.1	128.7
Yamaha	60	60FETOL	\$8,459	2c	849	3	6A	105	1	168.2	319.4
Suzuki	70	DF70ATL	\$10,225	4i	1502	4	27A	156	3	12.4	60.3
Tohatsu	70	M70C EPTOL	\$9,045	2c	938	3	11A	115	1	151.4	291.2
Tohatsu tldi	70	MD70B EPTOL	\$11,994	2di	1267	3	23A	143	3	12.4	134.7
Yamaha	70	70BETOL	\$8,959	2c	849	3	6A	105.5	1	168.2	319.4
Yamaha	70	F70AETL	\$10,412	4i	996	4	17A	118	3	11.2	108.0
Evinrude E-TEC	75	E75DPL11	\$12,087	2di	1295	3	81A	145	3	12.3	69.8
Honda	75	BF75DK2 LRTL	\$14,249	4i	1497	4	35A	162	3	15.2	63.6
Mercury	75	ELPTO	\$9,389	2c	1386	3	18A	138	1	122.9	401.5
Mercury	75	ELPT EFI	\$12,914	4i	1732	4	50A	181	3	15.4	336.0
Mercury Opti	75	ELPT	\$12,540	2di	1526	3	60A	170	3	13.3	127.5
Parsun	75	T75FEL	\$7,200	2c	1141	3	(tba)	119	0 est		
Suzuki	80	DF80ATL	\$12,219	4i	1502	4	27A	155	3	12.37	60.28
Yamaha	80	F80BETL	\$12,376	4i	1596	4	25A	172	3	16.2	102.0
Evinrude E-TEC	90	E90DPL11	\$13,260	2di	1295	3	81A	145	3	12.3	69.8
Honda	90	BF90DK2 LRTL	\$15,199	4i	1497	4	35A	163	3	15.2	63.6
Mercury	90	ELPT EFI	\$13,699	4i	1732	4	50A	181	3	15.4	336.0
Mercury	90	ELPTO	\$10,522	2c	1386	3	18A	138	1	122.9	401.5
Mercury Opti	90	ELPT	\$13,354	2di	1526	3	60A	170	3	13.3	127.5
Parsun	90	T90FEL	\$7,400	2c	1141	3	(tba)	119	0 est		
Suzuki	90	DF90ATL	\$13,078	4i	1502	4	27A	155	3	12.4	60.3
Tohatsu	90	M90A EPTOL	\$9,799	2c	1267	3	11A	135	1	147.7	286.0
Tohatsu	90	MD90B EPTOL	\$12,249	2di	1267	3	23A	143	3	12.4	134.7
Yamaha	90	90AETOL	\$10,179	2c	1140	3	10A	122.5	1	161.4	432.5
Suzuki	100	DF100TL	\$14,874	4i	2044	4	40A	182	3	12.4	238.5
Yamaha	100	F100DETL	\$13,928	4i	1596	4	25A	172	3	16.2	102.0
Evinrude E-TEC	115	E115DPL11	\$16,253	2di	1726	V4 60°	133A	167	3	12.8	122.8
Evinrude E-TEC	115	E115DHX11	\$16,847	2di	1726	V4 60°	133A	177	3	12.8	122.8
Honda	115	BF115DK1XD	\$18,499	4i	2354	4	40A	217	3	13.8	75.6

Notes: **Shaft length** - representative models shown use the following convention where possible. Up to 10hp, short shaft. 10hp to 150hp, long shaft. Over 150hp, extra long shaft. Up to 18hp, tiller steer. 20hp and over - forward steer. Readers are advised to make sure they check *the latest prices* with their local dealers, before making a purchase decision - and please note, freight costs will vary according to the location of the dealer.



Make	HP	Model	RRP	4-stroke 2-stroke Carb/Inject	Capacity (cc's)	Cylinders	Amp/hr capacity	Weight (Kg)	F&B Star Rating	Emiss HC+NOX (g/kw/hr)	Emiss. CO (g/kw/hr)
Mercury	115	ELPT EFI	\$15,495	4i	1732	4	50	181	3	15.4	336.0
Mercury Opti	115	ELPT	\$14,475	2di	1526	3	60A	170	3	13.3	127.5
Mercury	115	PRO-XS	\$15,476	2di	1526	3	60A	170	3	12.6	139.7
Suzuki	115	DF115TL	\$15,377	4i	2044	4	40A	182	3	12.4	238.5
Tohatsu	115	M115A2 EPTOL	\$12,314	2c	1768	4	27.5A	164	1	199.6	150.0
Tohatsu	115	MD115A EPTOL	\$15,849	2di	1768	4	40A	173	2	31.1	128.5
Yamaha	115	F115AETL	\$15,799	4i	1741	4	25A	185	3	11.9	246.5
Yamaha	115	115CETOL	\$10,999	2c	1730	V4 90°	20A	167	1	169.4	356.4
Mercury Opti	125	L	\$TBA	2di	1526	3	60A	170	3	12.6	139.7
Evinrude E-TEC	130	E130DPX11	\$16,966	2di	1726	V4 60°	133A	177	3	12.8	122.8
Yamaha	130	130BETOL	\$12,069	2c	1730	V4 90°	20A	167	1	140.0	392.8
Honda	135	BF135A4 LD	\$18,799	4i	2354	4	40A	217	3	13.8	75.6
Mercury Opti	135	L	\$17,325	2di	2507	V6 60°	60A	195	3	14.2	107.6
Mercury Verado	135	L	\$20,613	4i sc	1732	4	70A	231	2	15.4	336.0
Suzuki	140	DF140ATL	\$15,954	4i	2044	4	40A	179	3	12.4	238.5
Tohatsu	140	M140A2 EPTOL	\$12,795	2c	1768	4	27.5A	164	1	167.3	355.3
Evinrude E-TEC	150	E150DBX11	\$19,674	2di	2589	V6 60°	133A	190	3	15.2	114.2
Evinrude E-TEC	150	E150DHL11	\$20,361	2di	2589	V6 60°	133A	190	3	15.2	114.2
Honda	150	BF150K2 LD	\$21,126	4i	2354	4	40A	217	3	13.8	75.6
Mercury	150	L EFI	\$14,678	2i	2507	V6 60°	60A	193	1	117.2	282.4
Mercury Opti	150	L	\$18,336	2di	2507	V6 60°	60A	195	2	14.2	107.6
Mercury Verado	150	L	\$22,177	4i sc	1732	4	70A	231	2	15.4	336.0
Suzuki	150	DF150TL	\$19,413	4i	2867	4	44A	215	3	12.9	159.6
Yamaha	150	F150AETL	\$20,210	4i	2670	4	35A	216	3	10.8	222.3
Yamaha	150	Z150QETOL	\$19,399	2di	2596	V6 76°	45A	220	2	30.5	89.2
Yamaha	150	150FETOL	\$14,999	2c	2596	V4 90°	45A	198	1	130.0	354.8
Evinrude E-TEC	175	E175DPX11	\$21,325	2di	2589	V6 60°	133A	190	3	15.2	114.2
Honda	175	BF175 AK2XD	\$24,199	4i	3471	4	60A	267	3	12.4	89.4
Mercury	175	175ProXS	\$20,312	2di	3032	V6 60°	60A	229	3	15.1	92.8
Mercury Verado	175	XL	\$23,154	4i sc	1732	4	70A	239	2	12.1	278.8
Suzuki	175	DF175TL	\$21,010	4i	2867	4	44A	215	3	12.9	159.6
Yamaha	175 hpdi	Z175GETOX	\$20,559	2di	2596	V6 76°	45A	220	2	30.5	89.2
Yamaha	175	175DETOX	\$16,029	2c	2596	V4 90°	45A	198	1	122.5	241.8
Evinrude E-TEC	200	E200DPZ11	\$23,302	2di	2589	V6 60°	133A	190	3	15.2	114.2
Evinrude E-TEC	200	E200DHL11	\$23,957	2di	3279	V6 90°	133A	238	3	10.6	84.9
Honda	200	BF200A6 XD	\$25,299	4i	3471	V6	60A	267	3	11.5	77.8
Mercury	200	XL EFI	\$17,275	2i	2507	V6 60°	60A	196	1	117.2	282.4
Mercury Opti	200	XL	\$21,829	2di	3032	V6 60°	60A	225	3	15.1	92.8
Mercury Opti XS	200 (Pro)	L	\$22,334	2di	3032	V6 60°	60A	225	3	15.1	92.8
Mercury Verado	200	XL6	\$27,996	4i sc	2598	6	70A	294	2	15.1	278.8
Mercury Verado	200	L4	\$24,408	4i sc	1732	4	70A	239	2 est	17.7	119.8
Suzuki	200	DF200TX	\$24,054	4i	3614	V6 55°	54A	263	3	13.0	200.9
Yamaha	200	200FETOX	\$17,199	2c	2596	V6 90°	25A	198	1	122.5	241.8
Yamaha	200 hpdi	Z200NETOX	\$21,399	2di	2596	V6 76°	45A	220	2	30.5	89.2
Yamaha	200	FL200CETX	\$23,216	4i	3352	V6 90°	45A	274	3	12.7	199.9
Yamaha	200	F200FETX	\$23,999	4i	2785	4	50A	227	3	7.4	196.6
Evinrude E-TEC	225	E225DPZ11	\$25,469	2di	3279	V6 90°	133A	238	3	10.6	84.9
Evinrude E-TEC	225	E225DHL11	\$26,204	2di	3279	V6 90°	133A	238	3	10.6	84.9
Honda	225	BF225AK2 XD	\$26,999	4i	3471	V6	60A	267	3	12.4	89.4
Mercury Opti	225	XL PRO XS	\$24,655	2di	3032	V6 60°	60A	229	3	15.1	92.8
Mercury Verado	225	XL	\$29,706	4i sc	2598	V6 60°	46A	294	3	15.1	92.8
Suzuki	225	DF225TXX	\$25,634	4i	3614	V6 55°	54A	263	3	13.0	200.9
Yamaha	225	FL225FETX	\$25,840	4i	4169	V6 60°	70A	253	3	10.4	219.8

**Footnote:** Readers are reminded that all the outboard data, and the prices Boatmags P/L has published here, are as accurate as we can make them at the time of going to press. The database is derived from various sources in Australia and overseas, and regularly spot-checked for accuracy. We maintain the lists on a monthly basis, but from time to time, an ammendment will come in too late to make the cut for the following issue, so the published prices and specs can be as much as 5-6 weeks behind the 'street' figures. **Do Not Rely On Them To Make A Purchase Decision!** Always check with your local outboard dealer to get the latest 'deal', 'package' or price before deciding which one to buy - and don't forget to clarify **whether the 'price' includes the propeller, throttle, gearshift and appropriate cables, the engine gauges, and installation charges.**

Make	HP	Model	RRP	4-stroke 2-stroke Carb/Inject	Capacity (cc's)	Cylinders	Amp/hr capacity	Weight (Kg)	F&B Star Rating	Emiss HC+NOX (g/kw/hr)	Emiss. CO (g/kw/hr)
Evinrude	250	E250DPZ11	\$29,332	2di	3279	V6 90°	133A	238	3	10.6	84.9
Evinrude	250	E250DHX11	\$27,708	2di	3441	V6 90°	133A	234	3	10.6	84.9
Honda	250	BF250AXD	\$29,490	4i	3583	V6	90A	278	3	13.5	84.7
Mercury Verado	250	XL	\$31,515	4i sc	2598	V6 60°	46A	294	2	103.6	248.3
Mercury Opti	250	250 XL PRO XS	\$27,473	2di	3032	V6 60°	60A	229	3	15.1	92.8
Suzuki	250	DF250TX	\$26,879	4i	3614	V6 55°	54A	263	3	13.0	200.9
Suzuki	250SS	DF250APX	\$28,712	4i	4028	V6 55°	54A	274	3	13.0	200.9
Yamaha	250	F250DETX	\$28,772	4i	4169	V6 60°	70A	253	3	10.4	219.8
Evinrude E-TEC	300	E300DPZ11	\$31,777	2di	3441	V6 90°	133A	242	2	29.5	251
Mercury Verado	300	XL	\$35,470	4i sc	2598	V6 90°	133A	294	2	15.1	278.8
Suzuki	300	DF300APX	\$31,750	4i	4028	V6 55°	54A	274	3	13.0	200.9
Yamaha	300	F300BETX	\$31,578	4i	4169	V6 60°	70A	253	3	10.4	219.8
Yamaha	350	FL350AETX	\$40,110	4i	5330	V8 90°	50A	365	3	9.2	216.1

• Turn A Bargain Into A Valuable Asset!

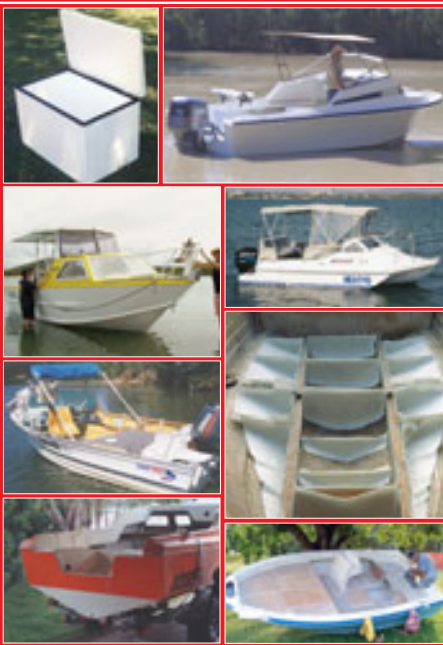
**F&B's BOAT**

# Renovations & MakeOvers

SAUD 14.95 Book 2

Hundreds of Tips'n'Tricks for trailerboat owners who want to know how the professionals do it!

*Save Thousands \$\$\$ By Learning How To Do Your Own Boat Maintenance!*



- Build Your Own Fibreglass ICE CHEST - That Works!
- How To Turn A Tinnie Into A Top Fishing Rig
- Fixing That Rotten Old Transom
- Dealing With 'Soft' Or Spongy Flooring
- Fibreglassing At Home - The Tradies' Secrets!
- Rebuilding A Southwind SF21 Cuddy
- Renovating A 40 Year Old DeHavilland Trojan
- Converting A Cuddy To A Centre Console
- Haines Signature 1850L Makeover
- Replacing Old Stringers & Bearers

Now Available . . the ONLINE PDF Edition of the very popular and widely acclaimed reference work for the DIY and Reno enthusiast:

## F&B's Boat Renovations & MakeOvers

Completely revised, 156 Page, Book Two edition with many extra features including the in-depth look at Neil Dunstan's infamous 6.4m Dehavilland Trojan (and how he went about restoring it to create a comfortable fishing cruiser) plus restoration projects on a Signature, CruiseCraft, Quintrex along with generic reports on restoring just about anything in GRP and aluminium. All your favourite DIY authors - Neil Dunstan, Tony Ravenscroft, Steve Jones and many others.

**Just \$14.95 with an instant download.**  
Check out the contents and previews on

[www.boatmags.com.au](http://www.boatmags.com.au)



Where else would you get this much care, passion, and experience for \$4.83?

Editor: Peter Webster

*Hugely assisted by the best team of editorial volunteers in Australia, all of whom are writing for you, gratis, because they want to share their knowledge and experience with their fellow boatowners and fishermen.*

*Together, they all feel we are helping, in our own small way, to get this industry back on its feet, restoring employment, quality customer service and a viable future for all involved in the Australian marine world.*

Neil Dunstan

Di Ross & John Batty

Gary Fooks

Tony Ravenscroft

Sally Oulton

Peter Crocos

Andrew Hestelow

Frank Milito

Steve Jones

Don Gilchrist

Mark Bowdidge (Nav.Arch)

Andy Myers

Doug Lindsay

Dennis & Joan Fitzsimmons

\$9.95 each, as a single copy purchase

or just **\$4.83** each in a **\$29.00**

six month/issue subscription

**Including the FREE downloadable-and-file PDF edition.**

[www.boatmags.com.au](http://www.boatmags.com.au)



**Neil Dunstan:**  
**Ebb & Flow**

## The House Boat Option. . .

**S**arina Inlet behind Sarina Beach is a well sheltered spot where a lot of the locals keep their larger boats on moorings or against the bank on what we call a mud berth.

Various boats from fishing vessels to sail boats have been using mud berths for over fifty years and some locals even built beach shacks on the point at the western end of Johnson's Beach.

Many of these shacks were built over fifty years ago and were used up until the new owners of the land decided to remove everybody some years ago and the shacks which had stood for so long were left to fall down. One of the vessels which is tied up on a mud berth and one which I found quite interesting is a fifty foot, two story house boat. The boat is tied up to a homemade jetty which for years has served as the berth for the supply boat from the Percy Islands.

John who lives on the Percys comes into Sarina Inlet where he has a small



car parked which he uses to travel out to the coal mines where he works as an electrician. He operates on the drive in/ drive out principal and works a number of twelve hour shifts then comes home for a number of days. When he arrives back at the boat, he loads her up with all his supplies and fuel and heads off to the Percys and as the boat is a large steelie, it can travel in most weather.

There used to be an old timber boat tied up to the other side of the jetty but I believe the owner suffered ill health and as the boat leaked quite a bit, it used to sit on the berth with the auto bilge pump running for extensive periods being charged up by solar panels.

This went on for a couple of years, until the system failed and the boat sank at its mooring and

was destroyed by a rough sea and a very high tide, which broke her up.

The owner of the house boat was looking for a place to permanently moor his boat, so an agreement was arrived at and the house boat owner hired a crane and removed the wrecked timber hull which was taken to the dump. After cleaning up the site he moved his houseboat into the jetty and that is where she now stays. I got to know the owner a little by stopping for a yarn occasionally as we ramp rats tend to do, and over time got invited on board to look her over and talk to the owner.

The owner's name is Murray Ungerer, and he and his wife Jo have lived on board her for a couple of years. Ungerer's have holidayed in the family's fishing shack on the point since he was three years

old, and Jo has been in the Sarina Beach area most of her life. They own a property (including a house) a few kilometres out of Sarina Beach.

Some time ago, when one of Ungerer's friends was seriously ill in Adelaide they flew down to see her. Instead of flying home they decided to buy a car and drive home, checking out some areas they had not seen before including travelling along the Murray River.

The things that caught their eye were all the beautiful house boats on the river and this sowed the seed for their eventual purchase of one.

Murray has had numerous boats and at the time he owned a twenty five foot glass boat which he used to work his oyster leases on Knight Island, Irving Island and Philips Reef, all seaward of Sarina Inlet. He sold the boat and leases as a package then went into the business of crane hire for a few years.

Eventually the idea of living in a house boat with no lawns to mow and no rates to pay, was too attractive to ignore, so he decided to try to buy something suitable and





*As for the houseboat lifestyle, owner Murray Ungerer reckons it's ideal - especially as you can go fishin' and crabbin' off the back porch.*

*PS: And there are no lawns to mow, either!*

## Neil Dunstan's *Ebb & Flow*

started searching the internet.

After a number of false starts they purchased a fifty foot Nu Star from Horizon Shores on the Coomera River. The boat is a fibreglass catamaran hull with two levels of accommodation being the main living area plus one bedroom at deck level, and one bedroom and an entertainment area upstairs.

She is run on mostly twelve volt systems such as the fridge and freezer, plus the lighting (etc) with gas for cooking. The battery system is charged via solar panels on the roof with back up from a portable genset and also the motors if necessary. The boat is powered by two sixty horse power Yamaha four stroke

outboards but was originally fitted with a pair of 130 hp diesel engines with stern drives. The original owner didn't like the diesels because of the vibration, noise and the smell plus many problems with the stern drives so he removed them and fitted the two outboards which Murray says are a great success.

Interestingly, they perform nearly as well as the diesels with similar fuel consumption and a cruising speed of seven knots and full speed of ten knots. She has onboard systems such as the toilets which are saltwater flushed and chemically treated then held in a large holding tank which is emptied when she goes to sea, as per the regulations, plus all grey water is held in another tank and pumped ashore to water the lawn and garden he has established at the end of the jetty.

When they purchased

the boat the owner sailed her from the Gold Coast to Yeppoon where Murray and a friend, Jim Dixon took her over and sailed her to Sarina Beach. Murray says that she handled very well and never put a splash of water on the windscreen however in the short steep chop we get in our area she could not be run at full speed when the wind was up as the tunnel is not all that high and will pound if pushed into a head sea over two metres.

As with most cats she was unflappable when running with the seas and a trip from the Gold Coast to North Queensland was a pretty good test of her sea keeping capabilities.

Murray and his wife decided to live permanently on board the boat and the set down area was cleaned up and any rocks removed. Two large pieces of used conveyor belt were pinned to the ground and she now sets down on these to

protect the glass hulls. With the large tidal movement we get in our area she spends a lot of her time sitting on the hard and this makes for a pretty comfortable setup so they rented out their house and now live there permanently.

I reckon this is pretty cool, as the day I went down to get some pictures, Murray was on the jetty cooking a heap of mud crabs he had caught in two crab pots tied to the back of the boat and he was also cleaning a massive Blue Parrot which he caught just down from the berth. He also gets plenty of barra on live baits which he catches in a cast net thrown off the stern.

I reckon they have got life pretty well sorted.

- Neil Dunstan.  
Sarina Beach.

**TBM**



**For Sale**



**Ocean Craft 6000 Croc Hunter**

- Fully sorted - 2x 70hp 4s Yamahas
- Exceptional Safety & Value @ \$43.5K



We're tempted to write "Only used on single trip by a couple of 70 year olds" but that would be to deny the months of planning and preparation that made this "extreme" deep vee Oceancraft truly one of a kind. It is superbly set up for long range expeditions, exploring, remote tourism or charter fishing activity (can be put into Survey) with the level of safety (it is totally unsinkable), ruggedness, soft ride and the astonishing stability unique to Ocean Craft. A very special craft indeed.

**More info, email: [fitzsimmons@dome.net.au](mailto:fitzsimmons@dome.net.au)**



**LIMITED TIME ONLY**

**SAVE up to**

**\$50**

on your next purchase\*

Save **\$50** when you spend \$300 or more

Save **\$20** when you spend \$200 or more

Save **\$10** when you spend \$100 or more

**Offer available In Store or Online**  
(No product exclusions)

**ELECTRONICS, SAFETY GEAR,  
ANCHORS & ROPE, BIMINIS & BOAT  
COVERS, PAINT & MAINTENANCE,  
CLOTHING, ELECTRICAL & LIGHTING.**

**SHOP 24/7 AT [BIASBOATING.COM.AU](http://BIASBOATING.COM.AU)  
STORES OPEN 7 DAYS A WEEK**

*Conditions Apply*

## A Mercury Marine 60hp BigFoot FourStroke Outboard Was Never Designed For This!

Commercial fishermen in the West African nation of Senegal are using a 60hp BigFoot engine to power their giant fishing boats which gross about 30 tonnes when fully loaded.

The boats are 22-24 metres long, are built on the beach from local redwood and carry a crew of about 40. Yes 40!

All those crewmen are needed to pull aboard the 800 metre fishing net which weighs three tonnes wet, and that's before they trap any fish in it.

"It's one of the most impressive applications you'll ever see," said Jean-Louis Rekinger, Mercury's General Manager, Middle East & Africa.

"It's hard to believe if you weren't looking at the pictures. They carry up to 15 tonnes of fish, a tonne of pre-mixed fuel and 2.5 tonnes of ballast."

So, it's no wonder the Senegalese use a special engine built for big loads.

Mercury Marine's 40-60hp BigFoot FourStroke outboards are designed specifically to deliver the power, thrust and control that wider, heavier boats demand.

The BigFoot gearcase is the same size as a standard 115hp Mercury FourStroke outboard, so the engine is capable of turning a larger-diameter propeller

and providing additional thrust.

As well, a single overhead cam and long intake stroke increases torque output. The BigFoot's longer design puts the propeller deep into cleaner, less-aerated water and its low 2.33:1 gear ratio improves overall thrust and efficiency.

"These boats are built with a well at the very rear where the fishermen attach the engine before every trip," Jean-Louis said.

"They fish virtually every day of the year and stay out for eight or nine hours at a time."

That's about 3,000 hours of work every year, pushing up to 30 tonnes a day.

Despite that massive workload, the fishermen get two years of good service out of each engine.

Mercury's BigFoot FourStrokes were never designed for this sort of labour, but they're smashing it anyway.

## Lifejacket Requirements Eased For Paddlers Under Supervision

**Transport for NSW today announced changes to marine safety laws that will ease requirements for some paddlers to wear lifejackets while under the supervision of experienced and accredited coaches.**

Under recent changes to the Marine Safety (General) Regulation 2009, accredited coaches can now exempt paddlers from wearing a lifejacket when more than 100 metres from shore on enclosed waters, subject to two conditions:

- the accredited coach has determined the person not wearing a lifejacket has enough swimming ability, skill and fitness; and
- the person not wearing the lifejacket remains close to, and is directly supervised by, the accredited coach at all times.

An 'accredited coach' is a person who has achieved accreditation under the National Coaching Accreditation Scheme, recognised by the Australian Sport Commission as a Flatwater Coach Level 1 or Level 2.

Office of Boating Safety and Maritime Affairs General Manager Howard Glenn said the changes would ease restrictions on paddlers training under appropriate supervision on enclosed waters.

"There is no exemption for paddlers on open waters, such as the ocean, where lifejackets are still required to be worn at all times," Mr Glenn said.

"There is a significant difference between boating on protected waters and boating offshore.

"There is also a big difference between paddle training with the right supervision and general boating which typically involves the use of open runabouts.





*n. spray swept by a violent wind along the surface of the sea . . . .*

"Around 1.8 million people go boating each year in NSW, and the most common type of boat is the open runabout. These craft are more susceptible to capsizing and swamping - which is why it's compulsory to wear a lifejacket in more circumstances when in a boat of less than 4.8 metres long.

"Lifejacket design has also come a long way over recent times and the modern styles can be worn in relative comfort for the entire day out on the water, which is especially important in the typical 'tinnie'.

"A lifejacket never ruined a day on the water – but it could easily save your life."

## **Australian SuperYacht Group Makes An Impact in Tahiti**

**Superyacht Australia, the peak body for the superyacht sector in Australia, hosted Information Sessions and a unique Networking Event in Tahiti last month in response to a demand for greater information regarding the refit and repair capabilities and cruising options in Australia.**

The event managed by AIMEX operations manager Victoria Smith saw over 140 captains, crew and industry players turn up to listen to the strong contingent of key players from the Australian superyacht industry who were in attendance to respond to questions and showcase the best of what Australia has to offer.

With the superyacht season commencing in Tahiti, the gateway to the South Pacific, this event was perfectly timed. The fact that the Australian dollar has dropped recently also now increases the attractiveness of Australia as a destination for the global Superyacht fleet

Seven of the 12 superyachts in Tahiti at the time and who were participating in the function advised they had plans to cruise down to Australia in the next 12-24 months.

The captain of Yacht Legacy, KP said "the event

organised by Superyacht Australia was fantastic and the cooking competition was first class and fun. I think this could definitely be an annual event to create better awareness of Australia for yachts on their way west'.

The Superyacht Australia initiative included a BBQ competition between the superyacht crews. Superyachts were provided with Australian Wagyu rib eye to marinate in Australian products and cook on coal fueled novelty barbeques. The judging panel realized the tough job ahead when the crew teams arrived dressed in themed attire including a team of aboriginals, pirates and typical 'Aussies' dressed in board shorts with green and yellow zinc.

Each team was given an Australian map branding iron which was creatively used by one team to brand thinly sliced rounds of pineapple and others branded their steaks with the map. Dressed as pirates, the winning team (MY Legacy) presented the most outstanding dishes with Australian Wagyu beef served 'three ways' in the form of delicate appetizers matched with cocktails.

Superyacht Australia CEO M Edwards said "we saw the start of the charter season in Tahiti as the perfect time to showcase Australia by hosting captains, crews and service providers to a unique, truly Australian inspired event. The feedback from everyone has been amazing and it is certainly on our agenda to look at this as an annual event."

Australia is well placed to service the large fleet of superyachts now cruising in Asia and the Pacific. The capabilities, expertise, equipment and skills are located in key locations making it a very attractive option for refits, repairs and routine maintenance.

Supporting sponsors of the Superyacht Australia Tahiti Networking Event include Superyacht Australian the Australian International Marine Export Group (AIMEX), AWL Grip, Cairns Marlin Marina, Cairns Ship Repair and Ancillary Services, City of Melbourne, Marine Engineering Consultants, MTU Detroit Diesel, Rivergate Marina and Shipyard, Superyacht Solutions and Sydney City Marine.



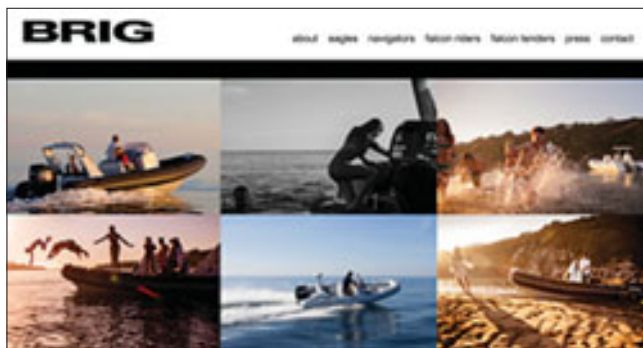
## Sirocco Marine launches new BRIG website

Leading inflatable boat distributor, Sirocco Marine, has launched a new website for BRIG Australia - [www.brig.com.au](http://www.brig.com.au)

The website showcases BRIG's full range of inflatable boats through fluent design, stunning imagery, and user-friendly information resources.

The website caters for every on-water enthusiast. Whether you enjoy snorkeling, fishing, water sports or require a tender for your larger vessel, the website will assist you with finding the right match.

BRIG believe it's now the biggest selling RIB brand across Australia and the website is a valuable tool in



displaying the freedom and lifestyle a BRIG offers.

Sirocco Marine's Neil Webster, said with over 40 models to choose from across the Eagle, Navigator and Falcon model ranges, it made sense to develop a stand-alone website for the brand - to demonstrate there is a BRIG to suit every lifestyle.

The website also plays an important role in educating consumers on the brand's strong and not commonly known, manufacturing history.

BRIG inflatable boats are designed and built in the Ukraine by a dedicated team of specialist ex-military aeronautical engineers. After the collapse of the Soviet Union, they now apply the same exacting standards and cutting edge technology to building RIBs in their 70,000 square feet factory, that they did fighter jets.

The website is just one part of the brand refresh Sirocco Marine have install for BRIG. A new, 54 page catalogue has also been produced that could easily be mistaken as a coffee table book - offering the same clean design and awe-inspiring photography as the website.

Those who are interested in experiencing the BRIG lifestyle can contact their state dealer by visiting [www.brig.com.au](http://www.brig.com.au) for more information.

## CruiseCraft Joins Forces with Yamaha to Provide Factory Rigged BMT Packages.

Leading Australian boat manufacturer, CruiseCraft Boats, has announced an innovative new alliance with Yamaha Motor Australia. Effective immediately,

all models in the CruiseCraft range are now available as complete factory rigged, turnkey packages with Yamaha outboards fitted to the transom.

In a joint launch to the national network of CruiseCraft dealers, Nathan Nichols of CruiseCraft and Iain McLeod (National Sales and Marketing Manager) announced that the new structure reinforced the close ties which already existed between the two companies.



Announcing the new alliance between Cruise Craft and Yamaha are (L to R) Iain MacLeod, Yogi Oshige, Nathan Nichols and Steven Cotterell.

"CruiseCraft is a leading, wholly Australian designed and manufactured boat and we are very proud to have formed a stronger alliance with Yamaha, the leading outboard brand in Australia," said Nathan Nichols. "This new arrangement ensures that CruiseCraft customers have access to factory rigged CruiseCraft boats powered by Yamaha outboard engines.

Under this new arrangement, CruiseCraft customers will be able to order a complete Yamaha powered CruiseCraft boat, delivered to a CruiseCraft/ Yamaha dealership as a complete, factory build and tested, boat, motor and trailer (BMT) package.

"We believe the factory rigged CruiseCraft/ Yamaha BMT packages are the way of the future. It takes the burden of completing the manufacturing process away from our dealerships and allows them to focus on providing great service to our customers."

"From our perspective as a manufacturer, we retain the ultimate control over quality. We can manufacture the boat in the correct sequence, ensure that the rig fit-up is of the highest and most consistent standard and then deliver a complete rig with a factory performance guarantee."

"We also ensure the correct propeller fitment for each rig using Yamaha's optimum performance test program"

In addition to the benefit of choosing Australia's leading outboard brand to power their CruiseCraft boat, customers can also benefit from Yamaha Motor Finance to help purchase the rig and Yamaha Motor Insurance to deliver the ultimate in insurance protection.

CruiseCraft is a wholly family owned, third generation



Australian boat manufacturing business, operating from their Brisbane manufacturing facility. CruiseCraft boats are distributed exclusively through a network of Authorised Dealers throughout Australia and selected international markets.

**For further information contact:**

**Peter J. Benston**

**Sales and Marketing Manager**

**CruiseCraft Boats Pty Ltd**

**Ph: (07) 3390 4877 Fax: (07) 3390 5756**

**Email: peterb@cruisecraft.com.au**

**Web: www.cruisecraft.com.au**

## **New National System To Cut Red Tape for Commercial Operators**

**Roads and Maritime Services (RMS) Acting Maritime Director Michael Wright said the agency is gearing up for its new role in the national system for the regulation of commercial vessels.**

“From 1 July the Australian Maritime Safety Authority (AMSA) will become the national regulator for commercial vessels in the country,” Mr Wright said.

“This will simplify the existing eight systems of commercial vessel regulation into one, cutting red tape and simplifying arrangements for operators, owners and crews of commercial vessels.

“The new legislation will replace about 50 acts across the country in the eight jurisdictions.

“AMSA will become the regulator with RMS and other state and territory marine safety regulators its delegates.

“This means RMS will continue to provide a licensing service for domestic commercial vessels and their crew.

“It is expected the new system will clear up inconsistencies and barriers of trade for those travelling between state waters and bring greater economic benefits with a reduction in duplication of paperwork and requirements.

“After the new arrangements are in place, RMS will issue existing certificate holders with a national certificate at the time of certificate renewal.

“An education and communication campaign about the new arrangements has been in place since last year.

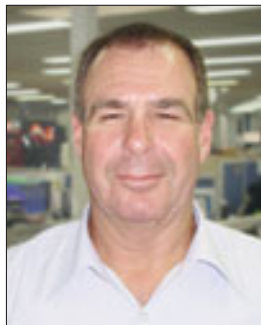
“Recently, AMSA placed ads in all major newspapers alerting readers to the upcoming changes,” Mr Wright said.

RMS has written to around 12000 commercial vessel operators and crew holding current NSW certificates. These vessels include passenger boats, houseboats, party boats, oyster punts, work boats, fishing boats and tourist boats.

## **Honda Marine WA/NT Territory Manager**

**Honda Australia has appointed Dan Phillips as the marine division’s new WA/NT Territory Manager.**

With a lifetime of boating experience, Dan is a keen



barra angler and water skier. His professional background includes broad marine industry experience in both wholesale and retail roles.

Honda Australia marine manager Robert Johnson said Dan’s experience was a “real asset”.

“Stepping into the very big shoes of our last WA/NT territory

manager, the recently-retired and much-loved John Gadellaa, Dan has already won the confidence of our dealers via his extensive marine knowledge, approachable personality and driven attitude.

“Whether on the road visiting dealers, at boat shows speaking with customers or on the water conducting boat tests with the media, Honda’s marine team is well respected within the industry and Dan’s appointment will ensure this continues.”

*Honda Australia, Customer Relations – 1300 559 846 or visit: honda.com.au*

## **Curnow To head New Clothing Agency**

**A new Queensland agency has been set up with the express aim of challenging the way in which marine and lifestyle apparel is being offered to retailers.**

Launched by former Musto Australasia Managing Director Duncan Curnow, the new entity is set to forego typical phone-based selling methods in favour of a more traditional hands-on, personalised approach.

Dubbed Sea Salt Life and headquartered in Sanctuary Cove, the new agency launches today with a foundation portfolio of big name brands including Dubarry, Swims, Terox, Sail Racing and Musto. Utilising his extensive database, together with his technical expertise gleaned from years working across such high profile events as the Volvo Ocean Race and America’s Cup events, Mr Curnow said Sea Salt Life would also look to supply corporate apparel to everyone from SMEs to multinational corporations.

Mr Curnow, whose lengthy experience in the industry includes stints at multi-national retailer Country Road and Parson’s Group-owned Line 7, said while Sea Salt Life was headquartered in Queensland, the agency had the flexibility to deliver its first class service both domestically and internationally with plans also to launch across Asia and New Zealand already afoot.

**Sea Salt Life Mobile: +61 (0)401 221 221**

**Email: Duncan@seasaltlife.com Web: www.seasaltlife.com**

**TBM**



# It's As Simple As Step 1,2,3 . . .

## Step 1

Turn on the computer or tablet, and tap in **www.boatmags.com.au**

into the address panel at the top, and our home page (just like this) will appear on screen almost instantly . . . .

## Step 2

With your black (and current) Membership Card in hand, or Tax invoice, carefully tap in your personal Membership **NUMBER** - *not your name*. Check them carefully (there are 16 in total) and press the **LOG IN** button next to the numbers, and . . .

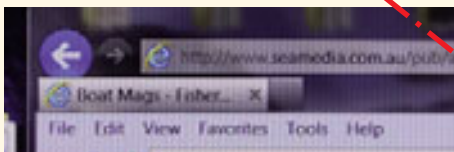
## Step 3

. . . the "G'day!" or Welcome page appears with seven coloured bars next to the current Boat Mags' cover, to take you straight to wherever you want to go, instantly.

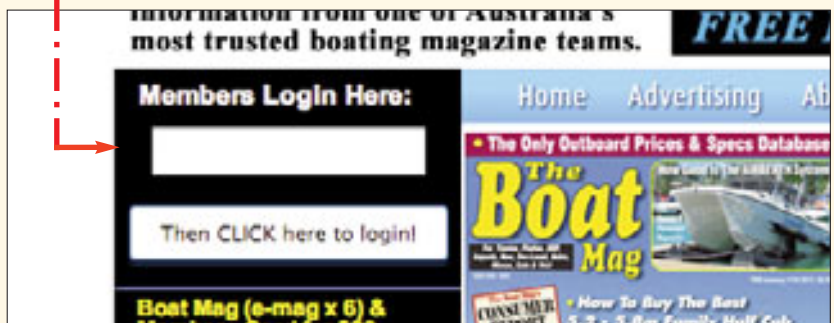
. . . that's all there is to it. If you **CLICK** on the **Latest Edition Bar**, the latest magazine pops up on screen, ready to enjoy.

It is easy to drive, too. Adjust the size of the magazine for comfortable use on screen with the bottom right corner tab (on the white part of the screen), then click on either of the page turning tabs (in the middle, left and right sides) and off you go.

Another useful tip is when you've checked out (say) the Sea Library, and you want to come back to the G'day page and go somewhere else - just click your back space arrow (top left of screen):



You'll get the hang of it in minutes, then you can check out the back issues ("archives"), print out some of the mag to file and keep, and admire the embedded videos.



# Downloading The PDF Edition Of The Boat Mag

Downloading the PDF edition onto your desktop so you can read it anytime without the internet, or transfer the issue to your iPad or smart phone, is hugely popular. And it is easy to do, too. Recently, we 'walked' reader Gerard S through the process, and he was so pleased with the outcome, we've decided to share his correspondence with everyone.

Hi Peter,

I seem to be having an issue with the downloaded PDF files.

When I download the file (current or back issues) the file cannot be opened.

The download is around 10 - 16 meg but when saved is only 1 kb.

Please see attached snapshots.

Regards,  
Gerard S.

Hi Gerard,

Just looking at your screen shots (thank you) I can see you are making life too hard for yourself. You don't have to 'save as' or even go to your download index.

Having started at the so-called "G'Day Page" with the colour bars, and choosing the "PDF Edition" (black bar), the system auto-loads the Back Issues page which I've shown here.

Then, clicking on the little red square produces the PDF edition ON SCREEN - *but it is still not downloaded.*

To do that is simplicity itself - with MOST computers, just moving the cursor over the bottom of the PDF cover will produce a 'bar' that is how you control the size of the PDF pages on the screen, or jump through to a known page - or, if you click on the little 'floppy disc' symbol - the whole PDF file will instantly autoload straight onto your desktop to be filed later wherever YOU choose.

I've enlarged and moved the PDF control bar up into the Chaparral's wash in this screen shot for you - 'coz I suspect it might have been tucked away under your screen. Not all computers have this on-screen PDF adjustment bar activated by the cursor, but most have something very similar. All computers have a 'save as' button or logo (usually at the top right of your natural window). Lastly, check to make sure you have a late model version of the free Acrobat PDF software - it does make a big difference.

Hope this all helps and will quickly get you sorted.  
-PW

Thanks Peter,

Much appreciated.

Takes a little getting used to for us old fellas, but what a brilliant thing.

Just took my new iPad to the loo, much better than the printed version.

Regards,  
Gerard S



There are web sites that entertain . . .

Boatmags - Fisherman & Boatowner - Independent Boating Information from Australia's Leading Boating Magazine

http://www.boatmags.com.au/pub/index.php

**Boatmags** Now you can read F&B's Boat Mag on your iPad, tablet or smartphone a new issue every month for 6 months for just \$29.00

Pay Ltd ABN 26 154 713 943

Independent 'hands on' boating information from one of Australia's most trusted boating magazine teams. **FREE DEMO! CLICK HERE See How Good It Is!**

Home Advertising About Us Contact Us Downloads View Cart Shop

Members Login Here: [input] Then CLICK here to login!

**Powered Cats Of Australia**

The Boat Mag (6 online issues) for \$29

Boat Mag (12 online issues) for \$55

Gift For The Boat Mag (6 online issues)

The Boat Mag Current Issue

F&B's Renovations & MakeOvers BK 2

Plate Alloy Boats Book 7 COLLECTOR'S EDITION

**Sea Library**

**INDEX**

Starting In Boating

Boat Tests (1991-2013)

Retro Boat Tests (1973-1990)

Boat Building

Consumer Reports

DIY Repairs & Renovating

Electronics

Engine Reports

Fishing

Fitting Out

Coastal Holidays

General Features

Marinas and Boat Storage

Seamanship

Trailers & Towing

Buying Secondhand

F&B Project Boats

F&B Project Log Book

F&B Columns

F&B Cruising

**The Latest Outboard Prices & Specs Database**

**The BOAT MAG**

Mercury outboard motor

Full Details: **GARMIN** Takes Marine Electronics To Another Level

**POWERED CATS OF AUSTRALIA**

180s, 40 Page Directory, Best Power, Need-To-Know Facts

**PARSON** Breaks The 60-90hp Outboard Price Barrier

Click Here For Previews

Click Here To Purchase

CLICK HERE to see Contents, Previews

CLICK HERE to Order & Download NOW!

**Renovations & MakeOvers**

F&B's famous "Boat Renovations & Makeovers" Book 2 is now available online as a PDF download for permanent, 24/7 reference and/or printouts. Check the Previews for a full list of features you'll want to keep. All your favourite DIY authors, including Neil Dunstan, Steve Jones and Tony Ravenscroft.

**PLATE ALLOY Boats of Australia**

**COLLECTOR'S EDITION**

370 Pages ■ Amazing reference work ■ For all types of boatbuilding ■ Best of SIX editions of PAB ■ Fitting-out "Ideas" encyclopedia ■ Hundreds of pics ■ Dozens of top DIY & Pro boat plans ■ Best of Australia's Production Plates ■ Only \$AUD19.95!

Awesome, "Downloadable" PDF Online Edition

**Become an Online F&B's Boat Mag Member today!**

**GREAT VALUE!**

With a \$29 six month subscription for 6 monthly magazines giving you

- Free, 24/7 access to the SEA Library
- Free, 24/7 Access to the new F&B TV Video Library (Starts mid-June)
- The permanent PDF edition of **The Boat Mag** (to enjoy on your boat or in the bush with your laptop or iPad - not even wi-fi needed!)

**CLICK HERE**

. . . and web sites that will surprise.

You really should check out The Boat Mag's web site, very soon.

**www.boatmags.com.au**

Home of the SEA Library (and hundreds of boat and engine tests!)