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Amazing America's Cup Pics!

TBM October #203 2013 \$5.95

ISSN 2200 - 0623



Full Details:
Alf Stessl's New
485 Power Cat
Embracing The
Holy Grail

Beneteau MC4 Cruiser
One For The Connoisseur



The Boat Mag

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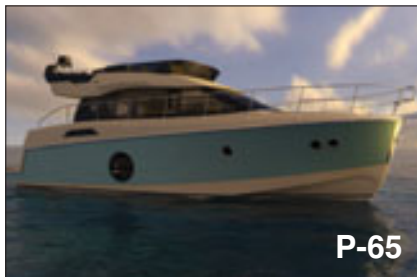
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The Latest Outboard Prices & Specs Database

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For Timbers, Plastics, GMP, Imports, New, Pre-Loved, Restored, Monoco, Cabs & More!

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Full Details:
Alf Stessl's New 485 Power Cat Embracing The Holy Grail

Beneteau MC4 Cruiser
One For The Connoisseur

Cover: What an amazing magazine - from the awesome spectacle of the America's Cup foiled cats, to Bob Rowe's tinny, Andy Myers big red fish off Darwin, to the spiffy 645 Quicksilver sports cruiser, Mark Bowdidge's BMD XR-457 DIY composite side console - and Alf Stessl's incredible 485 cat - you wanted diversity; you've got it!



Ebb & Flow / Neil Dunstan.

Neil looks at the issues surrounding charter skipper Alvan Paynter's decision to trade in his E-TECs on a pair of Merc150s88

SPINDRIFT / PR / TBM Team. The latest from the PR desks; a wide variety of subjects this month, in another big 'n interesting Spindrift. It starts on92

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.

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Comment

with Peter Webster

Sailing Into The Future

Few Australian boating enthusiasts would be unaware of the enthralling climax to the running of the 2013 America's Cup in San Francisco last month.

What started out as a bewildering, albeit spectacular form of racing, clicked into place when the American team, down 8-1 to the Kiwis, suddenly found another gear and won the next eight races in a row. This came after the poor bloody Kiwis had previously had the winning 10th race in the bag when that race was cancelled, as fading wind meant the yachts couldn't complete the course in the time allowed. But the Kiwis weren't too fussed, and with a lead of 8-1, why would they have been?

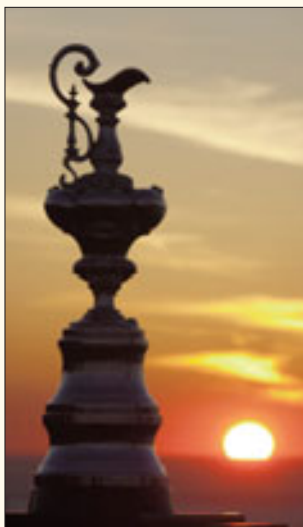
However, the Americans with a sprinkling of extremely professional Australian sailors in the crew headed by Jimmy Spithill, the skipper, had other ideas. They won the next race making it 8-2. And low and behold, in one of the great sporting comebacks of all time in any sport, they kept coming back, race after race, until they levelled the scores at 8-8 all.

The deciding race is without doubt, the most exciting yacht race ever filmed in sailing history. The Kiwis and the Americans threw absolutely everything at it. Half way through the race, it was obviously going to come down to the wire, especially as the Kiwis had a slight edge on the Americans for the first third of this crucial race.

Watching these 72 foot, 7.5 tonne yachts hurtling round San Francisco Bay at 40-45 knots, jibing and tacking across each other's bows, was easily the most exciting yachting television I've ever witnessed. On that day, when the Americans crossed the line a mere 43 seconds ahead of the heartbroken Kiwis, yacht racing throughout the world changed forever.

This is not going to be just a one-off aberration. American billionaire Larry Ellison, has single handedly done to international yacht racing what Kerry Packer did to traditional test cricket.

Packer loved cricket, but thought it was boring for television, and so financed the invention of the once



highly controversial One Day Cricket format - which has now morphed into 20/20 cricket, an even 'faster' *made-for-TV* format.

Ellison, the founder of software and hardware multinational conglomerate Oracle, has done exactly the same thing. He's taken the principles of yacht racing between nations, put it on an inshore course that is a fraction of the size of many traditional yachting events (most AC72 races are only about 10 miles long) and then literally pioneered the most spectacular form of yacht racing the world has ever seen.

Personally, I found these craft absolutely fascinating; they look like a Praying Mantis on steroids, and travel like a Formula One car on the water. The analogy is apt because these extraordinary craft reflect the highest levels of technology available today, with a design philosophy that allows these amazing craft to actually travel up to twice as fast as the wind blowing across the course.

In the last race, ETNZ logged 45.72 knots (*that's 84.67 kilometres an hour*) during a peak wind speed across the course of 21.3 knots! At first blush this is simply unbelievable - how can a yacht travel faster than the wind?

Sailors throughout the world have been shaking their heads now for days. This seems an unbelievable achievement, but actually it isn't; the words, pictures and television show

in graphic and exciting terms just how successful these AC72's have been.

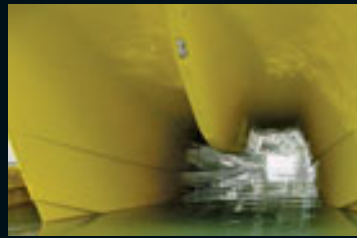
Breaking With Tradition

There has been the predictable - albeit muted - reaction by many traditionalists who decry the development of these foil-based catamarans, exclaiming that they're not really yachts at all, are they?

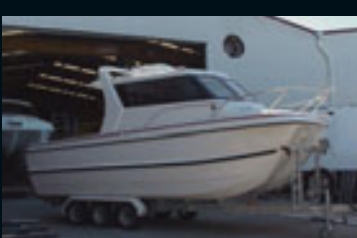
Personally, I think that's rubbish. These foiled cats actually epitomise the spirit of the America's Cup.

It's always been an eccentric race between billionaires from different countries, since it began in 1851 when the schooner "America" beat the Poms at their own game - thus kicking off what has become one of the oldest

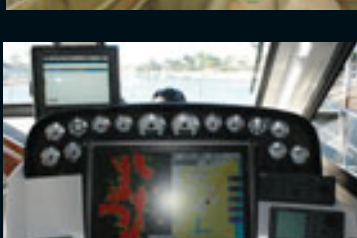
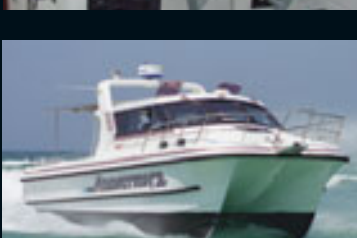




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international sporting events in the world.

America's Cup yachts have always been controversial, and I think we have to look no further - as interested bystanders - to Sydney Harbour's hydrofoil ferries to find an alternative reference point to this latest Cup eccentricity. Certainly the ferries were a more pedestrian use of foil technology, but one that nevertheless worked very successfully, as the foil-assisted mono ferries plied their way across Sydney Harbour's Circular Quay and back to Manly for years.

Here, Ellison's people have created the AC72s with a real vision in mind. They wanted excitement; they wanted a spectacle and for their huge investment, they wanted an audience measured in millions, not just hundreds of thousands. And they got it, too.

In the wash up, most people think that it will just be a one-off aberration, but I think that's missing the point completely.

What is not as widely known as it should be, is that underneath the AC72s there is already another class of foiled cats, the AC45s, almost entirely underwritten by the giant Red Bull energy drink company.

Red Bull is a sponsor well known to motor racing enthusiasts around the world, and here especially, as they are deeply involved supporting Australia's Mark Webber and *heir apparent*, Daniel Ricciardo in F-1 grand prix racing, the pinnacle of international motor racing.

Red Bull are sponsoring the AC45s as a 'talent development class' as they do with their Toro Rosso Team in F-1, with competitors from all over the world (including Australia) learning the finer points of sailing these amazing high speed racing yachts. In other words, we are already witnessing a major, orchestrated investment in the future of



Australia was well represented at the inaugural Red Bull Youth America's Cup held just before the Main Event. Skipper Jason Waterhouse (above) and his team did well, but arch rivals - the Kiwis - beat all comers in this incredibly intense competition.

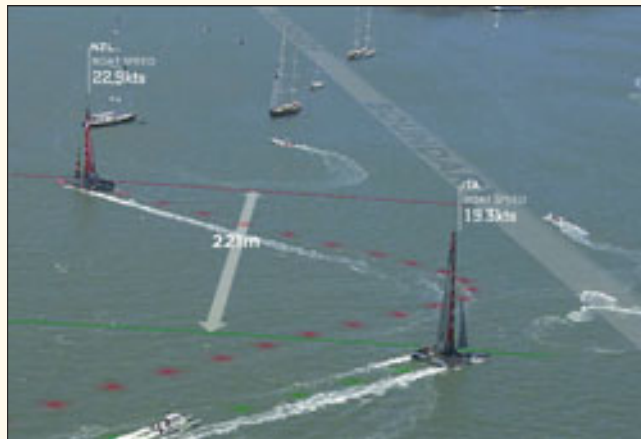
foil-supported racing.

The other matter of note includes observing that one of the tacticians aboard the American cat in the last set of races included four times Olympic Gold medalist, Britains (Sir) Ben Ainslie. He has already indicated that he is arranging sponsorship to launch a full-on English challenge for the Cup next time around. (***)*See Footnote - PW*

Given that the AC72s technology is now largely sorted, and the on-going production of these monster cats will bring in economies of scale, I suspect this is just the beginning of a fabulous era of racing for the AC72's.

'LiveLine' Television

One of the most remarkable features of the America's



Cup TV broadcast from San Francisco, was the first ever use of what they call the "LiveLine" technology.

The way this worked was fantastic. The TV producers were able to set up the boundaries of the course, indicate the distances made good, the gap between the yachts (etc) in easy to read lines across the TV screen with the measurements shown, so that an absolute layman could see the boats were 45 metres apart, or were travelling at 36 knots and had 10 seconds to go.

It is a breathtaking development of television and undoubtedly will lead to greater and more spectacular use of the LiveLine principle in all sorts of other sporting endeavours.



***Footnote:

As this issue was being finalised, it was announced that the **Hamilton Island Yacht Club** has been accepted as the Challenger of Record for the next America's Cup, probably in 2016.

The bid is backed by Hamilton Island's owners, the wine-making Oatley family. Bob Oatley and his son Sandy Oatley (pictured above at the news conference announcing the bid) are both ardent sailors and passionate campaigners of "Wild Oats" arguably Australia's most successful super maxi.

Their announcement has been greeted with considerable excitement and goodwill, as it augers so well for the sailing world, and will give tourism in the Whitsundays a badly needed boost to lift them out of the doldrums.

F&B TV Launched

After a gestation period going back about 18 months, we've finally launched F&B TV on our web site (www.boatmag.com.au) and have to admit we're all

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Hi,

We trust you are getting used to the revised online format in **The Boat Mag**. It's certainly been a big, big change for us all, so be assured you are not alone if you are still coming to grips with this new medium.

We are, too.

Whilst retaining all the core, 20 year F&B values of credible, 'hands on' editorial, it's been good to branch out into other areas - working with second hand boats for example, or recognising that imports, like the car industry, are here to stay. We're excited by the potential of working with video, and being able to produce a much bigger magazine with about 40% more editorial in every issue - a magazine that's only a couple of HOURS behind the news of the day.

But the basics haven't changed: you can count on **The Boat Mag** team for fast, no BS, 'off the shoulder' advice or an opinion - whether you are planning to buy a 'pre-loved' rig, an import, or a new V6 outboard - we're here to help when you need it most.

Kind regards,

Peter (editor@boatmags.com.au) and Mary (subs@boatmags.com.au)



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● Operation KIMBERLEY - An Inspirational Journey (P-1/3)

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pretty chuffed about it.

With all the talk about the future of magazines, the answer now has to include what we are calling “magavision” – video embedded in the magazine and ‘broadcast’ via the internet.

This very issue is looking increasingly like the magazine of the future.

The fact that we can run ‘virtual tours’ like the one for the Quicksilver 645 Cabin, or hyper ‘techno’ videos like the Scarab Jet 195 (Page 30) are technical innovations we can’t



ignore.

F&B TV will take at least 6-12 months to fully mature, as the success of any project like this is going to be a direct reflection on the quality of videos it contains, and the “editorial” philosophy being developed.

This is all new territory and we’re a bit nervous about it at the moment, so we’re going to follow the sort of general editorial philosophy of the magazine itself, although there will be a growing number of differences.

For instance, we think it’s a beaut forum for videos from charter fishermen around the country, and as it costs nothing for a small boat charter fishing operation to submit the video and have it run in the F&B TV section at this point, this has the potential to help a lot of charter folk around Australia.

Similarly, I think just from an entertainment point of view, there’s some really good educational docos (and even interesting TV commercials) we will progressively incorporate into the TV Library’s mix, and of course, at the end of the day, we’re here to produce boating journalism – and whether it’s of the printed kind or the video kind (or both) is really becoming a moot point.

The obvious question has already been raised: Do we intend producing our own F&B TV series in the future?

The answer is a very cautious “Possibly . . . down the track a bit.”

I don’t think the industry is ready for it at this point in time.

Whether we were on free-to-air or ‘cable’ mainstream TV channels, or broadcast through the internet (this has been pushed strongly in recent years) unfortunately doesn’t change the cost of production one jot.

To make a conventional 30 minute weekly “TV Show” of the standard that would attract the level of advertising needed to make it commercially viable, would involve quite a large group of highly skilled, and very expensive people

Readers, Advertisers Please Note

The Boat Mag is now produced in 3 different editions, including

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The Boat Mag (and our specialist Annuals) are now available through **Newsstand** (think of a big international newsagency out there in cyber space, and you’ve got the idea) and is now displayed and available in 59 countries around the world. We believe the export potential for the boating industry is considerable, especially with our near neighbours, New Zealand, PNG, Timor, Oceania, Indonesia and S.E.Asia.

(read: a big overhead) as well as incurring considerable field expenses.

I don’t think it’s possible to recoup these costs with current advertising and subscription rates.

This is the bottom line; a really good boating and fishing TV Show is a very expensive, technically complicated, weather-dependent production, and until we can see that it’s commercially viable, I’m afraid it will remain on our wish list for “future development”.

In any event, the writer has some serious misgivings about the viability of what most people perceive as a traditional boating and fishing television show.

In this day and age, everything is about ‘ratings’ and the writer has serious doubts whether the very best boating and television show with a stellar cast of brilliant fishermen and boating people would actually get the ratings needed to

JUST
RELEASED

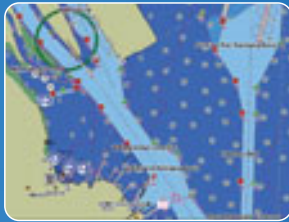


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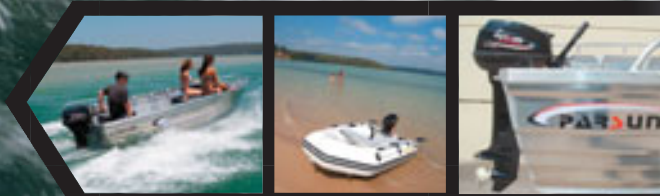
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Comment . . . /PW

ensure the show's viability.

Most major advertisers in our world of boating (notably the outboard companies) have enormous demands placed on their advertising budgets, most of which have fallen dramatically in recent years.

The upshot is that the writer is fairly certain we'd be unlikely to get support within the industry for a television show in the conventional sense, and once you stepped outside the boating world to approach mainstream advertisers such as the breweries, 4WD makers, BCF, men's stuff, etc, the production would then be competing with every other show in the land, ranging from Origin matches down to popular mainstream television such as the X-Factor, Master Chef, etc.

Looking Forward

We've given this a great deal of thought recently. We think the idea is good, but the business model is flawed because of these problems – and they're not going to go away or change anytime soon.

But here's an interesting thought that we've been contemplating in great depth: *we could produce segments of a TV show very efficiently within The Boat Mag, utilising its extraordinary ability to "broadcast" TV quality video.*

So to start with, we have a broadcast medium in our own corner already, and we are rapidly learning (yes, it's a vertical curve!) how it can be utilised to the best effect.

We are increasingly aware that somewhere between the traditional concept of a fishing and boating television show, and the development of elements of a show within the magazine, might provide the bridge we need between the two broadcast levels.

We also have grave doubts about the efficacy of the editorial on a traditional TV show; everybody keeps talking



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about "the boating industry" needing a Top Gear presenter like Jeremy Clarkson, but there's no way this industry could handle such powerful and independent editorial.

If any of the big engine manufacturers were running advertisements in the show, or sponsoring it any way, there's no way that any TV journalist or presenter could dare criticise anything with their name on it, or the sponsorship would be unceremoniously withdrawn.

The local boat manufacturers are even worse. If any boating journalist was to film a segment with some of our top locally built brands and had the temerity to offer some constructive criticism, that would be the last time they set foot in one of those boats . . . the days of the local production boatbuilders taking intelligent criticism onboard and doing something with it, have long gone.

It is a very complex subject. Ironically, I believe it's only going to be solved with well balanced, experienced boating journalism coming through segments developed in products like The Boat Mag, that are, in effect, broadcast

television. In this way, we can pick and choose our subjects, concentrating on the products we think the public should know about, and drop all the ones we think the public should leave alone.

The one thing I've learned about our readers and viewers over the years is that they are incredibly quick at picking up what we're not trying to say; most readers can glean more from a boat test about something I've NOT written, than what I have.

This gives me great confidence that by taking this strategy into videos we shoot ourselves, about products on the market that we think are good or worth knowing about, we can actually achieve a television-like format that is commercially viable, honest, interesting and informative.

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The Sunnies Are Back . . .

Just a quick reminder to let readers know that we have the sunnies in stock, and whilst our favourite white fluffy security system (she goes by the name of Jessie) likes the sunnies, she doesn't need a couple of hundred pairs – so we're keen to get them out there to our subscribers.

Yes, for every 12 months' subscription (\$55), you now get the sunnies FOC and they are a really nice pair of \$24.95 sunnies that are ideal for boating and fishing. Better still, you get a whole year's (12x) magazines supplied with them!

Writing about subscriptions reminds me that we need to keep reminding you, one of our valued readers, that your subscriptions are now the lifeblood of our business – literally.

More than ever before, we depend on subscriptions for our livelihood and future, and as such, we work very hard trying to produce a beaut product for you.

To that end, we've got a whole lot of things planned for the next 12 months, but as I've noted before, it's sometimes a bit like working in a bubble here in the boat cave, and we would welcome input from readers all over Australia about your reaction to the magazine. Your likes, the things you don't like, what you think we should do more of – and less – and also some sideways thinking.

Please don't write to suggest we could improve things by going back to traditional print - it isn't going to happen, and I have to say, we've become used to the online format(s) now. I'm enjoying my iPad very much (especially since I got the cover for it) and professionally, I'm very excited about the potential for online productions that are just around the corner.

Let's look at the *advantages* of online publishing, and expand the good things, and minimise the disappointments and any residual hassles.

For example, the writer is inclined to slowly embrace the world of sailing in yachting again with a bigger magazine. Is this heresy? Would you be interested? Is it a yard arm too far? Or should we just concentrate on developing more fishing writers?

The problem with the latter is that unfortunately I was raised as both a fisherman and an editor during the purple patch of Australian fishing writing, which includes the greats like Vic McCrystal, Ron Calcutt, Malcolm Florence, Bryan Pratt (*et al*) and I have to say that I'm struggling to find writers that come within a cooe of the innovation, integrity, knowledge or literary skills of the aforementioned stalwarts.

That's not to say they don't exist – obviously there are some very fine writers about the place, and it's my job to dig them out and encourage them to greater things.

Recently the work we've done with writers such as Steve Jones, Andrew Hestlelow, Frank Milito and more recently, Andy Myers, clearly shows the potential still exists to develop a superb team of writers – but it's not something you can just 'do' overnight.

It's not like we haven't worked at it – remember Damon Olsen's work? He was developing into a first class writer,



After a couple of months' delay as Alf Stessl's new 485 Cat was completed, TBM's Mako 515 Frenzy Project is back on track - we'll pick up the traces next month!

but in the end, all we did was fire up his career as a top charter skipper! (*Onya, Damo!*) Then there was Aaron Concord – seriously brilliant with words AND pics who retired hurt, and DNF.

It takes time for these writers to develop, to work out themselves what they want to do, how they do it, and of course, work out how they can best recoup the costs involved.

Sadly, ad budgets have all but collapsed both in volume and rate, and this poses a real problem for publishers trying to source good quality material – but not having the ad budgets needed to do it. It is, literally, a lose-lose-lose situation (writer, publisher, reader) for everyone involved.

Especially if they want to make writing / photography / videography a full time career.

Today that is a huge ask, and I'm sure the top national writers like Warren Steptoe and Steve Starling, would agree.

All of these things put the issue of fishing material under the microscope for the moment, as we figure out our next move.

Make no mistake, we're not walking away from the issue, but working up Plan F

I don't think I could ever publish a major national magazine of the kind I like to do, without fishing, but I do think we shouldn't pigeon hole ourselves to the extent that we exclude all else.

What do you think?

Footnote:

As an incentive, we'll have six months' extra magazines free (\$29's worth) for every reader whose letter gets published in the next round of magazines I'm specifically targeting doing a special holiday reading issue for January, where I'd like to have a really vibrant, "Sic'em Rex!" type of letter section to get the thinking caps working overtime during the peak summer months.

Over to you – the offer is there. Six extra magazines for every published letter that we run in November, December and January magazines.

Don't hold back!

TBM

The 2013 America's Cup in San Francisco

The Californian Challenge

In every sense of the word, the latest challenge for the 'Auld Mug' took the degree of difficulty to crazy new heights, with the Cup holder - America - declaring the Rules that included a totally new concept in yacht racing. Every competing country was sent back to the drawing board; every crew person had to start over; every tactician had to throw away years of sailing lore. As an amazed world of sailors and sportspeople became increasingly glued to the high-tech TV broadcast from San Francisco's infamous bay, it became obvious that a completely new class of yacht racing had been created.





ORACLE

TAG
HEUER

PUMA

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PUMA

ORACLE



ORACLE TEAM USA

17



ACEA/ PHOTO ABNER KINGMAN



ACEA/ PHOTO ABNER KINGMAN



The America's Cup is the oldest trophy in international sport and the hardest to win. Only four countries – the United States, Australia, New Zealand and Switzerland – have experienced the euphoria of winning the “Auld Mug,” and only seven cities have hosted the competition before San Francisco.

The 34th edition of the America's Cup marks a transformation for the oldest trophy in international sport as new boats, cutting-edge technology, and a close-to-shore venue meant that this summer's America's Cup was unlike anything that's preceded it.

The 2013 America's Cup is featured several notable firsts:

- First time racing is inshore not offshore
- First time all teams are racing wing sail catamarans
- First time the AC72 “50 mph flying boats” foil above the water
- First time there is a new pathway series for youth sailors, the Red Bull Youth America's Cup
- First time the America's Cup has been held in the United States since 1995

The History

First contested in 1851, the America's Cup is the oldest trophy in international sport, pre-dating the modern Olympics by 45 years, and is yachting's biggest prize.

The trophy's roots date back to when a syndicate of businessmen from New York sailed the schooner America across the Atlantic Ocean to represent the United States at the World's Fair in England. The schooner won a race around the Isle of Wight and, with it, a trophy called the £100 Cup. (It was subsequently inscribed, incorrectly, as the 100 Guineas Cup.)

After winning the trophy, the United States embarked on what would become the longest



ACEA/ PHOTO GILLES MARTIN-RAGET

winning streak in the history of sport, a 132-year stretch of domination that saw boats representing the country successfully defend the trophy 24 times from 1870 through 1980—until 1983, when Australia II became the first successful challenger.

Throughout its history, the America's Cup has bedazzled a worldwide roster of business and industry tycoons such as fashion magnate Patrizio Bertelli, brewing and real estate mogul Alan Bond, tea merchant Sir Thomas Lipton, aviation pioneer Sir T.O.M. Sopwith, the Aga Khan, media mogul Ted Turner, and Harold S. Vanderbilt, an American railroad executive who won the America's Cup three times and also helped author the original racing rules of sailing. It's also attracted larger-than-life sailing figures such as Tom Blackaller, Peter Blake, Paul Cayard, Dennis Conner, Russell Coutts, and Grant Dalton.

The Summer of Racing

One of the most notable changes to the format is the AC72, the wing-sail catamaran that is capable of speeds more typically seen on freeways. At 43 knots boatspeed, the AC72 is capable of sailing its 72-foot length in a single second, travelling near 85 k/ph. The demand on the sailors is unprecedented; only the most athletic and multi-talented need apply.

The venue itself is an important part of the story. San Francisco Bay is among the world's premier sailing spots because of its reliable winds and challenging tides; a stunning natural amphitheatre that is framed in part by the world-renowned Golden Gate Bridge. Racing is inshore and close to the public. The short racecourses will bring the sailors within earshot of the roaring spectators as the boats charge along the city front.

Tight racing was expected on a compact racecourse that kept the crews close to each other. And with the racecourse nearer to shore than ever before, this America's Cup delivered "stadium sailing" on the Bay Arena at its best, where the sailors can hear the roar of the crowds, and spectators can all but reach out and touch the boats as they fly past.

An unexpected and innovative development in the design of the AC72s—the addition of hydrofoils—now allows the seven-ton craft to lift out of the water and "fly" on foils. At speed, the hydrofoils, positioned at the bottom of the daggerboards and rudders, generate enough lifting force to raise the AC72's two hulls clear of the water, reducing hull drag and adding yet more speed.

With this speed comes a new challenge. Controlling the boats while they fly on their foils is, for the sailors, an immensely difficult task. Many think that victory in this America's Cup went to the team that best mastered the promise and the challenges of the hydrofoils and the attendant issues of speed, risk, skill, and nerve.

Transformative television graphics add layers of information to the screen, making the racing easier to understand than ever before. The Emmy Award-winning AC LiveLine graphics are just one element of

a television production that sets a new standard for sport.

About The Two Teams In the Finals

Defender: **ORACLE TEAM USA**

Country: USA

Founded: 2000

Yacht Club: Golden Gate Yacht Club

Principal: Larry Ellison

Skipper: Jimmy Spithill

Key Personnel: Ben Ainslie, afterguard; Russell Coutts, CEO; Dirk de Ridder, wing trimmer; John Kosteki, tactician; Joe Newton, headsail trimmer Tom Slingsby, afterguard

ORACLE TEAM USA won the America's Cup on Valentine's Day in February 2010, the culmination of a 10-year quest for the trophy by team principal Larry Ellison. This followed unsuccessful challenges in 2003, in Auckland, and the 2007 effort in Valencia.

The American defender is stacked with talent. Skipper Jimmy Spithill is the youngest winner in the long history of the America's Cup. His backup helmsman, Ben Ainslie, is the most successful Olympic sailor of all time. Tactician John Kosteki is the only sailor to have won the America's Cup (2010), the Volvo Ocean Race (2001-02) and an Olympic medal (1988). The boatbuilding team has been together for years, and the design-office roster reads like a who's who of grand-prix boat design.

As the first team to relocate to San Francisco, ORACLE TEAM USA has piled up more sailing time on the Bay than any of the challengers. But the team suffered a major setback in October 2012 when it capsized its first AC72 in dramatic fashion on San Francisco Bay. The boat was damaged and the wing sail destroyed.

ORACLE TEAM USA was forced off the water for three months. Such a setback could put the entire campaign at risk. But skipper Jimmy Spithill insists it did just the opposite, and that the team is now stronger than ever.

Winning both America's Cup World Series championships in the lead-up to the 2013 Summer of Racing proves that the sailing team is winners against its key rivals. Spithill insists that complacency won't be an issue on his watch.

"We'll never take the point of view that we're ready," Spithill says. "We're always going to push harder and try to get better. The development program keeps going forward up until the start of the last race."

Challenger: **Emirates Team New Zealand**

Country: New Zealand

Founded: 1993

Yacht Club: Royal New Zealand Yacht Squadron

Principal: Matteo de Nora

Skipper & Helmsman: Dean Barker

Key personnel: Glenn Ashby, wing trimmer; Adam Beashel, strategist; James Dagg, trimmer; Grant Dalton, managing director and grinder; Ray Davies,

ACEA/ PHOTO RICARDO PINTO



ACEA/ PHOTO ABNNER KINGMAN





ACEA/ PHOTO GILLES MARTIN-RAGET





tactician

Emirates Team New Zealand is the reigning Louis Vuitton Cup champion, having won the trophy in 2007. Although the current iteration of Emirates Team New Zealand was founded in 1993, the team is the most tenured in the 2013 America's Cup field with roots tracing back to the first ever New Zealand challenge in 1986-87 Louis Vuitton Cup in Western Australia. The New York Yacht Club notwithstanding, no other team in the history of the America's Cup has competed for as long as Team New Zealand.

Emirates Team New Zealand is led by managing director Grant Dalton, who joined the team after its loss in the 2003 America's Cup. The defeat ended an eight-year run for Team New Zealand that had it sitting atop the sailing world. The team won the 1995 Louis Vuitton Cup and America's Cup in San Diego, and followed it up in 2000 with the first successful defense outside of American waters. After that victory, however, the team fractured and lost many of its top leaders. They returned in 2003 with the Swiss team, Alinghi, and defeated Team New Zealand, 5-0.

One of the constants over the past 13 years has been skipper Dean Barker. Barker steered the team to victory in the fifth and deciding race of the 2000 America's Cup, and he's been the mainstay on the wheel since. Barker has had his share of heartbreaks in sailing, narrowly missing out on an Olympic bid and stumbling from the lead of a Laser World Championship, but he's also experienced the pinnacle of victory and has been enjoying the switch to multihulls. It feeds his need for speed, one that

he's quenched in the past by racing cars with his father, Ray.

Emirates Team New Zealand says it "employs designers and engineers of international repute," and they've invested more than 140,000-man hours in designing the team's two AC72 yachts. The 37-person design team is led by technical director Nick Holroyd, who's been with the team since the successful defense in 2000. Other key members include Daniel Bernasconi, who migrated to the sailing world in 2007 from Formula 1, wing designer Steve Wilson, sail designer Burns Fallow, and naval architect Pete Melvin, a Californian multihull specialist who drafted the new AC72 Class Rule.

About the AC72: A New-Age Speedster

The AC72 is the new class of yacht created specifically for the 2013 America's Cup by the best designers in the world with input from the best sailors in the world to deliver a cutting-edge design for the pinnacle of the sport.

Crewed by 11, the AC72 catamaran is a lightweight speedster that measures in at 72 feet long by 46 feet wide and weighs 13,000 pounds. The AC72 is powered by a wing sail that stands 131 feet tall and covers 2,798 square feet in area.

The dimensions add up to an athletic yacht that's long and light, wide and stable, and possesses incredible speed potential. When the windspeed hits 18 knots, the AC72 sails at 35 knots (40 mph). When the boatspeed reaches 43 knots, a speed easily achieved off the wind, the catamaran is capable of

sailing its 72-foot length in a single second. By comparison, the sloops used in the 2007 America's Cup had a top average speed of 12 knots, meaning they sailed their 80-foot length in four seconds.

A dynamic feature of the AC72 is its ability to hydrofoil. Hydrofoils significantly reduce drag and further increase speed, and designers recognise that refining the efficiency of those appendages has become as important to success as the plans they create for the hulls and wings. In testing on the smaller AC45s, hydrofoiling increased the boat's performance potential by an average of 25 percent.

"What's so amazing about this boat is that it's suspended on these tiny pieces of engineered carbon-fiber," says ORACLE TEAM USA skipper Jimmy Spithill. "That's why these boats are so cutting-edge technologically, and we're pushing them right to the limit. The other big advance is we're trying to stay on the foils while maneuvering, like through a jibe. It's a handful, but once the boat foils it's like hitting a turbo button in a car: off she goes. It's pretty cool."

About the Racecourse and Event Format

For the first time in the 162-year history of the America's Cup, the racing will be held on the confined waters of a bay rather than three miles offshore, as with previous America's Cup racing. On San Francisco Bay, the racing will be intense and close.

Principal Race Officer John Craig, who has run

more than 300 sailing competitions on San Francisco Bay, can set five - or seven-leg courses. In a typical 20-knot breeze, a five-leg course takes approximately 27 minutes and a seven leg course approximately 46 minutes.

The style of racing that's done in the America's Cup is known as match racing: two crews, one-on-one, battling it out over a 10 - 15 nautical mile race course. The tactics are simple: Get ahead of your opponent, then stay between them and the next mark at all costs, taking into account windshifts and tidal effects.

The racing rules play a considerable role in such close-quarters action, as crews manoeuvre their boats with the intention of getting their opponent penalized. A penalty means that the offending crew loses time, giving the leading team a significant advantage.

The new racecourse developed for the 2013 America's Cup adds yet another wrinkle to the tactics, as the crews start by sailing on a course that's called a reach (where the wind blows over the side of the yacht), and then turn downwind at the first mark before heading upwind.

This means the boats start on the fastest point of sail, creating an overtaking opportunity from the get-go. In previous America's Cups, racing was a defensive game as the boat that led off the start line invariably won the race; in 2013 it is an attacking game.

TBM

ACE/V PHOTO ABNER KINGMAN



QUICKSILVER 645

In a scenario virtually identical to that experienced by the Australian car industry, Aussie boat owners now have a fascinating range of extremely well priced and very appealing Euro-style boats available to them. Designed by some of the world's top naval architects, beautifully built to European Union Standards, craft like this stunning Quicksilver 645 are re-invigorating our world of family pleasure boating.



Cabin

*Euro Style,
French Panache,
Aussie Outboard Care*



Quicksilver 645 Cabin . . .



‘Smart thinking’ and consumer orientation are the keynotes of this stunning Quicksilver 645 lifestyle cabin runabout.

The ease of access through bow and stern; the well thought-out cockpit; the seamless integration of the features. The Activ 645 Cabin allows intelligent design and engineering to work as one.

From the reassurance of rugged decking to the classic horseshoe seating and bow cabin for sleeping or storage, this is an easy-going experience.

Feeling hungry? You’re free to quickly convert your cockpit into a relaxed dining area that comfortably seats six people. Looking to soak up the sun? You’ll soon be lying in one of the biggest sun decks in its category.

A wealth of stowage under the seats means you’ll have plenty of room for all those little extras. Getting on and off board couldn’t be easier with access points at the bow and the stern. Anti-slip steps provide extra grip as well as an integrated stainless steel ladder that leaves you ready for every eventuality.

What’s more, that attention to detail flows throughout the boat. A specifically shaped locker for the fender maximises the use of available space, large stairs make for safe access to the bow, while a swivel cockpit seat makes this is a very sociable boat.

Descend into the cabin and you’ll find everything equally considered there, too. A large foredeck hatch provides good ventilation and lighting as well as plenty of bow storage to help keep everything neat and tidy. A marine flush toilet is available as an option.

Opt for the striking Sport Edition to enjoy a splash of colour featuring a black and white hull design with

electric blue accent line. For added enjoyment there’s a cockpit shower and stereo with two speakers

Safety: The beautiful contemporary styling of the Activ 645 Cabin has not been at the expense of safety.

Excellent safety features include easy access in and out of the cockpit along with anti-slip stairs to the water and an anti-slip flat canopy storage surface. There’s also an extra high freeboard for added safety and access to the bow is via large steps.

Comfort: Good looking and a great experience too. In the cockpit, there are swivel driver and passenger seats and a teak dining table that seats six and effortlessly doubles up as sun lounge. Below deck, the cabin comes with the option of a flush toilet, lateral ventilation and lighting and a seating area that converts easily in to a large double berth.

Versatility: Entertaining, sunbathing or water sports, the Activ 645 Cabin allows you the flexibility to enjoy life on the water on your terms.

Conveniently stored under the floor hatch, the central cockpit table can be quickly pulled up for dining or a sunpad added to it, to create a generous sundeck area.

Storage: As befitting such a practical boat, storage is very smart with an integrated solution for canvas storage. There’s also clever table and coolbox storage in the cockpit for easy conversion to sun lounge. Useful additional storage is available under the seats and fender lockers.

Sport edition: Black and white hull design with electric blue accent line, cockpit shower and stereo with two speakers

Specifications

Overall Length	6.33 m
Length of hull	6.12 m
Overall beam	2.39 m
Bridge clearance	1.3 m
Total boat weight without engine ...	1060 kg
Maximum engine weight	239 kg
Shaft length	XL
Maximum power	200 hp (147 kw)
Draft	0.49 m
Water tank - optional	45 l
Fuel tank maximum capacity	160 l
Fuel tank type	Integrated
Boat's height.....	1.79 m
Maximum number of people	7
CE category	C

TBM

645 Cruiser

Engine	Propeller	"A" Dimension	Bolt Hole Location	Dry Weight (kg)	Test Weight (kg)	Cruise			WOT			Fuel Capacity (L)	Cruise Range (km)
						RPM	Speed (kts)	LPH Per Engine	RPM	Speed (kts)	LPH Per Engine		
Mercury 115 Four Stroke	13 3/4 x 15 x 3 BL AL	14 3/4"	3rd	1401	1673	4800	20.1	23	6400	30.1	42.7	160	233
Mercury 115 Optimax	13 1/4 x 16 x 3 BL AL	14 3/4"	3rd	1390	1662	4300	20.6	24	5500	30	38.8	160	229
Mercury 125 Optimax	13 1/4 x 17 x 3 BL AL	14 3/4"	3rd	1390	1662	4300	23.1	26	5500	31.8	41.3	160	237
Mercury 150 Four Stroke	15 x 15 x 3 BL SS	14 3/4"	3rd	1432	1704	4350	27.1	28.9	5600	34.7	53	160	250
Mercury 150 Verado	15 x 15 x 3 BL SS	14 3/4"	3rd	1455	1727	4800	27.1	35.6	6370	34.7	56	160	203
Mercury 150 Pro XS	14 3/4 x 16 x 3 BL SS	14 3/4"	3rd	1415	1687	4300	28.2	33.5	5670	37.1	55.9	160	224
Mercury 175 Verado	14 3/4 x 16 x 3 BL SS	14 3/4"	3rd	1455	1727	4800	29	43.9	6420	38.2	79.9	160	176
Mercury 200 Verado	14 1/4 x 18 x 3 BL SS	14 3/4"	3rd	1455	1727	4800	29.4	44	6370	40.5	77.3	160	178





Quicksilver 645 Cabin . . .



F&B TV:

(Tablet/Phone users: If video does not play, press here to change formats)



Above: Interesting video showing the 645 off very nicely - even allowing for the use of slo-mo video, it is working through the water effortlessly, although Aussie families and dealers would probably advocate more horsepower on the transom. **Surrounding Pics:** The key thing to study here is the superb tooling, and the thought that has gone into making the 645 a really pleasurable, lifestyle experience - all for around \$75-\$80K . . .



F&B TV:

(Tablet/Phone users: If video does not play, press here to change formats)



STANDARD EQUIPMENT

Cabin

- 2 berths
- Cabin lights
- Cabin cushions

Hull and Deck Design

- Opening deck hatch
- Anchor locker
- Bow roller
- Self bailing cockpit
- Storage lockers
- Starboard windscreen wiper
- Laminated teak flooring - cockpit, fwd deck, transom

Cockpit

- Co-pilot seat
- Cockpit cushions
- Sunlounge and cushions
- Real teak cockpit table

Helm

- Integrated sun pad conversion
- 12v electrical socket
- Carbon effect dash with instrumentation

Technical Helm

- Fuel gauge
- Hydraulic steering
- Speedometer
- Tachometer
- Trim gauge
- Pilot and co-pilot seats with flip bolster and swivel

OPTIONAL EQUIPMENT & PACKS

- **Sport Edition** - Coloured hull with electric blue accent line, cockpit shower and radio with 2 speakers.
- **SMART Edition** - black and white hull design with electric blue accent line, stereo, cockpit shower, canopy & enclosure, ski mast and a 12v cooler.
- Chemical toilet
- Flush toilet with overboard discharge
- Electrical windlass
- Ski pole

- Real teak
- Bimini
- Complete enclosed canvas
- Cockpit shower
- Seat and console cover
- 12v cool box
- Cockpit cover
- GPS/Chart Plotter/Depth Sounder Lowrance 5"
- Stereo/CD with 2 speakers
- Smartcraft speedometer, Tachometer*
- Verado OB pre-rigging and DTS
- GPS

* Included with optional Verado OB pre-rigging and DTS.

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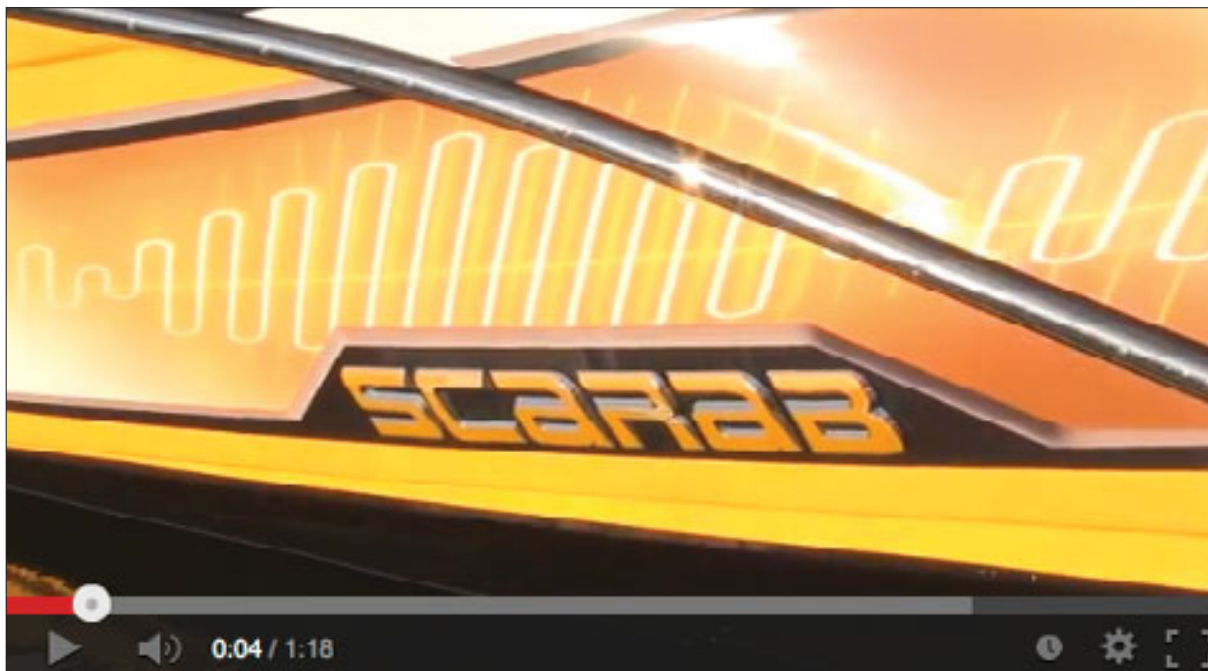
www.boatmags.com.au

The Boat Mag: NEW FOR 2013

Scarab's New 195 Jet Sportsboat

F&B TV:

(Tablet/Phone users: If video does not play, press here to change formats)



Cadillac, Michigan,
September 24, 2013

Rec Boat Holdings LLC has signed MarineMax, America's largest marine retailer, to carry their all-new Scarab jet boat product line.

The company announced their entrance into the jet boat market last May with the first production boat recently rolling off the line early last month on September 12th.

Clearwater, Florida-based MarineMax has signed on as a premiere retailer for the brand, offering Scarab boats in all 54 retail outlets across the U.S.

"One of our key objectives when we built

our business plan for Scarab boats was to develop a highperforming network of dealers," stated Roch Lambert, Group President, Rec Boat Holdings. "It is obvious that MarineMax not only meets that objective, the well-established company also validates our goal to become a successful competitor in the segment," declared Lambert.

Rec Boat Holdings continues the dealer recruitment process for the areas that are not covered with a MarineMax location and will conduct a global dealer meeting at the company's Michigan headquarters in mid-

October.

The new line of Scarab jet powered boats were designed to capture the performance heritage of the Scarab brand with the edginess of a jet boat. The new line promises to provide a viable choice for recreational boaters. The new Scarab is powered by the proven Rotax® 4-TEC® 1503 jet propulsion system.

"Upon learning that one of our brand partners was not going to enter the jet segment, we knew we had a void to fill," stated William H. McGill, Jr., Chairman, President, and Chief Executive Officer of MarineMax. "We are impressed by the well-

defined commitment to quality, customer service and outstanding product design that Rec Boat Holdings offers with their new Scarab brand. This new boat line complements our premium brand strategy quite well and the team is excited to introduce this new offering to our customers," McGill concluded.

The Boat Mag contacted the factory regarding Australian and/or New Zealand distribution, but suspect that the decision won't be made until the global dealer meeting in mid October.

TBM

Quintrex Release New 530 Sea Spirit

The Sea Spirit Range is Quintrex's latest offering in the cabin market, perfect for taking the family out cruising around the bay or fishing for the weekend the 530 Sea Spirit is a versatile, elementary family boating option.

The 530 Sea Spirit is made tough to handle a variety of conditions with smooth, plate look sides, 4mm bottom sheets and the new Blade Hull.

Featured across the entire Quintrex range the new Blade Hull is

constructed with Stretch Forming Technology and cuts through rough water for a smooth and stable ride every time.

With a removable rear lounge the versatile 530 Sea Spirit can change between a relaxing family cabin to fishing rig by creating extra room at the transom to reel in that catch.

The 530 Sea Spirit also includes a 95ltr fuel tank to keep you out on the water all day long and rod holders for the keen fisherman.

You can also option up

your boat to suit your on water needs including a Bimini and envelope, radio, burley bucket, live bait tank, ski pole, fish finder and transom door.

Quintrex National Account Manager Cameron Wood said the 530 Sea Spirit was great value for money for young families looking at getting into boating.

'The Sea Spirit is a great family friendly option and you can carry up to 7 people so there is plenty of room to bring everyone along.'

'With the new aluminium

dash and lining free cabin this is an extremely practical boat, with plenty of options to ensure families get a boat that will suit their needs,' Cameron said.

The 530 Sea Spirit is available as a Quintrex Instant Boating Package including a boat, Evinrude E-TEC engine and Quintrex trailer with a three year limited warranty.

For more information on 530 Sea Spirit or the entire Quintrex Range visit www.quintrex.com.au

TBM



Alf Stessel & The Holy Grail: New 485 Single Engine Cat



For as long as the writer can remember, the ultimate challenge - the Holy Grail of powercats - has always been to produce the stability, soft riding qualities and the enhanced seaworthiness of a “proper” powered catamaran without the burden and financial penalty of needing two

engines.

This is a process that goes back some 30 years to the early 1970s when catamarans were first developed. Almost immediately, people tried to develop a single engine version, mainly because most boat builders couldn't afford two engines in the first place!

As we've documented extensively over the years,

despite all the best trials and some very clever thinkers, real success has eluded catamaran builders.

The writer believes a small, 5.0m single engine cat developed by Cairns Custom Craft in the mid-1980s was probably as close to being the only truly successful single engine cat we've ever tested, and it's interesting to note that it shares many

of the characteristics that are now evident in this brilliant new cat from Alf Stessel in 2013.

Alf Stessel is not unfamiliar with cats either, having built many of them over the years, including some very interesting research cats for various universities, not forgetting the infamous trihull series Stessel built for the AB Group in the late 1980s.



Top: This picture clearly shows the size of the available “work” area in the cockpit – for a 485 it is enormous!

Centre: Interesting photo this, showing how sweetly the boat runs through the water and how the external chine that they believe is the key to its success, works very efficiently.

Bottom: An excellent photograph of a crucial element that has defied many other small cat manufacturers – the 485 Mako Cat has a terrific off plane stance, and doesn’t droop its nose even with the weight of the two blokes well forward in the Runabout configuration. A Cuddy Cabin version is inevitable, in due course.

These trailer boats went down the design road that was subsequently re-travelled with varying degrees of success by the Webster Twinfisher.

(Note: The name is a coincidence; there’s no connection - PW).

Alf Stessl’s Trilogy series and the Webster Twinfishers were not really cats, so much as convoluted trimarans and for different reasons, they achieved different levels of success. This is evident today in Webster Twinfisher history. Some models were outstanding, others were just plain dreadful and a couple quite dangerous.

In Alf Stessl’s case, with such a long history of aluminium boat building and development, there’s

Left: It will certainly be a snip to single-handle in and around the launchramp because it can be driven onto the trailer, using the centre guide bars to ensure it comes up perfectly on the trailer every time. Makes it easy, doesn’t it?



The Boat Mag: Alf's New 485 Cat



No wonder it works so well - check the flat wake, evidencing how the boat is sitting ON the water, not IN it - it could be easily down-powered to 70-75hp for just a husband and wife team.

not much the man can't turn his hand to, and we only have to look back at reasonably modern history to see where this cat came from.

In The Beginning

Alf developed the 5.30m model that we featured several times through *The Boat Mag*, a very good craft that is now in regular production.

Below: With a weight including the trailer and outboard of only a tonne of so, this rig is easily towed by today's smaller SUV's and Crew Cab Utes without needing anything more than over-ride brakes of a conventional kind.

However, there is a general consensus that the 530 is TOO big for what it was intended to do – which is a pretty amazing statement when you consider we're only talking about a 5.3m LOA cat!

But we can see it here again with this 485 – it might only be 4.85m LOA, but look at the massive amount of interior space it's got – in some ways, it is STILL too big for many of the applications Alf Stessl was targeting, but absolutely perfect for the main game.

His design thinking has been dominated by his ambition to build the definitive boat for retirees: massively stable underfoot,

soft riding to cushion back, hip and knee problems, cheap to run with a single engine with half the maintenance costs of two outboards, and miles cheaper to buy, thus protecting precious retirement funding.

He's also had in mind blokes who want (or have to) fish by themselves; fishing on their own, they need MORE inherent safety than anyone – then there's the countless fishermen who want a single engine craft with 4-stroke economy, cat softness and offshore seaworthiness, that will enable them to run outside the Heads, or across the Bar safely in the morning

Specifications

485 Mako Cat Runabout

Length Bow-Transom ..	4.85m
Number of People	5
Length Overall	4.85m
Max Load	550kg
Length on Trailer	5.8m approx
Min. HP	60
Max HP	115
Height on Trailer	2.10m
Beam	2.10m
Transom Shaft Length:	
.....	Extra Long Only
Depth	1.30m
Max Transom (kg)	180
Bottomsides	3mm
Transom Material.....	3mm
Topsides	3mm
Weight (boat only)	500kg (Approx)

Standard Features:-

Anchor Well with anchor winch provision ■ Bow sprit with anchor roller ■ Bow Rails ■ Full Floor ■ Glove Box ■ Painted white ■ Runabout Windscreen with opening door ■ Side Decks ■ Deck Fuel Filler ■ Side Rails ■ Bow Rails Single Outboard Transom ■ Transom motor well ■ Non feed back Steering System ■ 75 L Fuel tank with fuel gauge sender ■ Upholstered Bucket Seats (2) ■ Height adjustable seat pedestals ■ Helmsman seat with fore and aft slide adjustment ■ Twin bilge pumps with access floor hatches ■ Navigation Lights ■ Twin transom steps ■ Transom door opening ■ Transom ladder

Options Available:-

■ Two Tone Paint ■ Live Bait Tank ■ Anchor winch





to fish the near shore reefs, and then return home before lunchtime when the winds get up.

It's a brilliant concept, and in this 4.85 there's no doubt he's cracked the code. So much so, he's now contemplating developing an even "smaller" 4.3 model, with all the characteristics and features that he's developed in this outstanding 4.85.

Why Does It Work?

This isn't rocket science. What Alf has done is the result of an exceptional level of skill developed over a career spanning some 35 years, an intimate knowledge and awareness of the best way to get aluminium shapes working the way he wants, and a very clear understanding of the hydrodynamics involved in his craft taking off – and this cannot be emphasised too much.

The great drama that besets most traditional catamaran designs has been the creation of very deeply veed GRP or aluminium hulls that sit quite deeply in the water at rest or when they're

fishing.

When the skipper puts the throttle down, the boat's nose rises, the two hulls dig in at the transom (making a deeper hole) and the propeller starts spinning in beautiful clean water to push the boat up and out - at which point it starts ventilating as the prop nears the surface of the water as the boat rises on plane.

This problem has beset single engine cats forever. The only reliable way to beat it, is to use what are called "jacking plates" which allow the skipper to vary the height of the outboard on the transom. This is okay for race boat drivers and skilled professionals, but hardly what Mum and Dad need to go flattie fishing down on the 'Bay.

Solutions

What Alf has done here is to create a 4.85m cat which has such inherent buoyancy in the hulls, it sits more ON the water, than IN it. Thus it scarcely rises out of the water when it takes off, and then maintains a very level running attitude on plane.

By using an extra long (25") outboard leg, the boat can easily cope with the couple of inches (40-50mm) that the cavitation plate rises in the process.

This results in a craft that is about 98-99% efficient in the sense of not ventilating in hard turns or cavitating with different loads or conversely, a lack of weight.

Needless to say, there is a lot of excitement down in Geelong at the moment, because they know they've got a winner on their hands. The cat is extremely soft riding, it's unbelievably stable underfoot and underway, and it is remarkably dry for reasons that Alf believes are tied up with the very distinctive chine extrusion he's developed for this craft along the waterline – you can see this working quite well in the middle picture on page 33.

How Much Does It Cost?

Well, depending on the package (and that's like the proverbial bit of string) let's say here that in its standard fit-out per the schedule on page 34, as an introductory offer

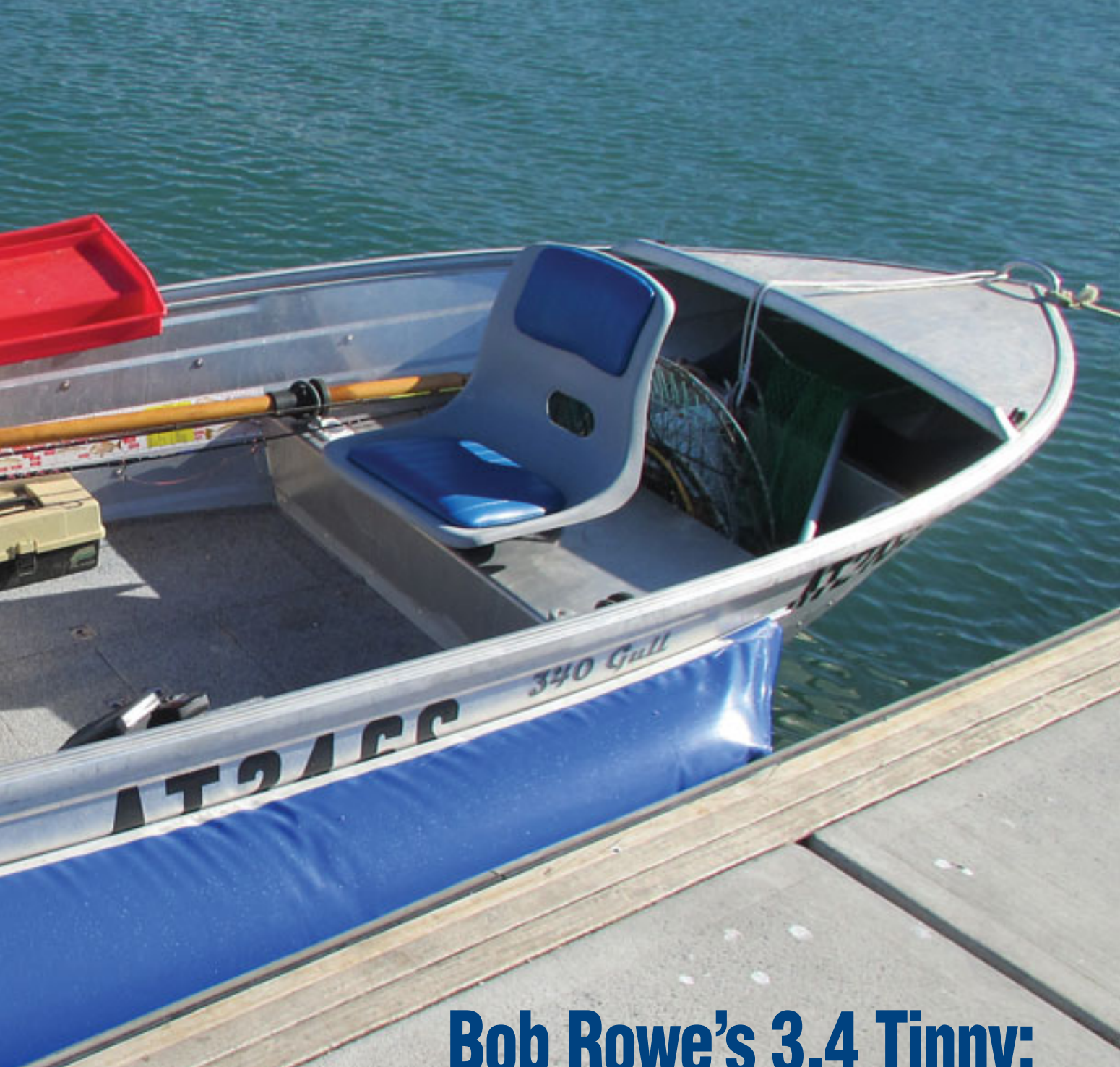
Above: Overhead shot looking down on the cockpit clearly reveals the potential of this boat for setting up for a variety of fishing styles, and obviously for bottom fishing extraordinaire!

designed to keep the factory busy through the forthcoming Xmas-Holiday period, this Runabout model, with a 90hp E-Tec on the trailer you can see in the picture on page 32, is going to cost about \$39,000, and much the same with a Suzuki 90 4-stroke. Four strokes from other manufacturers will cost more or less depending on how well you buy them, but the end price will be in this range for the time being.

TBM

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Bob Rowe's 3.4 Tinny: One Man's Boat For 2

It is said that "Greater love hath no man, than he has for his . . . tinny!" and in Bob Rowe's case, there's no little truth in that statement. Most of us understand his passion; many of us share it in one form or another. And we all admire that special sense of commitment and purpose projects like these bring out in fishermen across the land . . . here, Bob hones the virtues of simplicity as he creates a dedicated fishing platform . . . that works. (Special Note: Check Bob's underfloor lockers!)

ONE MAN'S BOAT FOR TWO

About two years into our house renovation / extension project, it became very apparent it would be quite some time before I was going to be able to wheel out the old Hartley 16ft New Cruisette my old dad had from back in the seventies. Probably at least a year or so.

We had moved from the eastern suburbs of Adelaide, where I restored the old Hartley after dad's passing, and now lived only 5 minutes from the ramp at North Haven.

My wife suggested the move here as she loved the idea of being a lot closer to our lovely metro beaches, and really won me over when she pointed out I could be in a position to launch the boat ten to fifteen minutes after getting home from work, fish an hour or so, and be back home in time for tea.

Even though I was able to keep the Hartley in a well protected state in the shed, it was always going to deteriorate without normal use and the attendant maintenance. The old saying - "if you don't use it you'll lose it" seems to apply to boats with a vengeance.

When a good friend told me he wanted first right of refusal should I ever sell it, I gave it due consideration, and realising the money would be helpful with our building project, decided he should be the new custodian.

After all, I still had Dad's old Savage Kestrel and could use that for quick trips out for a feed of whiting etc, which would be OK when time permitted.



Working with the standard Kimberley Kamper mounting frame was critical to the dinghy's selection.

It took another couple of years to complete our house reno job, juggling a full time job, and saving/paying as we went.

Then we decided that a trip to the Top End and Kimberley should be undertaken before we get too rickety, and further decided we should buy ourselves a Kimberley Kamper to do so. The used Kamper we purchased happened to come with the very satisfactory boat loader which is a part of the KK Mariner model.

The Kimberley trip was done without the boat, but we decided we would head back up north as

soon as possible to do the eastern half of the Savannah Way. And have a boat with us.

The Kestrel was too big for the purpose, and seriously showing its age. Dad had made seventeen trips to Borroloola over a 20 year period, and the old Kestrel was there every time. It was a great boat for the job, just too big for the top of the KK.

The little 3 metre Savage we also had was simply too small, and I considered it quite dangerous. It had a tendency to want to slip out from under you if you stood up in it and weren't properly balanced.

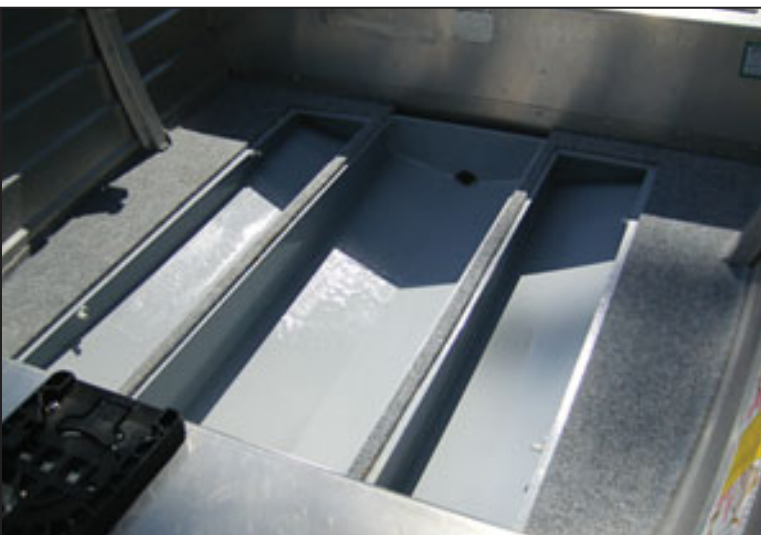
Additionally it was rated

for a 6hp motor which is not enough when confronted with some of the tides encountered in the Top End. The obvious solution was to sell the two Savages, and look for something between the two of about 3.5m.

I happened to have a long shaft 15hp Evinrude which was used as an auxiliary motor on the Hartley, and I had decided that it wouldn't be sold with the Hartley.

I do prefer long shaft motors on small boats, even though they are not quite so portable as shorties.

So the boat to find was a 3.5 metre with a long shaft



Above, Centre Right and Below Right: This is seriously clever, and very well done. Bob has really thought about the floor very carefully, and like a zillion other fishos, decided that a flat floor is miles better than 'au naturale' with pressed ribs and very skinny ally. What most fishos (and many pro factories) do, is just cut-out a floor of plwood to fit over the bottom (pressed) ribs and between the vertical ribs with varying degrees of skill and efficiency. Here, Bob has gone one step further, and turned the useless area UNDER the flat floor into really useful storage and and/or fish boxes - whatever. Love his multi-function hatches, too, maximising priceless floor space at a time when it's often the angler's own feet in the way, especially when it comes to raising and lowering hatches. **PS: Love the number plate!**





Above & Right: As most readers are aware, TBM is an ardent believer in Doug Hemmingway's Air-O-Float tubes, and simply wouldn't have a tinny without them. Full Stop. For the uninitiated, they slide-on between a simple (poly) top and bottom track rivetted, screwed or bolted to the topsides. They can be removed (slid off) in seconds, so much so it is important to make sure they are clipped in place to prevent them being swept out by the passing water! Being a low pressure tube, they are the ultimately gentle fender, but are darn near indestructible when driven into mangroves, broken branches or oyster covered rocks. When installing them, the trick is to load the dinghy with its normal MAXIMUM load, including you and your mate or kids, tackle boxes, rods reels, water - everything - and then have someone else, armed with a waterproof pencil or marker, just quietly walk around both sides of the boat, and with a series 25mm marks, identify the boat's loaded waterline. The next bit is easy but important - the tubes should be installed so that when the boat is fully loaded (as you have just marked) there needs to be a 40-50mm gap between the bottom of the tube and the water. Thus fitted, the tubes stay out of the water altogether when the boat is just zinging along in flat water - but ready to provide the most amazing boost to the rig's stability when it's at rest, or in rough water, and the boat - or the conditions, takes up that 40-50mm gap.

transom, preferably with level floatation, and a fairly narrow beam to fit the boat loader on the KK.

The internet is a fabulous resource to search for anything, and after several weeks of research, seeking combinations of beam, freeboard, lightness, inherent safety and long shaft transom, in mid 2011 my search led me to a Savage Gull 340.

My call to Peter Heinrich at Sports Marine (the agents/sellers here in SA) must have been very well timed, because they happened to have in stock a long shaft hull. Further it transpired that it was a remnant stock item from Mercury Marine's involvement with the manufacture of Savage boats, and they built them with extra large thwarts

providing level floatation. A deal was struck and I became the proud owner.

I feel these are quite an impressive little boat. While quite narrow, they seem to have a reasonable deadrise compared to a lot of tinnies, and seems to be quite soft riding compared

to what I remember of the old Kestrel.

I was able to turn the old Hartley into quite a comfortable, safe and very personal fishing platform, so the challenge became that of turning this small and basic tinny into a very handy tool.

One of the first items on

the agenda was a trailer, and to be able to take it away for long trips on the KK, it had to be a folding trailer.

I fairly quickly settled on a galv steel folding trailer found on ebay through a dealer. The weight was listed as 65kg, and seemed to fold into a fairly



small parcel about a metre long. It seemed to tick most boxes, and was quite economical to buy at \$850, so I purchased it.

Once assembled and used I came to the conclusion this was about the most useless trailer I could have found. It had dreadful ground clearance, and the folding system created such loose joints that the thing used to snake behind the vehicle it was so rickety. Not the worst of things for a trailer meant to get to and from the boat ramp or beach when travelling, or even here locally, but the killer was the weight – it was nearer 85kg, and that's just too much to stow for travelling and stowing on the KK or vehicle. It had to go! Luckily I found a buyer, and got my purchase price back as the price had risen

for new ones by this time.

My thoughts turned to building my own trailer, and one thing which occurred to me was that "folding" wasn't really necessary. Portability and stow-ability were the more important factors. Easy breakdown for loading even if parts were loaded in different parts of the KK or vehicle was more important than being able to assemble in record time. The main draw-bar/ rail of the trailer could be left as one piece. It didn't have to fold as it could easily be slid under the boat when upside down on the loader, and is stronger, more rigid and lighter for it.

However, after a couple of solo uses, I worked out it would be easier to winch the boat off the sand if I hinged it just forward of the axle, and effectively

making it a tilt trailer.

The other item I needed to address was the rear roller to keep the boat centred. I tried one of the off-the-shelf items with the "wriggle" grooves, which was OK for retrieving, but kicked it off the side of the roller upon launching. I went back to the standard 4" vee roller and fitted a HDPE disc each side cut from the sheet using a hole-saw.

This resulted in a compact and successful outcome which works every time.

The whole trailer has been constructed so it can be disassembled by undoing eight 8mm bolts, and despite the fact it is built from galv steel, the measured total weight of the trailer is 39kg.

I now had a working

trailer I was happy with and turned my attention to the boat.

Small boats by their very nature are light and have little capacity for load carrying and can very quickly become cluttered and not necessarily pleasant to operate and fish from.

Any floor will raise the centre of gravity and reduce the freeboard inside, especially as usual equipment such as iceboxes, tackle boxes, safety equipment, anchor, fuel tub (etc) have no lockers to place them in. In the little Savage, the two thwarters are quite large, and extend to the hull bottom, leaving no storage under them such as I was used to in the old Kestrel.

There is only 110cm between the thwarters, and I tried using a 45L esky for

catch, bait, and keeping drink and food cool. The only place was in the middle, but meant cramped legroom, so a better solution had to be found.

After much consideration I decided on a removable floor with hatches to allow underfloor storage and set about constructing it from 6mm marine plywood, fibre glassed with epoxy resin and carpeted with a typical boat carpet. The end result is a floor with built in storage, and a catch box able to hold a metre plus fish on ice. The floor finished up weighing only 2 Kg more than the esky I was using, and literally takes no space, leaving a clean clear deck.

The hatch covers of the centre section are in 4 pieces, hinged together in pairs. They are not hinged or fixed to the floor so they can be removed to put a large fish in, but when catching whiting, squid, crabs etc, I have a couple of small tubs to sit below the opening lid. Then it is only necessary to open a single section to drop the catch in. The side hatches are held in place with 2

plastic clip catches on one edge only, but no hinges. The plywood lids are only 6mm thick and plenty strong enough, as I have reinforced the edges.

I reckon small hinges are likely to break eventually, and all seems to work well without them anyway.

I had tried some swivel seats using the usual arrangement of thwart clamps. On the first use I nearly managed to tip myself over the side when I grabbed hold of the seat back to steady myself, and the clamp allowed the seat to tilt sideways because the clamp slipped.

I decided the clamp needed to be tightened further, but soon realised the clamp was always going to allow slippage because the clamps were operating at maximum extension because of the wider thwarts I liked. Some research enabled me to find some reinforced plastic swivel bases which are in fact bolted to the thwarts. Sure they aren't moveable, but they're much lighter and don't intrude unto valuable space.

Stability & Safety

Still I had reservations about the boat's stability at rest, particularly as I'm now in my mid sixties and my balance isn't quite what it used to be. Having seen the Air-O-Float Stabilisers in various magazine articles, and advertised here in TBM, I decided to fit some. It's quite disconcerting to drill sixty odd holes in the hull of your nice new boat, particularly as I felt the same when drilling just eight holes in the thwarts to fit the seat swivel bases.

The transformation of the boat was staggering.

The increase in stability is simply amazing, to the point where it is quite comfortable for two guys to stand casting lures. When at rest the floats are in contact with the water and almost completely stops any rolling, but when under way and on the plane, they lose contact with the surface of the water so there is no drag, and still achieves 32-34 kph flat out. I think they also deflect a bit of spray which contributes to a dryer ride.

I can't think of any item which would do more to

enhance the use of such a small craft, and would urge anyone thinking of using these to simply go ahead and fit them.

Shoulder Power

Lightness means less power is required, and that means less fuel is consumed, so I decided on a 12 litre fuel tub. Again, thinking space saving and weight saving. If I need more fuel, I'll take along a container with extra, but then you don't tend to cover great distances with a small tinnie and outboard very often.

I was lucky enough to find a pair of oars in a local second-hand shop (pawnbroker) which needed a split in one blade to be attended to.

After the judicious application of some epoxy, a light sanding all over, a good coat of clear polyurethane, I'm the proud owner of a beautiful set of genuine spruce oars. These are so light that I find it impossible to believe there is anything which could be lighter, except perhaps carbon fibre. I'll bet carbon fibre would cost more than the \$10 I paid



for these!

Rods 'n Reels

Organising rods and reels is an area which has a lot of potential for problems. There was no way I could see my way clear to fit any sort of rod locker which would have any chance of success. Ultimately I decided to simply lay them across the thwarts, on one side of the boat with the oars which had to be there anyway. So far this has worked quite satisfactorily, even with 2 guys standing fishing.

Seen here is the removable baitboard, and the rod holders let into the thwarts, 2 per side per thwart. Opposite the bait board are brackets for the fish finder and GPS. Both these run from a small gel cell battery which resides in a small Tupperware style box. It also runs an LED spot-light I can hang over the bow for night



driving or dab-netting garfish, etc.

Alongside the centre underfloor hatch are two long, shallow hatches (over a metre) long which store safety equipment, tools and spares, gaff and extra tackle.

Everyone knows trailer lights are a source of trouble, and when you're wanting to pack everything aboard your camper trailer

or where-ever it'll fit in the vehicle, a traditional light board can present some difficulties; even the telescopic ones now available. After some soul searching, I happened to arrive at the idea of having a separate light board for each side.

By simply raiding the cook's cutting boards, and re-arranging the handle slots, I made them a slide

fit over the boat's rear handles. A couple of three inch screws in barely oversize holes pin them in place, and hold the LED lights and plate. The screws simply slide out to enable the whole assembly to be stowed safely inside the vehicle at the boat ramp carpark, or packed away for travel when on the camper trailer.

So far all seems to be performing to expectation on fishing expeditions around the local area, and works very well with 2 aboard throwing a few lures around.

The real test will come in about twelve months time when we'll pack up and head north and see if we can't find a decent barra or the like to really test boat and fit-out.

I think the boat will be up to the task.

TBM





No hassles doesn't mean "no frills" when it comes to the RipTide XR457, this boat packs a lot of amenities for fishing, cruising and watersports enthusiasts and is a small boat designed on big ideas.

Designed to be a functionable boat for its class, the RipTide XR457, with space for 5 and a ton of storage for rods, eskies, fuel tanks, lines, ropes, anchors, life jackets and everything else you need for the day, the RipTide XR-457 offers the features and functionality typically only found in much larger boats.

Also, due to the RipTide XR457's spacious, yet compact size, this means she can be easily trailered with a small car to where the action is, without needing to reach deep into your pockets to buy a 4x4

BMD: The RipTide XR- 457

Another great new model from Mr Enthusiasm himself, nav-arch Mark Bowdidge, who explains how this ripper composite fishin' boat came about.



to tow it.

With the RipTide XR-457, we started with a fresh piece of paper and listened to what our clients wanted.

One of the most common comments we hear is, "we're looking for a boat that can provide a smooth and comfortable ride, without ripping my spine out through the roof of my mouth. . ."

Make no mistake, the RipTide XR457 is a purpose-designed vessel. With her generous flare, 15 degree deadrise at the transom, chine flats for stability and a 60 degree bow "Penetrating hull form", designed to slice through the waves, the RipTide XR-457 delivers top-end speeds, great handling through a variety of conditions and a ride unlike any other in this class of 2013. So whether you're out boating in a blue

sky day or punching through the grey horizons, the RipTide XR-457 is designed for those into serious small boating or offshore fishing.

Overall hull length: 15 ft (4.57m)
Beam: 7ft-6in (2.3m)
Hull draft: 6" (164mm)
Rec horsepower: 60-75 hp
Deadrise at transom: 15 degrees
Engine shaft length: L/S (20")
Fuel Capacity: Builders choice
Approx Hull weight: (pending builder) 507lbs (230 kg)
Max persons: 5
Max load capacity: 2,239 lbs (1016 kg)

Performance

Freed of the constraints of an assembly line, BMD designs lightweight, rigorously-engineered boats that deliver speeds in the 30+ knot range, with emphasis on safety, comfort and ride.

With her 60 degree bow angle, the RipTide XR-457 doesn't "plow" thru the waves, she slices. Check the pic on Page 47!

This means for a given horsepower, the RipTide XR-457 "penetrating hull form" just keeps slicing forward, instead of bucking for the sky, crushing your spine in the process. Another feature of our designs is their outstanding range.

With their low weight to power ratio, this means you can cruise further and faster with better fuel economy, providing more options and flexibility to do more boating, more fishing and have more time out for any given trip.

What's more important - it's more money in *your* pocket, not somebody



Behind every good nav-arch is a feet-on-crate partner, and Debbie Bowdidge, seen here wetting out their latest XR-457 is no exception - nice job, Deb!

else's!

Construction Method

When it comes to boating, you've got two choices.

Bite the bullet, mortgage the house, buy a boat and get slammed every month with repayments (only to

realize after the fact, that it doesn't really suit at all (*sound familiar?*) or BUILD YOUR OWN for a fraction of the cost, OWN IT from the beginning, and best of all, if you want to change or add features to suit what YOU want in a boat, go for it. It's that easy! Not

to mention the pride that comes from when you build and then launch your own boat and whilst its floating in the water for the first time, you can say with pride that you built it with your very own hands.

The Riptide XR-457 is a composite strip plank



No (fibre) 'glass ceilings' here - good to see the two blokes at the back are giving Debbie equal opportunity to lift the boat out of the shed on her own - hey, this is one special lady, right ?

design while the interior framing and joinery is constructed from plywood encapsulated within glass.

Using Paulownia timber or Western Red Cedar as the core and sandwiched in epoxy and directional E-glass fabrics, the overall result is a stronger, tougher and more durable composite boat, yet still retaining its lightweight construction.

Overall, when it comes to water sports, boating is a great pastime - in many cases, a passion. So if you're into fishing, whether your trolling the shallows for squid or, racing to your favorite offshore fishing grounds, or just simply cruising the day away with family and friends, the RipTide XR457 looks set to revolutionise the way we play.

For more information, plans and an excellent strip planking DVD, contact

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Mark Bowdidge (MRINA) previously worked at Tom Fexas Yacht designs (USA), working as a part of the

design team, designing new luxury power boat designs for companies such as Kadey Krogen, Morgan Yachts, Carmargue, Palmer Johnson, Cheoy Lee, American Marine, Burger, Derecktor, Royal Denship, Knight and Carver, Mikelson Yachts and others, where the designs often varied from 55 ft (17 m) to 200 ft (61m).

An Owner Writes . .

Paul Clark from Bundaberg writes:

I wanted to build a multi-purpose boat as an in-between-jobs project: I haven't had a boat since I was a boy and, with retirement looming, the time has come to get some serious fishing in. I hand-built a dinghy last year, but while it was an interesting project it wasn't - as a life-long confirmed petrol-head - what I wanted. The new boat needed to be able to take my wife and I out fishing on the river and not-too-far offshore - and also serve as a ski-tow boat for fun with the family.

As a carpenter, I was keen to make it in wood. I did a lot of research on the internet and kept coming back to Bowdidge Marine Designs (BMD) and the Riptide XR457. I called Mark several times to talk about it and was thrilled when he invited me over to see his own part-built

Riptide.

It looked even better in reality than on the website, with the gorgeous sweep of the bow and the smooth shaping of the hull from the strip plank composite construction method. I was hooked.

The build started in March 2013. The plans were easy to interpret and Mark was very supportive - even coming over to the shed to deliver them in person and introduce me to another BMD builder living just a few doors away from me!

Mark also recommended suppliers and negotiated good prices for the Paulownia strip planking from Melbourne, and plywood and the glass/resin/glue components from Brisbane. I was able to source the recommended paint locally, supporting a local flood-affected business. I have carefully planned and executed each stage of the build, aiming wherever possible to do it once and do it right, taking my time and not cutting corners.

The actual construction is not hard physical work (except for some of the sanding) and I am able to do almost everything myself, needing just a little occasional help and getting loads of support from my wife. I have found

the BMD online builder's forum to be an incredibly useful and valuable resource, full of information, hints and tips from my fellow builders - along with Mark's continued and practical support, it has made construction of my first 'real' boat a genuinely pleasurable experience.

When I have a question, I can get and find answers. When I have made an error, Mark and my fellow builders have been quick and constructive in offering assistance and guidance to sort it out. When I do well, they are equally quick to congratulate me.

I turned the boat over a couple of weeks ago, (a huge milestone), then glassed the interior and am currently working on preparing the sub-floor for glassing next week. I have discussed my engine with Mark and decided on a 90HP 4-stroke - the strakes that Mark designed for me should make the handling superb at any speed. I am also planning how the interior of the finished boat will look - haunting local chandleries, looking at potential fittings and talking to boaties about what will work for me. I have decided on a side console and am planning and organising how the 'plumbing' (including a 90L underfloor fuel tank) will work as I need to get this in place before I can glue down the floor. Mark has been his usual helpful self in advising on positioning of things to keep the weight distribution right. Having saved money by supplying the labour to build my boat, I will have some budget to fit it out the way that I want it to be: I am planning to keep it simple



Building the jig for the frames to stand on, is an easy way to start the build, and 'get your eye in' before cutting out the bulkheads from the supplied full size patterns. Below: The secret to this process is that the strips of Paulownia or Red Cedar are easily fixed and work around the very complex multi-faceted hull shape without needed presses or hydraulic anything.





Quite beautiful shapes can be made using the strip planking technique, and you don't need any prior experience as the strips are just laid in natural, easily attained curves, then glued and screwed into position. After that, the process is more akin to serious painting than boat building, and easily within the amateur's grasp. The strips are 'filled', and the first layer of





fibreglass is laid out over the hull before being wetted thru - see pic of Deb on Page 43. It's an amazing hull shape isn't it? All but impossible for the amateur DIY builder to create in ally, yet relatively simple with strip planking. However, this is where the real 'elbow grease' work begins: to get THAT finish below, requires a great deal of prep work and sanding.





This is Paul's beautifully built XR-457 underway in Bundaberg. Here, you can see the complexity of the hull shape, and can study that amazing forefoot structure - no wonder the boat is awesome in the rough stuff - yet admire the way the hull flattens out into the stern sections for max stability and easy planing. Fuel tank is a standard Sant model.



Phil from Brisbane writes:

Hi Mark,

I've been watching your web site over the last twelve months, and then suddenly, the RipTide 457 came out of nowhere and I thought "I am going to have a go at building this boat".

Having never built a boat before and after mine had been stolen two years ago, the want to build this one was to the MAX. When the plans arrived, I found them really easy to read and I began to build. You helped me through the parts that I didn't quite understand, but they were easy once we'd talked about it. I am so glad I was told about Bowdidge Marine Designs



by Geoff Lord, our previous sand paper representative.

With the Builders Plate and motor on, registration was easy.

With great excitement

the day had come to launch her. Eight months of building and now it was time to try out my boat. My Riptide was launched on 7/8/2011 at 1.30pm and I headed out to Jumpinpin

Bar to try her out.

She handled like a dream, taking the bad 20knot NNW wind head on and while crossing the bar, all the time I felt really safe in the boat.

The RipTide handled better than the boat that had been stolen from me two years prior. I am over the moon about this boat, it's got so much potential! With your help from all of this, I now have my boat back and... I had a great time building it as well.

Can't wait for next weekend... I'm going fishing!

*Regards, Phil Martin
Brisbane. QLD*

TBM





Fun to catch - for a while - on light tackle, the trevally were often a nuisance . . .

FaNTastic Flat Top Banks

Report and pics from Andy Myers, in Darwin, NT.

Two weeks prior to this expedition I had started a local fishing forum thread, tracking weather developments and outlooks for the weekend of the 17th of August 2013.

For a bit of a stir I let it evolve into a potential safari out to some quite remote shoals accessed from either Darwin or Dundee Beach NT. As the aforementioned weekend drew closer, it became apparent that we were indeed looking at conditions we had not seen in 2013 since our trip to Emu Shoals earlier in the year. In truth, this weather probably heralded the commencement of the coming build up where the days become increasingly calmer and the winds more light and variable, until the inevitable afternoon storms become the

norm. Once the build-up storms commence, trips to such areas are off the list for me as I have no wish to get caught in an NT lightning storm 100 km from the nearest land!

The focus of this trip was shaping up to be a huge area of reef pretty much west of Darwin called Flat Top Banks. Exploratory trips out wide (and wider), to this area in trailer boats are nothing new up here and some quite notable adventures have already been reported locally. One crew travelled out there for a weekend and caught virtually nothing but very large catfish. Another trip (and this seems a very common thread), were plagued by sharks at every stop and never boated a fish before all their gear was gone. So these banks are known by



Andy with a very tasty, perfect pan size red emperor - one of the key targets of this long range fishing trip.



FaNTastic Flat Top Banks . .

different people as different things, some say Flop Top, and even Shark Top Banks has been bandied around. For all the negatives though, there are considerably more stunning reports of large catches including exotic species that most NT fishermen don't get to see. Reef fish aside, Flat Top Banks also has a huge reputation as a mackerel hotspot, with many, many tonnes being fished there commercially each year. So with these more positive reports at the forefront of our thinking, the time had come for us to find out about this mythical Flat Top Banks for ourselves.

There are a couple of launch options

that will be covered in a bit more detail below, suffice to say it is a long long way out. From Dundee Beach it is 128km North West, or if you leave from Darwin Harbour itself it is 170km each way.

By Thursday afternoon I was settled on Flat Top Banks as our destination after a bit of a hiccup Wednesday evening with the updated wind maps. I am very paranoid about the weather these days, as I have had a swing at fishing for money, and these days I do it for fun. If it doesn't look like fun, then leave me out of it. If I am just sleeping away from any shelter on the open ocean overnight, I consider winds increasing to 15knots overnight pretty marginal, but of course that's just the way I roll, and others may have a different tolerance level.

As usual, preparations took nearly all

week after work (a fact most people miss), with fuel, ice bait and provisions being loaded on board. Once committed to Flat Top Banks it all fell into place pretty much and we nominated 3.30pm on the Friday as our departure time leaving home for Dundee Beach. Friday was a long day at work waiting for time to get the boat hooked up and be on our way. Joining me on this trip were Andre and a young co worker of his who had both deemed a trip out to the "banks" as adequate recompense for forgoing a weekend shift away from Darwin's LNG project where they work.

After considerable research I resolved that we had no real launch option other than Dundee Beach once the distances by sea were plotted. Time travelled is marginally less ex Dundee Beach - 128km on the water and 1hr.45mins in the car to launch versus 170km on the

Chinaman fish like this one put up one mother of a fight, but end up being returned anyway, as this species is a 'no go' for eating.

P.S. Check out the sea conditions - how good is that?





Above: *Sunset over the Flat Top Banks, approx 130-140 nm from land.*

water and 30mins in the car from Darwin Harbour. The extra hour in the boat is a concern if the conditions inshore are crap not to mention changing the fuel requirements.

The singular problem with the Dundee Beach option is the working hours of the tractor launch operation. Launch in the morning and you have a great run, but lose 3 hours of prime fishing time. Launch in the evening just before they stop working, and you usually get the sea breeze until you get 30 or 40km out, plus you get to the banks around midnight which can, by all accounts be a bit dead out there. From a fuel perspective I ruled Darwin out, as it was just too far, so we had come up with option three. That being to launch Friday evening last thing, and potentially stay anchored at the launch area at Dundee Beach, steaming out to the banks after dinner and sleeping until just after midnight or so.

As it turned out the sea breeze was reasonably fresh and as a result the water was a bit sloppy. Rather than bounce around on the anchor we just chugged off out towards the banks at about 15 knots into the sunset. Eventually once we were about 30-40 km out we were able to take it up a few knots. I found sitting there in the dark with just a foot on the stainless wheel, enjoying the kilometres passing by, that the mind wanders.

I am taken back every bit of two decades to the inspirational writings of

Gold Coast doctor, David Green detailing their ground breaking trips out to Cato and Wreck Reefs on *Seafari* at 7 or 8 knots. The only pastime he reported transiting, being to run a sweep on where the vessel cursor would be on the chart plotter in a given time period! In their case, if memory serves me correctly, they were running about 8 or even 12 hour cycles ... (yawn). At least we are not going that far and not at half a rat power either.

As luck would have it the moon was quite full (91%), and didn't set till around 4am, making for a very easy drive. Eventually we arrived out onto the banks about 1:00am in (by then) beautiful flat, calm conditions. With no real marks to hit and everybody a bit weary, when the first couple of drops resulted in little more than a couple of feisty baby sharks, I made the call to have a sleep for the few hours till dawn.

We woke before daylight and I made some tea and heated up some quiche for breakfast while the others dropped some baited paternoster rigs to see if anybody was home on the bottom. We caught and released a few smallish sweetlip while we ate, before decanting 5 jerry cans of fuel into the main tank. Once we had given a chance for the fuel vapours to dissipate we pulled the anchor and headed off to explore this exciting new system.

We had arrived as planned on the North Western end slope of the main Flat Top Banks and had initially

anchored and slept in about 40 metres of water. All advice was that the top of the main bank was well named, and was just flat, featureless, broken sandy-type bottom, so we didn't spend much time on it. Our plan was to explore the lumps and pinnacles charted 12 km further north of the end of the main bank. These lumps looked to rise to around 12 metres deep on the chart, although when we got there, we didn't get that shallow. Quite dramatic country for the NT, as we passed through in excess of 80 metres getting out there.

We steamed Nor' Nor' West to the largest of these reefy pinnacles, preparing gear for some much anticipated battles of epic proportions. We came around onto the ground from the west, up a reasonably gradual incline without much evidence of bommies or rough ledges showing up. Essentially, after wasting about 2 hours trying various spots we conceded that this lump (at least) was simply not fishable on the day due to the hoards of 38 - 40cm sweetlip infesting it. Wherever we stopped, clouds of the hungry swine devoured any baits offered, sacrificing themselves three at a time if you waited a few seconds to load up. It was interesting to get the youngster's perspective on the double and triple hook-ups we were landing. Once he got the hang of waiting for more fish and actually feeling the three distinct hook-ups coming onto the rig through his line, he was right with it. That was all OK if



Not much doubt about the colour of the bottom structure - Reece with a nice malabar cod on its way to the icebox!

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the sharks didn't find you waiting for more fish to get on, but as they say, 'fortune favours the brave'.

So with bugger-all to show for our trip we moved diagonally south east to another smaller series of lumps for a look. Things went a little better there with a nice trout, a cod and a few larger sweetlip making it into the box, but still not what we were looking for. On the strength of at least a few keepers, I decided to have a bit of a tow around for a mackerel and check the area in detail even though we had seen little evidence of bird or bait up to that point. We towed around for a little over an hour with no strikes and ended up on the South western corner of the rise.

As I prospected along a contour line on the C Map NT electronic chart, I started marking up a substantial drop off, with quite dense clouds of fish on the sounder. I quartered back and forth over it for about a kilometre marking good fish all along it each time we went

over the drop. We quickly pulled the gear in and prepped the boat to do a few drifts through these fish shows with the big sea anchor.

It was a strange set up really, if I started my drift in 40 metres we would drift Nor' Nor' West. If I started in 45 metres we went East Sou' East. However, if I started in 42 metres right on the edge, I would drift due west along the drop off, through the fish shows, and neatly bisecting all my recently recorded waypoints.

We were straight into good fish here with some red emperor and many other tasty reef species coming aboard. The sharks were pretty kind to us here as well, with only very minimal gear lost to them and even more surprisingly, no fish taken. After two drifts catching fish consistently we decided to drop the pick in amongst the fish on the next drift. With the anchor ready to deploy from the cockpit we started the next drift. Once we were into them, and from memory all hooked up at once I let the pick go over. It hooked up immediately and we wafted back a few more metres, still sitting on a strong show of fish almost blacking out the bottom 2 metres or on the bottom lock window of the

Furuno fishfinder.

At this stage a mate from the local fishing forum came over to see how we were going. He had made the trek out from Dundee that morning in a 6.5m Quintrex Offshore, having launched at 7.15am. We reported that we were doing OK, but no better than they had done elsewhere in a bit deeper water.

Unfortunately though, with their fish, the sharks had given them a hell of a towel up for much of the morning, and they were pretty much over competing with them. They seemed keen to make the most of the glass out conditions to explore the system further, so they blasted off to the North East to find fame and more fish.

It was just too comfortable for us to shift, kicked back on the rope, with our lunch packs out and no shortage of tasty beers, soft drinks and water to replace the fluids pouring out of us in the warm, humid and totally still conditions. We were still getting some nice fish too, with somebody at least hooked up almost constantly. Most of the catch was red in colour, either nannygai (mainly small mouth) or red emperor with the highlight for me being a brightly coloured mangrove jack. The smaller



When you are this far from shore, it makes sense to keep in close contact with other fishermen in the area.

reds were returned to the water to grow a bit as the consensus up here is they have no barotrauma issues at these comparatively 'shallow' depth ranges we have in the NT. The red emperor bite quite strongly compared to the nannygai, and it was not difficult to nominate the species when these fish were being brought to the surface.

The only drama we had was the amount of trevally of various species that we were starting to get in the mix. They fought ferociously, sapping our energy quickly in the heat, and then racing off back to the depths after we had battled them to the surface where they splashed and carried on as we tried to get them under control without resorting to the gaff. Andre's associate Reece was ecstatic with their size and the account the first few gave of themselves on his heavy spin gear that he was bottom bouncing with. Predictably however, he ended up cursing them like Andre and I were, by day's end.

I was using a couple of outfits and swapping between the two depending on what fish was taking prominence throughout the afternoon, or if a shark would move through necessitating a

faster retrieve for a while. I have a 17-22kg crystal blue spin rod on trial with a Stradic 4000 that can bottom bounce with a paternoster, or more usually, fish a large ball sinker, (essentially floating baits) back to the bottom browsing fish. Where a bit of brute force and speed are required I still reach for the 925C Alvey snapper reel on a very robust Penn Seaboy boat rod that has been dubbed the tractor beam. Both reels are loaded with Berkley 110lb Whiplash braid now, and a couple of metres of 80lb mono leader at the front end. Andre has pretty much the same set up except for his heavy gear as he sticks with the South African KP wagon wheel 9 inch diameter model - no drag whatsoever, again with the 110lb Whiplash.

Eventually the tide turned on that ledge about an hour and a half before dark and the fish got a bit serious then. The reds bit quite well with the small mouth nannygai eventually taking over the show right on dark. They are weird fish to hook, with little mouths combined with their strange habit of lifting the whole rig up off the bottom. In the midst of that slackening of the line, the frantic bites that you sometimes feel are, I am now convinced, more fish

on the other baited hooks doing exactly the same thing but in another direction! They are very exasperating fish indeed when you get them a few metres up off the bottom, often dropping the bait or pulling the hook out of their small and soft mouth, but it was an exceptionally intense and exiting session in any event.

Typically, Andre managed a double of nice reds in that session somewhere and we were still relatively untroubled by sharks. The only bit of rubbish were some very solid chinaman fish that gave a good account of themselves. The other boat advised by VHF radio they were heading in a fair bit closer for the night into some deeper water about 85km out of Dundee Beach. They were a little worried about the prospect of the wind coming up overnight and had had a brilliant day. Unfortunately they had also managed a lot of heat and sun without that much protection, so they were ready for a good long rest that night and decided to do so a little closer to home. I was very confident the wind wouldn't get up that much, and we were pretty comfortable where we were, so we just stayed put on the anchor we had had out since about 1.30pm that afternoon. Given the depth of water we were in I



Look at this photo carefully - you'll see the tuna and mackerel chasing them, heading for shelter under the boat

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let another 40 metres of rope out so we would stay put overnight, and even so, remained over good shows of fish.

Immediately it got fully dark we stopped catching, just like a switch had been thrown. I powered the sounder back up to confirm we were still over and in fish, but they just wouldn't bite. After trying a few different rigs, some pilchards and jigs, and even a bit of a hit with the berley bomb for an hour, we conceded it just wasn't going to happen. This was a god send from my perspective, and given it had been a long hot day we decided against pulling the pick and roaming around in the dark looking for more fish that would bite. Instead we opted for a hot meal and a bottle of red wine before a relatively long and comfortable sleep getting to bed around 9:30pm.

Before eating, Andre and I decided to have a clean up and wash off all the

day's bait and sunburn cream with a freshwater shower out on the duckboard. Apart from loosing the washcloth over the side, my ablutions went without incident. Not so for Andre however, and midway through his, (and in the complete blackness), Reece shouts he has seen a large shark in the current behind the boat in the sphere of light cast around the boat from deck lights. Andre of course replies with a nonchalant "yeah, yeah, yeah - whatever", as you do. However, on this occasion the report proves to be quite accurate with about a 3.5 metre hammerhead ghosting in and out of the lights all around the boat. This was an incredibly impressive animal, with his high dorsal fin scything through the surface. He stayed around quite a while, making numerous passes under the boat in and out of our squid lights. His presence around the boat, definitely gave Andre more incentive than normal to watch his footing out on the duckboard.

With the excitement hopefully over, we set the bunks up and drifted off to a deep sleep in the cool night air 120km

offshore. My peaceful reverie was interrupted momentarily when the anchor alarm signalled the tide had turned and we swung on the 110 metres of rope we had out. Later in the morning around 3 am I also woke again as the wind had got up a little, and when combined with the tidal stream acting on the outboard legs it was holding us side on to the small chop. It probably never got to even 10 knots; really, it was just that there had been nothing at all up to that point. Once I ascertained that it was holding out of the north west I just lifted the legs on the Hondas so we would weathercock around a bit more, and went back to sleep the rest of the morning. The check on direction with the compass showed that even if it had gotten up we would have it behind us heading in, so no great drama. If it had been from the east or south east, then it would have been quite a drama in my book, and we would have probably bailed straight away before it got up any more, but it was all good.

Morning came eventually and any remaining breeze there was, dropped right out to nothing anyway, so we



Andy reckons it's better to have the tractor do the job at Dundee than use his 4WD - especially as they have to go in quite a way.

packed the bunks, etc, up ready to fish again. As soon as the light was on the water we started catching fish again, so staying put where we were and getting some shut eye was looking like it was the right string to pull. As it got lighter the small mouth nannygais were back on the job driving us mad with their crazy biting style but we picked up another dozen quickly with Andre scoring another double. For a bit of variety, the odd coral trout mixed it up during the morning. Three different species of cod (malabar, estuary and brown spot), also hit the second fish box which was now nearing capacity as well. Eventually the tide turned and a hooked fish went round the anchor rope. In messing around retrieving and sorting that out, we moved off the fish and things finally went a bit quite.

Just before the tide got going again Andre's live saddle tail full of treble hooks and wire that he had out under a balloon went off in spectacular fashion and hopes were high for the big spaniard he had been waiting for so patiently. After a lap or two around the anchored boat he brought up a large shark of some type and all on board were somewhat deflated as expectations had been high.

No mackerel were sighted at all for the weekend which was a surprise. Even though we were there near the full

moon, I expected no shortage of them to be about as Flat Top Banks is a certified mackerel hotspot. The other interesting thing was that other boats out there reported the place was full of them that weekend to the point of nuisance. On some spots around the shoal, the spanish mackerel, appeared right throughout the water column, even launching out of the water around one boat, and snapping noisily at terrified flying fish. There was even a report of a commercial boat out there on one of the other lumps with his dories deployed and getting right into the spaniards, so I don't know what we were doing wrong. By now the bite had stopped where we had ended up after the tide changed and anchor rope mishap. After a good sort of a clean up and icing down the fish, we pulled the pick and had a few drifts to fill in the last hour to 12 noon which we had set as our latest departure time home from Flat Top Banks.

Conditions for the run home were pretty good and we kicked off the run back at 22 knots. I can honestly say that at that speed, it is the first time I have seen the "time to go" reading 2 hours 45 minutes! From then on, the wind just dropped out more and more, and in the end we did most of the run at 26-27 knots on just a very slightly rippled sea, which I mostly find better than an oily

glass out. We started driving through tuna schools after about 100km of the trip in and we stopped to knock off a couple of mackerel baits. A mere couple of kilometres out we found the sea breeze, but continued on at that speed only to find a bit of traffic at the ramp mid-afternoon. It was another fantastic trip out of Dundee Beach with good company both on our boat and the others on the water, working with the same weather system.

Inevitably the post-mortem for the trip was held later in the week. Photos from the other couple of boats out there that weekend were distributed and accounts given of proceedings from their point of view. While we did do pretty well, it would seem that on this occasion *Leviathan* and her skipper did not exactly 'ring the shed' as it were. The boat that stayed put on the main bank had some better reds (and at night!), and at least one cracking mangrove jack. The other boat, the Quinnie 650, with which we had quite a bit of contact, came back inshore on Saturday night, also ended up doing well. He reported a fantastic session on Sunday morning with doubles of huge largemouth nannygai, some very good reds and trout mixed in with them. That said, I can guarantee that there were no complaints from any of my crew or the skipper for that matter

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when we considered our trip.

A Few Trip Stats

We stayed put more than planned, and only covered 340km by sea for the trip. We only burned 350 litres of fuel, and you gotta be pleased with that in a boat my size with the load we had on board. Given we are utilising motor technology almost 14 years old, in a 242kg (per engine) package, I was very pleased with the result.

The twin Honda 130 hp engines that were fitted to the boat when I went down to Runaway Bay to sea trial it before handing the cash over, have given very reliable service in the NT. Immediately I purchased the boat, I agonised over changing the engines over while it was still 'down south'. At ten years old (then!), I thought it might be getting close to that time to trade them in, especially as they had in excess of 1,000 hours already ticked up.

The reality is, while the new motor price was better in South East Queensland, any enquiry about a trade in of my engines was met with scorn and in one case a laugh. Later, the prices I received locally in Darwin when the trades were considered, delivered a better change over number than the big end of town anyway. Also influencing my decision to keep them were the written and numerous verbal assurances on the condition of these outboards provided by Gary from GD Marine on the Gold Coast.

He had maintained these engines even before they were fitted to the vessel when they did service on one of the Sea World fleet, and had continued their care ever since. The only issue he reported had been an absurd but enduringly constant battle the owner had fought against water ingress into his fuel system. The water issue was fixed within hours of arrival in Darwin by rerouting the breather in to the stern away from its crazy location at midships on the outside of the hull, go figure?

End result of all that is they are still performing flawlessly after another three and a half years and 550 hours of service. Annual servicing aside, a full belt change out and an injector clean would about be the extent of repairs.

Performance wise, top of the green for me is around 4800 rpm and pushing at around 27 knots. To be honest, I am not sure how much more there is in their tank, anyway, and out on the open ocean at their (and my) age, I have no plans too find out, either.

The weights discussed seem to make little difference to economy and my estimate (without a flow gauge), is always within 2 % of the correct usage when the boat is refuelled. I have never seen it get better than 1km/ltr and never used more than a tick under 1.1km/ltr combined burn for both engines. However, I have digressed somewhat, so back to the trip at hand!

My rough plan was to cover around 450km maximum although we had sufficient fuel on board for 550km (590 litres). The weather for trips like this needs to be nothing less than perfect, as the steaming times to shelter are mind numbing once you get pushed back to 9 or 10 knots. The nearest land is Cape Forcrouy on Bathurst Island and it is still a 100 km away, and from there it's a 120km back to Darwin when you sort more fuel and the weather abates. I am probably over cautious in my weather /safety concerns, and I am OK with that. I am also happy for my crews to continue their sometimes begrudging acceptance of this character trait, as long as it means they never see the dark side of things going horribly wrong, particularly the easily avoidable things.

For this trip I got Andre to grab his safety gear from his boat as well including a spare 406 MHz EPIRB in case of trouble. I feel it would be a bit silly to have it sitting back in Darwin if the proverbial hits the fan. In addition to that I would urge people considering such a trip to carefully check their insurance policies. Many policies (mine included), only covered a vessel to 40 nautical miles offshore. I changed companies the morning before we left to one that covered me for 250 nautical miles offshore from all of the Australian mainland coast and Australian islands, which I am confident I will stay well within in a trailer boat!

I will definitely go back out there and will probably haunt the deeper water to sort out some largemouth nannygai which are regarded as the prize, apparently. The danger in this new strategy is the shark factor, with one boat unbelievably losing more than 50 sinkers and rigs for the weekend. Thankfully we had no problems at all in

this regard... this time. I have since made some stainless steel wire paternoster rigs that can run monofilament hook droppers, so if a shark takes a fish or bait all is not lost. The other unfinished business for me is that we got none of long nosed emperor, maori sea perch, robinson's sea bream, or green job fish which I had been confident we would encounter. We found them all a couple of years ago at Moss Shoal which lies even further from Darwin to the nor' nor' west of Bathurst Island, but that's another story! The other fish I was anxious to put aboard as a first was a rankin cod which, although they are pretty common out there we didn't cross paths with this trip. Unfortunately poor Andre had his sights set even higher, on a dogtooth tuna no less, which in truth I thought was quite ambitious, really.

Anyway the message is this: there is huge amount of scope and relatively virgin ground left out at Flat Top Banks and I am thinking the return will be sometime pretty soon. I will keep you posted on that one.

Post Script

As I start to write this we are looking over the Mary River bridge lagoon/billabong knocking back a gold beer or two and will later putter along the billabong in the dingy flicking for a barra for an hour this afternoon before dark.

Incredibly, while we were on the water two local Darwin people, part of a large group congregated on the river's bank celebrating a birthday entered the water to swim across for the sake of it. Strange given there are two pools at the park and it wasn't even that hot.

Entirely predicably only one person came out of the water, and the place was suddenly swarming with police, ambulance, rangers and special operations police units. Following them up were television and news crews all night. Three times during the night long bursts of automatic gun fire was heard upstream and as we left mid morning Sunday no remains had been recovered yet of either the victim or the five crocs that were shot that night.

Quite unbelievable, and only in the NT.

TBM

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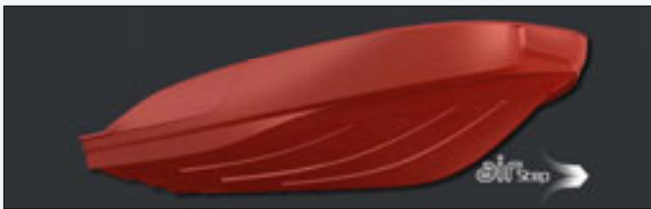
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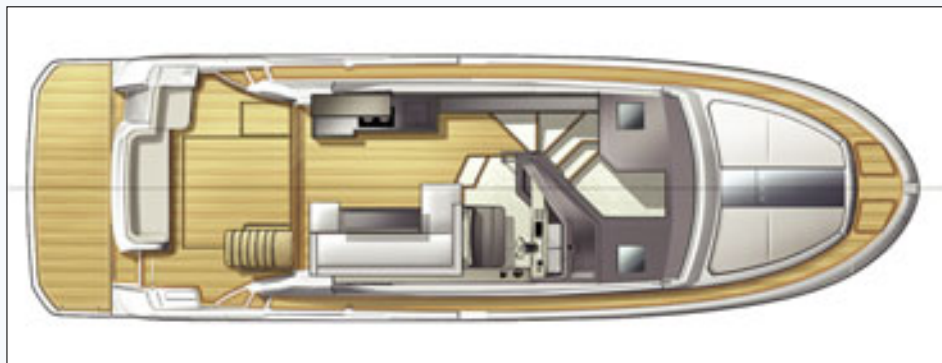
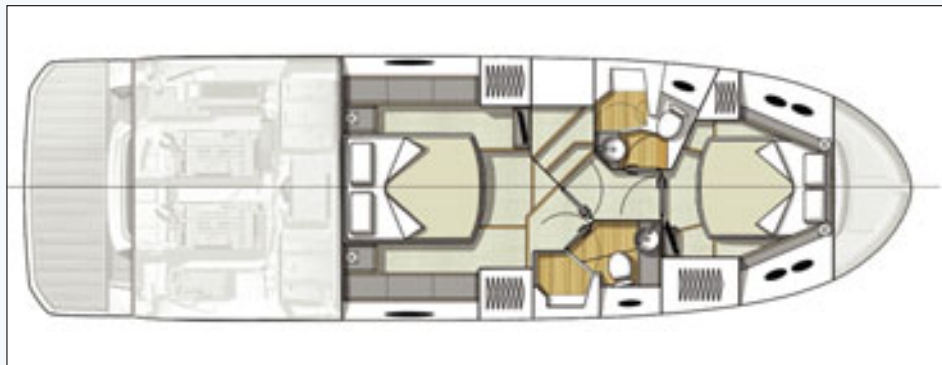
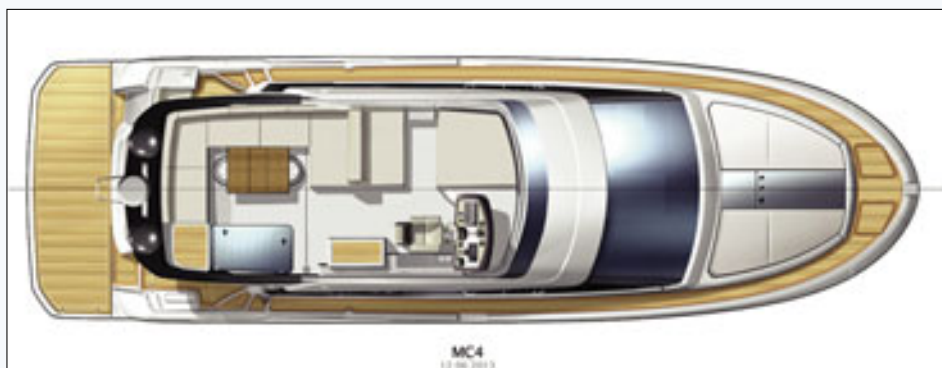
Based around Beneteau’s acclaimed (by overseas boating writers) and patented ‘Air Step’ hull form, these craft have genuine application in Australia, if marketed at the right price, and with the sort of back-up and care buyers should expect from companies of Beneteau’s stature.







Beneteau MC4 Monte Carlo



MONTE CARLO MC4

“Some boats are born with superior genes.”

The MC4, world debut in Cannes September 2013, has inherited powerful features from the larger models in the Monte Carlo Yachts range: striking but timeless design, luxurious detailing and innovative solutions unprecedented in this class, plus an air of nobility that is utterly Monte Carlo.

World Release

First in the range due to its size, the MC4, new 43ft model launched worldwide August 28, 2013, during the Festival de la Plaisance in Cannes, shares all the same assets of its predecessors.

The aesthetic Monte Carlo concept provides the yacht with a classic and innovative design as well as strong seaworthiness.

It shares the same bow design as the MC5, optimised to offer both safety and comfort on the water, and is equipped with the Volvo IPS engine, either 400 or 500.

On the water, its sleek, elegant line gives it a unique personality. It is emphasized

F&B TV:

(Tablet/Phone users: If video does not play, press here to change formats)



There is no doubt the French have a special way of doing things, is there? Art, literature, language, life & style all reflect that special something that makes their national identity, their ethos, flow into every facet of their lives - and their attitude to boat design is no exception. Here, the new MC4 is like a breath of fresh air, especially as the needs of canal estate owners are taken into account so well - hence the low profile, which at first glance, is at odds with the towering hardtops of the traditional 'flybridge' cruisers. But you can't get them under canal estate's road bridges, whereas the MC4 can easily be set-up with a fold-down bimini system to achieve the best of both worlds.





Beneteau MC4 Monte Carlo





by a vast flybridge offering an outstanding living space. A large saloon with a 6 people capacity, a seat to keep the skipper company, a very spacious bathing platform – each area is optimised to offer uncompromising comfort.

The Monte Carlo philosophy is also reflected on the main deck, thanks to a flowing continuity between the interior and exterior areas.

From the rear of the cockpit to the helm, everything is at the same level. The glass doors disappear to reveal an amazing living space.

At the rear, the cockpit can be fitted with an outdoor galley, accessible from the large sunbathing platform, available in hydraulic version (optional).

The spacious saloon can comfortably seat 6



Provisional Technical Specifications

Length overall	.....13.88 m 45'6"
Hull length	.....11.99 m 39'4"
Hull width	.....4.04 m 13'3"
LDT	.....10.300 kg 11,701 lbs
Air draught	.....5.47 m 17'11"
Water draught	.....1.15 m 3'09"
Fuel tank	.....2 x 400 l 2 x 106 US Gal
Water tank	.....2 x 200 l 2 x 53 US Gal
Engine	.....Volvo IPS 400/Volvo IPS 500
Requested CE Certificate	.....B12/C14/D14

around the table, with the most magnificent sea view.

On the lower deck, the MC4 features two suites with en-suite bathrooms. At the rear, the owner cabin stretches across the boat's full width, thereby enjoying all the natural light pouring in from the two panoramic portholes.

Also very bright thanks to its many portholes, the VIP cabin at the front welcomes guests in the most unrivalled space.

Every material has been carefully selected: brushed wood, wet look leather, precious textured fabrics, all in harmonious soft and elegant shades.

Being on board the MC4, feels like being on board a superyacht and this makes it truly unique, truly *Monte Carlo*.

TBM

Sally Oulton's Coastal Vintage

When she's not cooking up a feast, or looking after her two little girls, Sally Oulton is out combing the beaches and waterways looking for bric-a-brac for her new business venture, Coastal Vintage. Being the ex globe-trotting yachtswoman and chef extraordinaire that she is, she knows boats and boating people - and she knows YOU'VE got stuff down in the back of your shed, she needs

Coastal Vintage was created out of a love for beautiful old coastal items.

It all began after a decade of sailing around the world and wanting those memories of being out at sea in my home.

Now a mum to two little girls, I spend my free time finding those gorgeous and unique coastal vintage items in old ship yards, sheds, from the sea, off beaches, swap meets, markets, from old salty sea dogs, and homes of other lovers of the sea.

So if you are clearing out your

shed and you've got some great vintage pieces, you can contact me hello@coastalvintage.com.au

Will need you to send some photos and contact details, and if it is the sort of thing I'm looking for, I will contact you to discuss further and to arrange pick up & payment.

I'm looking for good quality items. - old hand reels, creels, props, Japanese fishing floats that were picked up off the beaches in the 1950s and 1960s with the net. Other fishing floats. Old clam shells, nautical charts from before 1990, wooden oars, skimboards, porthole, porthole mirror, wooden pulleys, life rings,

purple and blue coloured bottles.

Also, if you are looking for coastal vintage items for your home, take a look at the website: www.coastalvintage.com.au

- Sally





The Bertram 28 Flybridge

Bertram's revamped 28, with after-cooled, turbo-charged Volvos is, to quote Editor Peter Webster, "one helluva craft" to explore the Norah Canyons for the elusive broadbill swordfish.

Original Story/Pics by Peter Webster



First introduced to Australia in the early '70's by International Marine of Scoresby, Victoria, this droopy nosed Bertram has shared a love-hate relationship with local skippers — you either love it, or you hate it!

The controversy mainly stems from the Bertram 28's heavily reversed sheer off the foredeck, making it look nose-heavy off plane, or when lying to anchor. And there have been plenty of stories about game fishermen copping a soaking when they raised the anchor in lumpy conditions offshore.

Last month, we were invited to look at the very latest version of this cruiser - with twin Volvo AQAD40 inboard diesels, revised saloon layout - and a considerably improved cockpit.

The Bertram 28 is above all else a game fishing cruiser. The manufacturers in Australia - and their agents - may not entirely agree with me here, but nevertheless, after studying the Bertram 28 anew, I am more than ever convinced the craft has quite outstanding application to the world of sports and big game fishing.

Let's look at the basic specifications. The Bertram 28 has an overall length of 8.54 metres with a waterline length of 7.11 metres, a maximum beam of 3.36 metres on the shoulders, and a maximum inboard draft of 0.79 metres. For waterfront home owners in canal estates the height above the waterline aft is 0.92 metres, forward 1.14 metres and to the tip of the flybridge windshield 2.77 metres.

Water capacity of 180 litres (40 gallons) is provided, alongside a fuel capacity of some 600 litres — that's 137 gallons in imperial measure. The manufacturers quote a displacement of 4,000kg, but there is some doubt as to what exactly that entails. I suspect that with the twin Volvo AQAD-40's fitted, the displacement is somewhat more than this, and would approach a good 5 tonnes dry.

In the simplest possible terms, the Bertram 28 consists of a cockpit surrounded by a fibreglass cruiser. It has two forward vee berths in a small cabin, a saloon consisting of a dinette to port with a fully enclosed head (with standing headroom) abaft



the dinette, a lower station helm to starboard and behind this, a comprehensive galley arrangement. The rest of the boat consists of a cockpit with a total area of 8.13 square metres including the engine covers. Even subtracting the engine boxes (1.06m x 1.32m) the net cockpit area in the Bertie 28 is an amazing 6.73 square metres.

The cockpit is naturally self-draining, although the scuppers seemed a bit skimpy for my taste, and there are five non-water tight hatches giving access to either fuel tanks, rudder stocks, or the under cockpit area. None of the five hatches could be shut down permanently, being fitted only with those silly ring-pull devices which do absolutely nothing to prevent the hatches coming adrift and permitting water to enter the hull in substantial quantities. A disappointing touch that could be resolved by the addition of about \$25.00 worth of better quality hardware, and an additional hour or so of the boat builder's time. This was mandatory in a game fishing craft and highly desirable in bayside pleasure boats.

The Bertram 28 is a flybridge cruiser, and features a rather well designed flybridge arrangement consisting of a transverse squab and backrest that is quite comfortable for 3 people, locating the helmsman amidships in front of the upper station controls.

In a broad sense, the big change for the Bertram 28 is the removal of the old bridgedeck arrangement, and the swapping of the dinette from starboard to port side. They don't sound like very big changes but the difference they have made to the

Bertie 28 is quite astonishing.

International Marine in Victoria very wisely opted for two separate engine boxes with a walk-way between. Although they did raise the rear cockpit approximately 50mm, they didn't do as the Americans have done and carry the new diesel engine boxes right across the width of the cockpit. Instead, they kept the engine boxes separate, albeit without an upstand around each engine bay to (also) prevent the entry of rain or green water.

You now walk through from the transom to the companionway on one level, go down two steps into the saloon, where you will now find the galley on the starboard side and the dinette to port. It is one of the most functional layouts we've encountered, and by virtue of the 1.066 metre passageway between the galley and the head, it now has a feeling of spaciousness quite unusual in a craft of this length. The passageway tightens up near the lower helm to 838mm but in the area where the cook is likely to be preparing morning tea, there is an additional amount of space which will prove invaluable to the general flow of traffic through the saloon.

Accommodation is provided for two in the forward cabin, and by folding down the dinette, another berth is located in the saloon. At just 1.75m x 0.91m, it's strictly a single for adults, but it would cope with a couple of children.

Construction

The Bertram 28 Flybridge is today a little dated in some ways, particularly in matters such as bulkheads and finish items. This is by no means a criticism; in fact, we greeted the Bertram 28 with a sense of relief that it was not all white fibreglass! There is still plenty of hand rubbed teak, and although it may not be quite as sophisticated as some of the more recently developed cruisers with their fibreglass liners, the Bertram 28 does

**TBM
RETRO
BOAT TEST:
Unchanged, as
first published,
written and
photographed
by Peter
Webster in
July
1981**

The 'Bertie' 28

Retro From AB, 1981

have a rather nice warm feeling about it, commensurate with a craft that is built with a blend of fibreglass, timber and soft furnishings.

International Marine have a good reputation for construction and quality control and the Bertram 28 we inspected reflected a very high level of both.

Manufactured with a combination of chopped strand matt and hand laid woven rovings, the Bertram 28 consists of a large number of separate mouldings. As mentioned, its age is showing in some respects, as the number of separate moulds used in the construction of the Bertram is quite amazing. Almost every component is an add-on or bolt-on or bogged-down operation. In the final analysis, it all comes together well — the penalty for this type of construction is one endured more by the factory than it is by the consumer.

Finish

Although the Bertram 28 is now giving the \$70,000 barrier a very solid nudge, we were impressed by the standard inventory and the overall quality of finish and fitments. The basic inventory includes:

- 2 x 120 AMP/HR batteries • 12 volt D.C. electrical system • Master battery switches • Fused circuits, colour coded wiring • Two electric automatic bilge pumps • Bilge blower • Flybridge station 12 volt socket • Two windscreen wipers •



- International rule navigation lights • Upper and lower station controls with Morse cable steering • Engine instrumentation • Lower station electric fuel gauge and. hour meters • Dual electric horns • Two fuel filters/water separators • 600 litre fuel tank, fuel shut-off valves • External breather vent and dip stick • Two sea water strainers • Depth sounder tank • Bronze rudders • Stainless steel propeller shafts • Bronze pro-' pellers • 180 litre fresh water tank • 240 volt shore power with two outlets • Hot and cold pressurised fresh water system with twin outlets on galley sink and bathroom basin/shower.

Forward Cabin

- Two fill in cushions to Vee berths • Teak bulkhead with louvre door • Cabin lights.

- Main Cabin: • Armour plate glass windows • Storage compartments • Dinette unit for four with table and provision to convert to bunk space •

- Helmsman seat with storage cupboard under • Aft bulkhead with window and louvre door • Galley unit with stove and stainless steel sink with hot and cold water • 12 volt refrigerator • Cutlery drawer and cupboard spaces • Enclosed bathroom with full flush marine toilet, moulded vanity cabinet, basin and shower with hot and cold water • Cabin lights • Cabin carpet.

- Deck: • Bow roller • Mooring bollard • Danforth anchor chocks with anchor, chain and 50m of line • Rope hawse • Bow rail • Translucent hatch with stays • Horn cleats • Fuel filler • Non-skid deck surface.

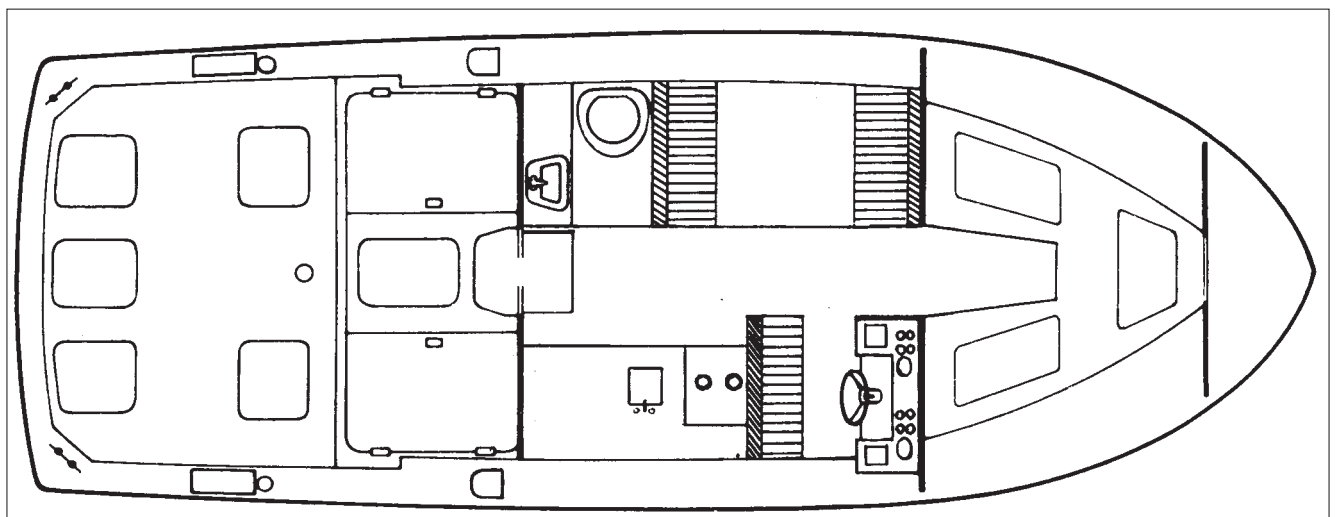
- Cockpit: • Self-draining with access hatches • Fibreglass marlin board.

- Flybridge: • Deflection tinted screen • Stainless steel safety rails and ladder with wide nylon coated steps • Flybridge cover • Vinyl upholstered fibreglass seat incorporating stowage locker.

Power System

As tested, the Bertram 28 Flybridge was fitted with a pair of Volvo AQAD (after cooled) turbo-charged PRO-40 6-cylinder Volvo inboard diesel engines, producing a total of 231 kW, rated for pleasure boat purposes at 3,600 r/min. Quite a number of owners have in the past installed twin MerCruiser 193kW or 170kW petrol engines, and for the north Queensland market, a number have been delivered with appropriate stern drive power plants.

We believe it is possible now to order the Bertram 28 with the AQAD-40 sterndrive units, and this could suit a number of more specialised



applications — notably where a great deal of bar work is envisaged.

Throttle and gears fall easily to hand. Flybridge has room for three.

The Volvo installation was very well done, with access to all sections of both engines good enough to please the most discerning diesel mechanic. No space is wasted, but no quarter is lost either as the insulated engine covers sit down very neatly over the two big diesels. Sound insulation is surprisingly effective, and we agreed with agent Maurie Drent's comment that if anything, the new after-cooled diesels seem quieter and smoother than the earlier turbo-charged PRO-40 series without after-cooling. Whether it was due to the unusually good sound insulation in the engine boxes, or the location of the engines in the cockpit, the sound level in the Bertram 28 was nicely subdued, and at no stage through the rev range would the crew in the saloon find it obtrusive.

The installation itself is quite interesting, as International has been able to keep the engines well apart from each other, creating a shaft-centre spacing of no less than 1.371 metres. This is partly responsible for the Bertram 28's excellent low speed manoeuvring.

Performance

Using the cardinal marks an Sydney Harbour for our test course, the Bertram 28 registered 24.5 knots, an excellent figure for a cruiser of this size and configuration. But that doesn't tell the whole story. The Bertram 28 felt as if it had plenty of poke, and rose from a dead stop to full throttle (3600 r/min) in only 8 seconds, and that is really hustling! We took particular note of the planing and off-plane levels of performance, having regard for the most frequent criticism of the Bertie 28, i.e. that because of its droopy nose, it has a tendency to spear its way through waves at low speeds when trolling or working in lumpy conditions offshore.

Despite the calm conditions, we were able to at least confirm that the drooping nose effect of the Bertram 28 is as much illusionary as it is real. That is not to say that it does not have a very noticeably reduced forward freeboard off the plane, but if



the throttle is opened out to as little as 1500 r/min, the nose lifts to the point where the freeboard would be equal to any other craft of this size, and from there on (to say 2200 r/min) it adopts a very normal stance, lifting the nose well out of the water, giving it the same sea fighting ability as any other craft of this size.

I have no doubt that in certain trolling conditions and in a short pitched lumpy sea it would be quite possible to take water right up around the bow, and on occasions, to even lop the top off some waves, but I would question whether any experienced skipper would ever see much more than occasional flying spray over the bow of this cruiser.

Handling & Ride

With the surprisingly direct Morse steering (one and three quarter turns to port, and one and a half to starboard) it is possible to bring the Bertie 28 from one lock to another in just a fraction over three turns of the helm. This gives it unusual

manoeuvrability, and lets the helmsman throw the boat around not unlike a much smaller runabout.

It is a bit sensitive to trim as it moves through the seaway, particularly considering its beam, but this is a reflection of its classic deep-vee hull shape where the trade-off for the very soft ride is a degree of instability; particularly if it is promoted from the flybridge. Trim tabs are the most obvious answer, but they would need careful thought through by game fishermen before the decision was finally made to install them.

Frankly, I am not sure they are warranted, and after weighing up the line cutting potential of two tabs on either side of the transom, against the occasions they are needed to trim the load or adjust the running angle, I am pretty certain I would give the trim tabs a miss and tell the crews to shift their butts from one side to the other, or move the world beating line-class marlin a little further forward in the cockpit!

Actually, with the two big diesel

The 'Bertie' 28

Retro From AB, 1981

inboards amidships, the Bertram 28 feels a much better balanced cruiser than it did with the petrol sterndrives. Although it does not seem to have lost any of its original performance, other than outright top speed, it just seems to be better balanced in both handling and ride.

It still heels over a bit in tight turns, but there is no suggestion of cavitation, and the grip is always tight and responsive. Incidentally, the additional weight of the diesels might be pulling down the top end performance 15 or 20 per cent but there is a commensurate improvement in ride softness. It now takes a lot more to lift the Bertram 28 out of the water, and because she is thus working less in a seaway, the ride is softer and more cushioned than before.

I cannot leave this section of the test without commenting about the off-plane and on-plane performance of this craft relative to the downstairs helm. This is one of the very rare craft where the downstairs controls are as effective as they are upstairs, and vision, either cruising or off-plane is outstanding. Even as the craft rises out of the water up to plane, at no stage do you lose sight of the horizon — and all this from a seated position.

There is a small blind spot over the helmsman's shoulder to port through the fully enclosed head, but otherwise, the vision astern is good too, and importantly, both corners of the cockpit are quite clear to the downstairs helmsman.

From the flybridge, vision (naturally enough) is the full 360 degree bit, and although it would be a bit awkward, the helmsman can at least stand and look down into the cockpit to work a fish with his crew — but he will have to practice standing backwards at the helm to do it efficiently. The alternative is to remain seated, and sort of twist around and look down into the cockpit — but this would become very uncomfortable during a lengthy fight. Finally, there is the ultimate alternative — the flybridge squab and locker can be removed entirely



and one, two or three separate chairs installed in its place — an option of course.

Conclusion

The Bertram 28 is an extremely viable alternative to the very imposing big game cruisers we recently reviewed in our April issue. There is very little the Bertram 28 gives away in either seaworthiness or application to a game fishing environment. This boat will go anywhere the big fellas will run, it will use considerably less fuel in the process. And of course, the capital cost is in most cases, less than half.

At \$70,000, it strikes me as being extremely good value, particularly having regard for the installation of not one, but two Volvo diesel engines. Although the craft obviously has potential as a day cruiser, particularly for families who enjoy entertaining and taking friends on cruises around the harbour, (the big roomy cockpit and padded engine covers would take care of quite a mob) I believe the vessel has most application in game fishing circles where the magnificent cockpit could be used to its best advantage. Although the internal freeboard of 609mm (24 inches) is perhaps a fraction too low, this could easily be raised with a teak taff rail should it be necessary. However, I'm not sure I'd be as concerned about that as I would be about securing the five hatches to the cockpit sole. To me that is a fundamental weakness in the system and one that should not have been overlooked by the Bertram factory.

TBM, October 2013

HINDSIGHT

Designed by an American, David Napier in 1971, the Bertram 28 remained in production for decades, and is said to be the biggest selling Bertie of all time, eclipsing even the near-legendary Bertram 31 it was designed to replace, or more probably, supplement.

Napier had no small challenge coming up with a gameboat as good as the classic 31, but he managed to keep 22° deadrise at the transom whilst putting considerably more flare into the shoulders for a much drier ride than the notoriously 'wet' 31. It was his decision to create the down sheer deckline, as he was determined to create a craft that could be run safely 'downstairs' with good vision, even when the boat was taking off.

The Bertie 28 started production here in OZ at the Scoresby International Marine factory in the early 1970's, and like the American edition, remained in production for years.

Today, the Bertie 28 is just as good as it ever was. A beautiful sea boat, its only weakness remains the shallowness of the cockpit for really heavy duty gametfishing - but this is easily fixed with (usually) a teak-topped stainless steel cockpit rail around the transom area.

Today, there are plenty of the petrol versions around, bringing prices from \$25K thru to \$80k - and various diesel types (inboards and sterndrives) from \$60- \$130K. Look for a well cared-for petrol model, and re-power. It is a genuine classic - and there's been very few better boats made since.

-PW, 10/2013

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Sally's Galley

By Sally Oulton

Every Fisherman's Favourite – Crumbed Seafood

We all love seafood crumbed in some way. Think about it, crumbed fish, crumbed prawns, crumbed calamari, crumbed fish cakes, crumbed scallops and even crumbed oysters!

A coat of crunchy, golden crumbs does make seafood taste even better! Who can resist a crispy prawn cutlet? Or a piece of golden, crumbed fillet of coral trout? Or have tried wasabi crumbed oysters? They are delicious!

Crumbing involves coating food in seasoned flour, then dipping it into egg and then covering it in breadcrumbs to create a firm coating that becomes golden and crisp when fried.

By following my simple tips and tricks, you'll learn how to get the perfect crumb coating every time. The key to good crumbing is to make sure the crumbs stay on and that the food is cooked in a pan over moderate heat with some good quality butter, (not margarine) mixed with light olive oil.

You can make your own breadcrumbs by using day old stale bread. It is simply crushed up in a blender until it resembles fine crumbs. Or you can buy it cheaply in packets in the supermarket.

Crumbing doesn't have to be restricted to white breadcrumbs. Try these favourites; cornflake crumbs or gluten free crumbs. Cornflake crumbs create a real golden colour and gluten free crumbs are usually made from crushed dried rice and give the most delicious crunchy

coating. Personally, I think these two types of crumbs are much nicer than plain white breadcrumbs.

Cornflake crumbs can also be found in the supermarket and the gluten free ones are in the gluten free food section.

One of the advantages of crumbing is it doesn't require any special equipment, so don't think you are restricted to only doing this at home. You can crumb your catch while out in your boat and cook over your one burner stove, or you can do this while you're camping over a fire beside the river! You just need to have the basic equipment, the ingredients and be organised.

The basic equipment includes:

- A chopping board and a nice sharp knife to cut up your catch
- Three bowls for the flour, breadcrumbs and egg
- A fork to whisk the egg
- Paper towel to drain the food after frying
- A plate to put your crumbed food on
- A spatula to lift your cooked food from the pan to a plate
- And, a non-stick frying pan to cook your crumbed food.

The ingredients include:

- Flour,
- Eggs
- Your choice of crumbs
- Salt and pepper, or seasoning of your choice
- Butter and light olive oil
- Lemon wedges
- And your catch or choice of seafood you would like to crumb.

If you would like to make it a little more interesting, you add some other flavours to the crumbs by adding some finely grated cheese, crushed nuts or some chopped or dried herbs to the crumbs. But make







sure you don't add too much so it dominates the flavour. We still want to taste the seafood.

So to get started, let's begin by showing you the simple and correct techniques to perfecting your crumbing.

- Arrange the ingredients you need for crumbing in order.
- Place the flour in one bowl and season with salt and pepper.
- Crack the eggs into bowl number two and with the fork, lightly whisk.
- Place the breadcrumbs in the third bowl.
- Use one hand to dip the seafood in the flour and coat all over. Shake off any excess and with the other hand dip it into the egg, making sure the piece is completely covered in the egg.
- Let any excess egg drip off before transferring the food to the breadcrumbs and press firmly to coat on both sides with your dry hand.
- Then place the seafood in a single

layer on the plate.

- Once all the pieces of seafood are all done, cover with plastic wrap and place in the fridge or in the eksy for up to an hour to rest. This is the trick to helping the crumb coating stick to the food when you cook it. By letting it rest, this will allow the coating to stick firmly to the surface of the food and will prevent it from lifting away from the food during cooking.
- By keeping one hand dry and the other wet throughout the crumbing process, you will prevent the wet and dry mixtures from combining and sticking to your hands. It will also save you time, because you won't have to keep washing and drying your hands as you crumb.
- Heat up your pan over moderate heat and put in a generous dollop of butter and equal quantities of olive oil.
- Mix it around and heat up until it is foaming a nice golden colour. It is then ready to put in the crumbed



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, Queensland.

food.

- Cook for 3-5 minutes each side until golden.
- Drain on paper towels.
- Serve with a crisp green salad or steam greens and some potato wedges!

If you're cooking over a fire, wrap a washed potato in some foil and place in the coals 40 minutes before you cook the seafood.

Tips:

Do not let the butter/oil mix start to brown. This is a sign it is burning. If you put the food in the pan before it is foaming, the food won't seal the crumbs.

If you have the pan too hot, the crumbing mixture will burn before the food is cooked through.

- *Bon Appetit!*

TBM



Sea Library

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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

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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	E-TEC 250	E250DPZ11	\$29,332	2di	3279	V6 90°	133A	238	3	10.6	84.9
Evinrude	E-TEC 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

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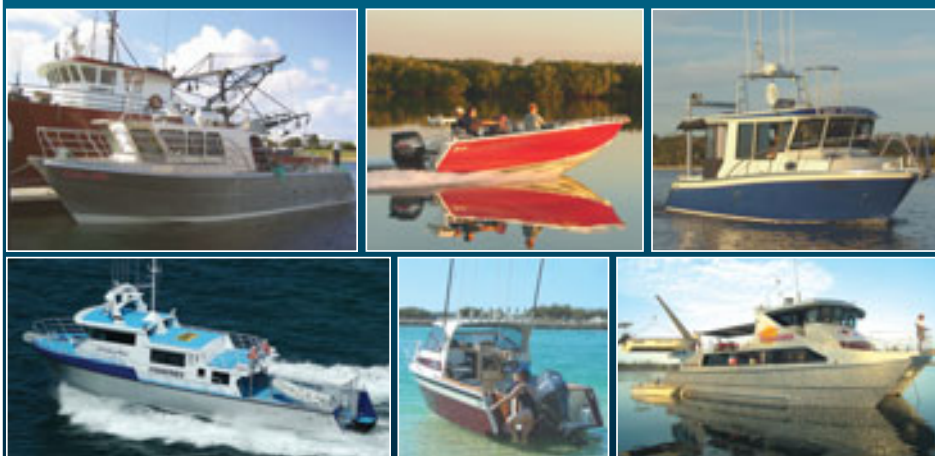
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Neil Dunstan:
Ebb & Flow

Not far from where I live at Sarina Beach are the major coal ports of Hay Point and Dalrymple Bay.

Operating out of Hay Point is the charter boat, "Obsession" a 7.3 metre Sea Prowler alloy hard top fitted with two 130hp Evinrude E-TECs. The boat does day charters for fishing parties of up to five passengers, and quite a lot of other work such as support for the giant Hay Point expansion.

On the fishing front, the vessel is quite successful, as it fishes up to 50 nautical miles offshore in the main shipping channel, and as a result of many years experience and a plethora of special deep water spots, rarely comes home without some monster red emperor and/or large mouth nannigai.

The skipper for most of the wide trips is a long time professional fisherman, whilst on most of the closer trips such as water quality monitoring for the Hay Point expansion, I look after skippering the boat for the owner, Alvan Paynter.

For some time now we



have been having a number of small problems with the E-TECs which have resulted in us having to head home, sometimes before we have even got to our destination.

When this happens the boat takes a long time to make port as it will only make eight knots on one engine and it is not safe to stay out with one broken down engine. When this is added to the inevitability that some trips have to be cancelled at the last minute because of bad weather, some of our valuable customers felt that we were becoming unreliable.

Obviously, a rep like this could ruin the business, not counting the fact that the owner loses plenty of

money in the process.

When a trip is called off due to engine problems, it still costs over eight hundred dollars to pay for the fuel, the skipper's fee and the catering which can't be recouped as the customers can't be expected to pay the normal fee.

Although the E-TECs haven't had any catastrophic failures, lots of small things such as five injectors have failed, three starter motors, one ECU and one unusual problem that occurred when the trigger magnets in the flywheel of one engine came adrift, flew out and wrecked the starter motor, amongst other bits and pieces. I was not surprised that there were no

mechanical failures as it seems to me that the basic engine still utilises the same fundamental power head design as the carburettor two strokes that Evinrude have been using for thirty years, and they were pretty reliable.

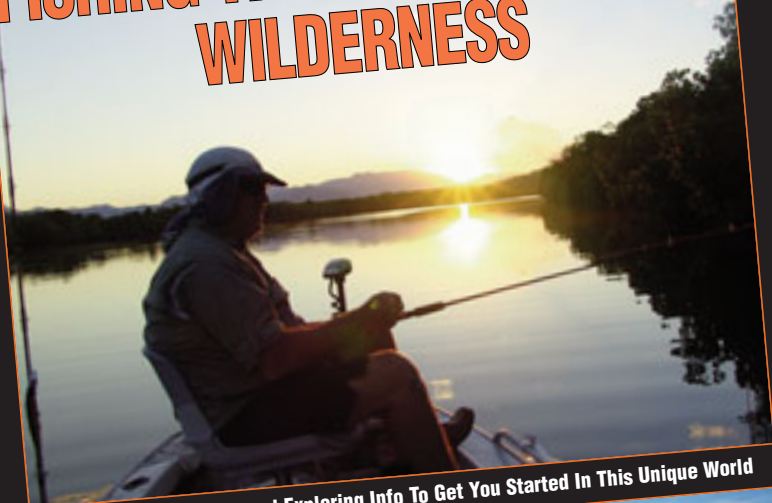
At around eight hundred hours apiece, it was decided that they were becoming too unreliable and they had to be replaced, although the local E-TEC agents excelled in their efforts to keep them running.

After a lot of research, it was decided to install a pair of the new 150hp Mercury four stroke engines. These engines are built especially to withstand the long hours of a commercial operation



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and are a three litre, four cylinder unit which I believe is a detuned 200 or 225 h.p. unit. They have a lot of down low torque, and we were hoping that with the extra 20hp per engine, they would be able to handle the boat on one engine, with the other engine lifted out.

The owner also checked out the options of installing either Hondas or Suzukis, but the Hondas were a lot more expensive, and there were no close Suzuki dealers apart from the Mackay agent who the owner will not deal with.

In addition, the dealers who used to sell Suzukis in Airlie Beach and Townsville both claimed that the warranty support was so poor, they had handed back their agencies.

For a boatowner about to part with \$35-\$40,000 for an engine upgrade, this was not what he wanted to hear – especially as the

keynote of the engine change-over was centred on reliability and service.

One interesting fact that came out was that when trading in the E-TECs, only Mercury offered a reasonable trade-in price. Several of the other brand motor sellers would not take them at any price.

I mentioned this to the Mercury people when they were installing the new engines and they said that they had contacted eight large wholesalers around the country about taking the E-TECs off their hands, and they wouldn't have a bar of them.

Make of that what you will (*and allow for the industry's infamous competitive bitchiness – PW*) but it went a long way to explaining why the trade-in price with most outboard brands was so poor.

First Run

After the new engines were installed the owner went for a run on the Pioneer River when they were doing the water test and came back pretty impressed, so we arranged for four of us to go out for a day's private run and do some fishing.

We left Hay Point boat ramp early in the morning and took off at cruising speed straight away, as the engines are fully run in at the factory before delivery.

The first thing I noticed was that at our normal cruising speed of around twenty three knots, we were running at 3,000 rpm instead of 4,200 rpm with the E-TECs and the four strokes were slightly quieter.

As we travelled out further it was noticeable that the boat was starting to work harder into some

reasonable seas, and the extra torque of the four strokes meant that there was no change of speed or engine note as she pushed through the waves, giving a much smoother ride.

We spent the day at sea, but didn't do much fishing as our very expensive Furuno sounder decided to give up the ghost and fishing the deep rubble patches relies heavily on the sounder.

When testing the performance on one engine it was discovered that she would do a very handy 23 knots, which was a revelation even considering that the engines had twenty hp more each.

We did some rough calculations with regard to fuel consumption and we reckon that at 3,000 rpm she was doing 23 knots and using 15 litres per hour per engine, which is about 0.7 nautical miles per litre,

a bit better than the E-TECs. At this stage, we need to do a lot more miles per day to verify the 'working' consumption, but at this stage it looks very promising.

Well, the excitement has worn off, and the boat has two charters next weekend, and I will be doing some work with the scientists

from James Cook University (from Townsville) next week on a charter for B.M.A coal, so she will have to prove herself, but I am pretty confident that our problems with reliability should be solved

*Neil Dunstan.
Sarina Beach.*

This Fisherman Has Been Won-Over By Mercury's New 150 FourStroke Too . . .

After a total of 24 hours on the water and some pretty serious investigations, Frank Pfab is very happy he decided to buy one of Mercury's big block (3.0 litre) new 150hp FourStroke outboards.

"What really stands out for me is the engine's quietness and its lack of vibration," said Frank, a 30 year boating veteran.

"I think the best cruising speed is at 3500-3600 rpm with the needle at 21 to 22 knots. The motor is really doing it easy, even with the boat loaded with fishing gear, and you can still have a conversation in the cab it's that quiet."

Living in Queenstown, Tasmania, Frank has a 22" alloy-hulled TriStar which used to carry a Mercury 125hp 2-stroke. Most of his time's spent on Macquarie Harbour and crayfishing along the coast with the occasional trip further off-shore.

It's not just the lack of noise which has Frank smiling.

"I'm very well impressed with the whole package. I did my research on the internet and then found the price was really good too – about \$5,000 cheaper than the other engine I was considering.

"I'm running with a 17" pitch, 4-blade stainless prop and me and my mate, who's got a Japanese engine, have really been paying attention to how the 150 performs.

"Even my mate's had to admit the acceleration is excellent."

When he's cruising at 22 knots, Frank has calculated his 150 FourStroke is only using about 20 litres of fuel an hour.

"The fuel economy is really good, I reckon. I have a 200 litre tank so the engine gives me great range on the water."

With a heavy boat and a wide-open throttle, Frank's 150 FourStroke can push him along at 40 knots.

"I'm going to get a three blade aluminium prop for running in the rivers which I reckon will give me even more top end speed, but for my purposes 40 knots is great," said Frank.

"I'm really impressed with it.

"I think my mate is too, just quietly."

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Maritimo A Hit In Cannes

With hundreds of vessels on display ranging from 100 metre (plus) international super yachts, to lightening fast 40 metre rigid hull inflatables, the recent Cannes International Boat Show offered something for everyone, and according to Australian manufacturer Maritimo, its M58 cruising motoryacht on display had crowds lining up for a look.

Maritimo's sales and marketing manager, Greg Haines, who was in Cannes for the show, said the Maritimo display was busy from dawn to dusk.

"Cannes is an amazing boat show with manufacturers from all over the world and boats that defy belief and I am happy to say that the crowds flocked to see what we had to offer from Australia," he said.

"The full beam master suite in the M58 cruising motoryacht provides a 'wow!' factor that many of those who inspected it said would normally only be seen in a 70 or 80 footer.

"The mood was upbeat and our representatives over there, Spencer Ship Monaco, are currently working with several prospective purchasers. "We spoke to a lot of people who you would call real boaties and they know what they want and they know all about performance and sea keeping attributes, and that is where Maritimo shines above the competition."

Mr Haines said the general economic conditions seem to be improving and there was a very positive feel to the

iconic boat show. He said prospective buyers came from all over Europe and the UK.

Maritimo's USA president Dave Northrop said he expects the Fort Lauderdale International Boat Show at the end of October to see a continuation of the improved conditions witnessed in Cannes.

"We plan on having the M50, the M45 and the M58 on display at Fort Lauderdale and we are confident of doing deals," he said.

"The industry has been through a long dry spell and we are now seeing the hard work that has been undertaken in the tough years pay off.

"In the USA economic conditions are gradually improving and people who have held off upgrading their boat or even not considered a boat purchase seriously because of the conditions are now back looking and active.

"There's no doubt that fuel efficiency and the full beam master suites of the new breed of Maritimo's are big winners for us."

Mr Haines said the company was also looking at expanding its dealer network with talks underway in Italy, France, Greece, Croatia and China. "Our forward build pipeline is at maximum through until February and we will keep adding to our manufacturing list," he said.

Greg Haines, Sales & Marketing Manager, Maritimo.

Phone 07 5588 6001

Email ghaines@maritimo.com.au

Work Starts On New Public Moorings in Sydney Harbour

Work has started to install eight environmentally friendly public moorings in Sydney Harbour at Manly West and Quarantine Beach.

"Roads and Maritime Services will provide five new seagrass friendly courtesy moorings in Manly West and three at Quarantine Beach to provide recreational boaters with room to moor their vessel while they stop for lunch or a swim," a Roads and Maritime spokesperson said.

"Work will involve securing mooring bases to the seabed in a way which minimises damage to marine vegetation.

"Three 24 hour courtesy moorings are already available to boaters in Middle Harbour near Chinamans Beach and two others offer boaters two hours mooring near the Spit Bridge.

"Anchoring in these areas is not advised as the chain can move and cut the seagrass. Boat propellers can also have the same effect if a vessel moves in shallow water above seagrass colonies.

"It is an offence under the Fisheries Management Act 1994 to harm declared species of marine vegetation and the project is being carried out with the Department of Primary Industries NSW National Parks and Wildlife Services, the Boating Industry Association, the Boat

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

Owner's Association and Sydney Harbour user groups.

"Skippers will need to travel at a safe speed and keep a safe distance from work crews during installation.

"Work is expected to be completed by the end of the week, weather permitting," the spokesperson said.

For more information on anchoring, courtesy moorings or seagrass protection, go to www.maritime.nsw.gov.au

Robalo Appoints Matt and Caitlin Short for South Sydney

Robalo Australia and authorised N.S.W dealer Family Boats have struck a surprise deal with Matt Short and daughter Caitlin Short to represent Robalo and Family Boats in Southern Sydney from their Marina at Yowie Bay on Port Hacking.

Matt Short is the older brother of the late Andrew Short of Andrew Short Marine fame which was Australia's biggest & most successful Searay and Boston Whaler dealership based in Southern Sydney & the Spit on Sydney Harbour.

Matt Short served his apprenticeship in the 70's building Savage boats in Melbourne under the direction of his boat building father, Fred Short. Matt's daughters, including Caitlin, are the 3rd generation of boaties from the Short family and all work in the family businesses in



Sydney.

Caitlin, who is studying for her master five skippers ticket, has been involved in boating for all of her life, from offshore fishing to sailing dinghy & ocean yacht racing and is keen to follow in her great uncle Andrew's shoes in selling the exciting Robalo range in conjunction with Family Boats.

Wayne Fraser from Family boats said, "We are delighted that Matt and Caitlin have come on board to offer their years of experience and knowledge to the Robalo product range in N.S.W; they are a huge asset to Family Boats and I am very grateful and privileged to have them selling Robalo for us."

We look forward to seeing these fantastic boats cruising and fishing in big numbers not only from the Southern bays but up and down the entire N.S.W coast".

"With Family Boats 37 years of outstanding customer service and the Short's solid boating history, the iconic Robalo brand is ready to kick major goals", he said.

Robalo boats have been a premium brand in the states since 1968 and currently hold the #1 position in U.S with a 25% share of the fishing boat market from 18-30 feet.

"The boats themselves are renowned for their quality finish and tough (cont. over)



construction, but I was surprised at how soft and dry the ride is.” said Short, “The hull didn’t slam even in poor conditions and the big beamy designs offer a comfortable platform for ocean fishing & good family fun”, he said.

“I reckon the bowrider versions are a cross between a Searay and a Boston Whaler with all the fishability and space one could ask for but still with top performance for water sports and features such as enclosed toilets on all models with big fuel capacities for longer cruising, they really are impressive and we are excited to be involved”, he said.

For more information on Robalo Boats go to www.robalo.com or call Family Boats on (02) 9622-0222 or Matt and Caitlin Short on (02) 9524-3621 at Yowie Bay Marina.

AIMEX Confident With New Aust Government Relationships

Given the Australian International Marine Export Group’s established relationships with the newly elected Coalition government of Australia and their policies for Manufacturing, Export, Trade & Investment, AIMEX & Superyacht Australia is confident that the new government is more likely to favourably address the key barriers to growth in these sectors and those facing the superyacht sector.

The Coalition’s Policy to Boost the Competitiveness of Australian Manufacturing is seen as a very positive step forward for the Australian marine manufacturers and exporters who received little support with the previous government. The coalition’s policy states that manufacturing is an important contributor to the Australian economy, detailing that the government intends to undertake a review of the Export Market Development Grant with a view to boost this programme with an initial \$50million. It also states that incentive regimes for innovation and R&D investment will be addressed and that they will look to abolish the carbon tax. All of these policies recognise the significance of the manufacturing sector of Australia.

AIMEX & Superyacht Australia CEO MaryAnne Edwards stated that “the Coalition’s policies will certainly give some confidence to the marine export and superyacht sectors. We now have a government that thinks of facilitation not regulation. It is great to see that this new government is taking a far more positive view of the importance of the EMDG scheme and we hope to work closely with them to ensure industry starts to get the support needed to drive export markets.”

The Australian Industry Group Manufacturing Futures document is quoted in the Coalition’s policy stating that “every \$1 generated from the manufacturing sector flows through to an additional \$1.25 in the rest of the economy,” further to this the South Australian Government estimates there are 2.8 jobs created for one job in manufacturing which demonstrates the significant economic impact of a

healthy manufacturing sector.

Superyacht Australia already has submissions awaiting review and will now be driving these with the new government with recommendations for removal of the barriers to development of this sector. Removal of these barriers will have direct economic impact and drive growth in the superyacht sector. Superyacht Australia’s submission with Treasury regarding a request to review the current charter regulations demonstrates how this industry sector could grow exponentially with removal of red tape and review of regulations.

The persistent communications Superyacht Australia has had with the Queensland Government’s Premier Campbell Newman has paid off resulting in the Premier submitting a letter to the federal government’s Treasurer supporting the review of the charter regulations currently placed on foreign superyachts visiting Australia. This support confirms that the Queensland government recognises that the superyacht sector is a significant contributor to the Queensland economy.

The Hon. Bob Baldwin MP who addressed the Australian Superyacht and Marine Export Conference (ASMEX) earlier this year in Sanctuary Cove also understands the marine sector and its importance to the nation’s prosperity.

“I believe that Australia’s marine environment is one of our greatest assets. The marine sector makes a large and valuable contribution to the Australian economy” said Baldwin.

The Minister spoke to conference delegates about their concerns around legislation and the ways in which this could change if the Abbott Coalition government was elected to government in September. He agreed attention needed to be given to rules prohibiting superyacht access close to the Great Barrier Reef, as well as customs legislation around yachts in dry dock.

AIMEX and Superyacht Australia are working with the government and key stakeholders to maximise every opportunity for growth in the marine export and superyacht sectors.

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Mercury Racing 520: Colourful, High Performance for Lower Budgets

Designed and built to give more people access to high-performance boating, Mercury Racing is proud to introduce the 520 sterndrive.

The naturally aspirated 520 might look like a MerCruiser, but it isn’t. The 520 was developed to provide



MerCruiser 520 Specifications

Crankshaft-rated HP	520HP (388 kW)	Controller	PCM
Full Throttle Range	4800-5200 rpm	Fuel System	Sequential fuel injection
Displacement	8.6 Litres (523 cubic inches)	Fuel	91 RON (global)
Bore	115.8 mm (4.560 inches)	Drive Unit*	Bravo One XR. Bravo One XR Sport Master (Std. or Short). Bravo Three XR.
Stroke	101.6mm (4.0 inches)	Gear Ratio	Bravo One XR, Bravo One XR Sport Master (Std. or Short) - 1.35:1 or 1.50:1. Bravo Three XR - 1.65:1, 1.81:1 or 2.00:1
Compression Ratio	8.7:1	Length Transom (mount to front of engine)	869mm (34.2 in)
Cylinder Arrangement	V8	Height (from crankshaft centreline)	684 mm (26.9in)
Alternator	65-amp (917watt)	Width	858 mm (33.8in)
Warranty	2 year limited for recreational boating	Weight	553 kg (1218 lbs)

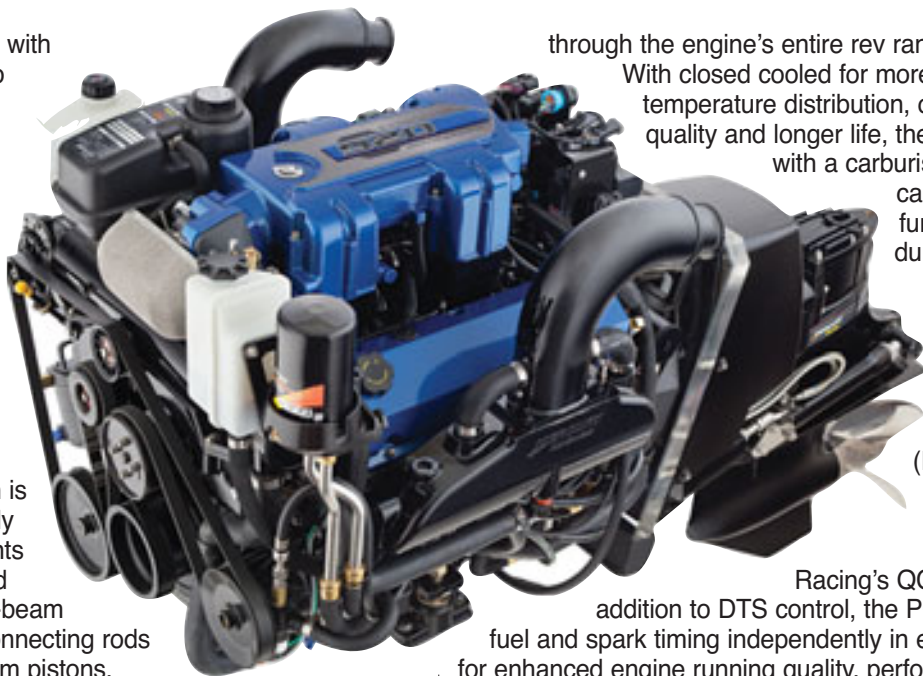
recreational boaters with an affordable way to experience Mercury Racing's exclusive high-performance sterndrives.

In short – it's a game changer.

Featuring Digital Throttle and Shift (DTS) technology, the V8 520 is built around Mercury Racing's proven CNC-machined cylinder block which is packed with specially designed components including a balanced crankshaft, forged I-beam and shot-peened connecting rods and forged aluminium pistons.

However, by increasing the cylinder bore size, this new engine boasts an 8.6L displacement which delivers 520 hp (388 kW) - all on 91 octane unleaded fuel.

Highly robust valve train components enable the 520 to produce all that power reliably, while still generating an unprecedented mid-range punch and consistent pull



through the engine's entire rev range.

With closed cooled for more uniform temperature distribution, optimal running quality and longer life, the 520 comes with a carburised hardened camshaft to further enhance durability.

Controlling all of this power is the same Propulsion Control Module (PCM 09) microprocessor as found on Mercury

Racing's QC4v family. In addition to DTS control, the PCM optimises fuel and spark timing independently in each cylinder for enhanced engine running quality, performance, fuel economy and durability.

The PCM also runs Mercury Racing's exclusive Engine Guardian System, which monitors engine functions and indicates when parameters go out of specified range, minimising the risk of engine damage. This "smart" technology not only alerts the boater, it also reduces power to a maximum safe level that allows the engine to

continue operation.

The 520 is available with Bravo One XR, Bravo One XR Sport Master (standard and short) and Bravo Three XR drive options.

The low-cost high-performance sterndrive is backed by an unprecedented two-year limited factory warranty.

And to top it all off, the 520 is available in 11 colours so it will look good in any boat.

Another Cruisecraft HardTop Model Added To The Range

The range of hard core Cruise Craft fishing boats has been expanded with the release of the Explorer 625HT model. This becomes the second HardTop model in the Cruise Craft range, with the bigger Explorer 685 HT proving to be a highly popular model.

Now, serious bluewater fishermen can head offshore under stormy skies, or blistering summer sunshine, well protected by the hard top cover on their Explorer 625HT. This is a purpose designed and manufactured fibreglass moulding specifically tailored to the 625 model.

The HardTop is a two piece moulded system with a smooth gelcoat interior liner that makes it easy to clean and maintain. The two components are bonded together to form a very stylish HardTop shell.

Supporting the aft end of the structure is a pair of robust yet stylish stainless steel supports. These also double as very secure hand holds for the crew while travelling at sea.

In its most basic offering, the HardTop is formed with a full height toughened glass windscreen at the front, with sliding glass side panels on both port and starboard. An electric wiper on the starboard screen is a standard

inclusion.

The sliding glass side screens are very generous in size and allow a heap of fresh air to flow through the cockpit.

The key attributed the Explorer 625HT model is the exceptional amount of open space in the cockpit. There is ample space for three fishermen to stand across the rear of the seats, with space to spare.

And the proportions of the HardTop itself are such that those standing behind the seats are well protected by the HardTop cover. For times when additional shade is required, an optional slide out canopy can be installed.

According to Peter Benston, National Sales and Marketing Manager at Cruise Craft, the extension of the HardTop feature to the Explorer 625 model has proven to be a natural progression.

"After introducing the HardTop feature to the Explorer 685, we were massively impressed with our customers' reaction and the orders that flowed in for the HT model," said Peter Benston.

"The demand for the HardTop configuration was well in excess of what we expected."

"It comes with a relatively small additional cost over the Std SST Folding Targa/Bimini set up."

Full details concerning the cost and availability are readily available from authorised CruiseCraft dealers Australia wide.

For further information contact:

Peter J. Benston

Sales and Marketing Manager

CruiseCraft Boats Pty Ltd

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Email: peterb@cruisecraft.com.au

Web: www.cruisecraft.com.au





Newman Government Supports Superyachts

Superyacht Australia again ensured presence at the DestinationQ conference held in the Gold Coast on 27 – 28 August to ensure the voice of the Queensland superyacht and marine sector was heard.

This is the second consecutive DestinationQ conference and Superyacht Australia's presence at these conferences has ensured excellent awareness of the sector and resulted in ongoing communication between the Queensland Government and Superyacht Australia.



Qld Premier Campbell Newman and AIMEX CEO MaryAnne Edwards

Superyacht Australia is pleased to announce that following continued communication and correspondence with the Queensland Government, Premier Newman has submitted a letter of support to the Federal Government's Treasurer advising of his support for the review of the charter regulations currently placed on foreign superyachts visiting Australia.

Recognising the potential for growth in the visitation of superyachts and the benefit visitation brings to the core pillars of their economy Premier Newman's letter stated "I wish to express my support for the submission and would very much like to see the current restrictions reviewed"

Another key issue for the Queensland superaycht sector is the need for support of the request to the

Great Barrier Reef Marine Park Authority to amend the 35 metre rule for superyachts in the Great Barrier Reef and to look at the infrastructure now required to support this significant part of the Queensland economy. Newman confirmed his readiness to support the reduction in red tape and regulation where growth is being hindered. Superyacht Australia will be driving the support

of this with the government.

Another key area of discussion Superyacht Australia had with many delegates at the conference was their keen enthusiasm to ensure a visitation programme is developed for superaychts wanting to visit the Gold Coast during the Commonwealth Games in 2018.

The two day conference is an initiative of the new Newman

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government and was driven by Tourism Minister Jann Stuckey. DestinationQ is a whole-of-government initiative to grow tourism and re-position this state as the number one tourist destination in Australia. The conference opened with a significant panel of the governments Ministers providing the industry with an update on their progress since the first DesintationQ conference held in Cairns last year.

Superyacht Australia's operations manager Victoria Smith attended the conference and commented that the conference was incredibly well run, engaged industry immensely and that the industry was particularly impressed with the activity and progress made by the government and enjoyed the opportunity to work together with the government in steering the direction of the government's tourism strategy. As a result of the conference 18 strategies were derived which the government has committed to undertake.

The Queensland Government also signed a partnership agreement with the Queensland Tourism Industry Council confirming their commitment to working with industry to drive growth for the sector and the importance of the tourism sector as one of the four pillars to their economy.

Four hundred key industry stakeholders attended the conference, along with a number of high ranking Queensland government members of parliament and officials.

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Raymarine's Drive-By-Wire-Interface Solutions

New low-cost ECI-100 Universal Engine and Control Interface offers a single point of connection for engines and drive-by-wire propulsion systems

Raymarine is proud to announce the launch of the ground-breaking new ECI-100 Universal Engine and Control Interface. The ECI-100 is an innovative device for boat builders and system integrators that bridges the gap between engine instrumentation, drive-by-wire propulsion systems, and Raymarine network navigation systems.

The ECI-100 Universal Engine and Control Interface collects and connects engine information to give the user simple and immediate access to engine performance data, fuel consumption and alarms via a full range of customizable information screens on Raymarine's multifunction displays (MFDs).

Engineered for simplicity the ECI-100 is also an affordable solution that integrates with Raymarine's Evolution EV-2 drive-by-wire autopilot system, enabling simple drive-by-wire autopilot control from any Raymarine

multifunction display. Compare and contrast this single interface approach with other systems that need an expensive specialized proprietary engine gateway for each engine plus another dedicated gateway for autopilot integration; the ECI-100 provides a simple inexpensive single point of connection for both interfaces.

The ECI-100 is a simple-to-fit little device too; each ECI-100 is fitted with a standard DeviceNet port which connects directly into the industry-standard NMEA2000 or J1939 Engine Data Bus used by major marine engine manufacturers. ECI-100 then connects to any NMEA2000 network backbone using Raymarine's SeaTalkng cabling system.

Each data port on the ECI-100 is independently powered and isolated, ensuring reliable and worry-free performance from both navigation electronics and engine systems.

Raymarine's ECI-100 makes engine and navigation integration an affordable reality for virtually any size boat. Large vessels with extended networks can access engine information and enjoy full autopilot control from any Raymarine display on the network.

A space-limited vessel can access that same vital engine data alongside Raymarine's industry-leading radar, sonar and navigation technologies via a single touch screen display.

Raymarine is committed to delivering seamless integration with leading marine engines*. At launch, the ECI-100 Universal Engine Control Interface is compatible with Volvo Penta, Yamaha Marine Command Link Plus, Caterpillar and Yanmar Marine engines and is a full-function autopilot interface for Volvo Penta IPS and Yamaha Helm Master propulsion systems.

**ECI-100 engine compatibility is constantly updating. Please see www.raymarine.com.au for the most up-to-date list of compatible engines.*

Stainless Steel Wheels Set Standard

A vessel's steering wheel is likely the most handled equipment aboard.

The new stainless steel Vision FX and Vision Elite wheels from Schmitt & Ongaro draw the eye as well.





They offer all the beauty, craftsmanship and value expected from one of the industry's pre-eminent makers of fine marine steering wheels.

Schmitt & Ongaro sets the industry standard for saltwater cast wheels. An optimized manufacturing method makes the new Vision models significantly lighter, which allows Schmitt to provide even greater value to the customer, while still maintaining the high polish, strength and precision performance afforded by a premium wheel.

The classic three-spoke design has patented finger grips to ensure a comfortable grip and excellent handling power. Solid marine-grade 316 stainless steel Vision wheels carry a lifetime anti-corrosion warranty.

The Vision FX wheel features precision-machined flange bearings, and is available both with and without a standard capped control knob. For the ultimate in durability and sleek good looks, the Vision Elite model comes equipped with an all-stainless steel control knob, fitted with glass ball bearings for smooth spinning action.

As with all Schmitt & Ongaro wheels, the smooth knobs have no exposed locknuts, bands or bolts to catch on sleeves. Their position on a spoke rather than the rim promotes ergonomic ease, while permitting maximum helm clearance. Both Vision FX and Vision Elite models come in 34 cm or 39 cm diameters.

Contact Schmitt & Ongaro Marine Products, 1001 Ranck Mill Rd., Lancaster, PA 17602 USA. +1-717-431-2316; Fax: +1-717-431-2319. sales@schmittsteering.com. www.schmittongaromarine.com

Bel-Ray's New Marine Extreme Pressure Waterproof Grease

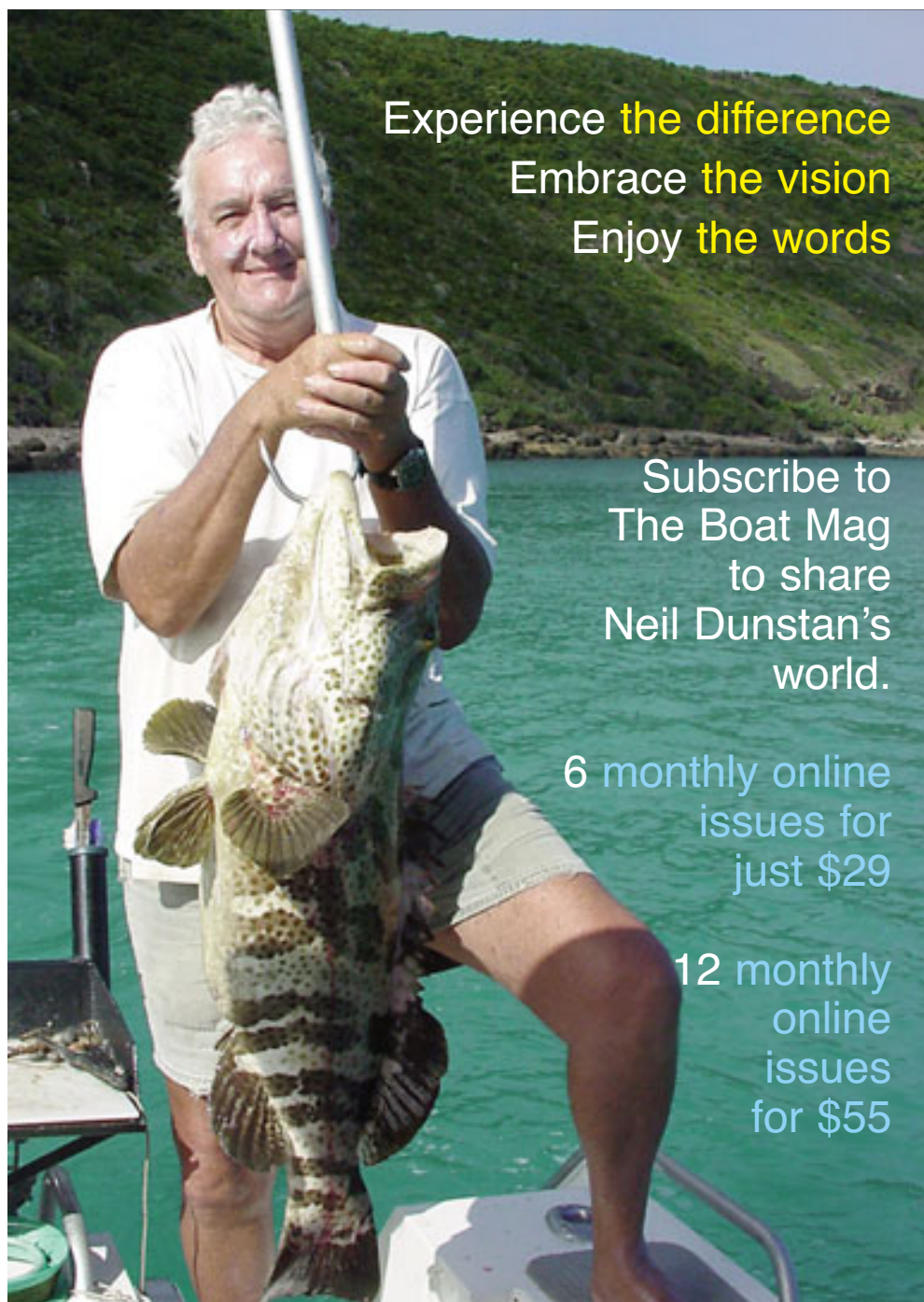
FARMINGDALE, N.J. (October 1, 2013) — Marine enthusiasts and technicians can now experience the protection and component

increasing properties of an Extreme Pressure waterproof grease for all of their marine needs.

Bel-Ray Marine Extreme Pressure Waterproof Grease combines a premium mineral oil base grease with Extreme Pressure additives and aluminum complex thickeners to create a virtually waterproof grease ideal for components in direct contact

with water. Unaffected by either salt or fresh water, it provides unsurpassed rust and corrosion protection on any treated surface.

Bel-Ray Marine Extreme Pressure Waterproof Grease is suitable for a wide variety of applications including: driveshaft and propshaft splines, engine couplers, universal joints and Gimbal bearings, steering tubes, tilt and swivel brackets, boat trailer



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wheel bearings and Bearing Buddies, fifth wheels and a variety of other general grease applications.

Marine technicians will find Bel-Ray Marine Extreme Pressure Waterproof Grease replaces several different greases in the shop while performing to higher standards than the competition.

Mechanical stability maintains consistency under high shear conditions.

Anti-Wear traits maximize component life. Water resistant, remains protective under extreme marine environments. Tacky, it remains in place under impact and extreme pressure conditions.

Bel-Ray Marine Extreme Pressure Waterproof Grease is available in convenient three-ounce or 14-ounce cartridges for easy application.

For more information on Bel-Ray Marine Extreme Pressure Waterproof Grease or other Bel-Ray products for the marine consumer and commercial industries, please visit www.belray.com for the name of your nearest stockist in Australia.

Yanmar Powers Spirit of Queenstown - Brisbane Built Ferry for New Zealand Lake Tourists

A purpose built passenger ferry, the Spirit of Queenstown, is the newest tourist venture by Southern Discoveries for Lake Wakatipu in New Zealand.

Designed by Incat Crowther, built by Aluminium Marine and powered by a pair of Yanmar commercial marine engines, by any measure this is an impressive high speed ferry.

Spirit of Queenstown is an all alloy high-speed cat, 26m long with a passenger capacity of 170 passengers plus a crew of four. This is a ferry specifically designed to deliver an efficient low fuel burn while combining a blend of passenger comfort and excellent speed.

Operating from Queenstown on the shores of Lake Wakatipu, the owners of the new ferry (Southern Discoveries) insisted that special attention was devoted to the development of durable on boards systems, robust ship structure, conservative engine ratings and good machinery serviceability. On all counts Spirit of Queenstown exceeds the brief.

The Yanmar engine of choice for this repower project was the 650mhp (478kW) 6HY-WET commercially rated marine diesel engine. This is an IMO Tier 2 Emission certified purpose built heavy duty marine engine model ideally suited for passenger ferries or other workboat applications. It is a 6 cylinder in-line configuration engine, displacing 13.733 litres and weighing 1385 kg, without a transmission. It features a full mechanical governed and mechanical fuel injection system and when combined with the unique twin turbocharger design as used on this model provides for quick acceleration and very impressive fuel economy right across the full operating

speed range.

In the engine room, the Spirit of Queenstown is also fitted with Yanmar YHX-160 transmissions and a pair of Mase Yanmar Powered 33KVA generators, all supplied by Power Equipment.

In 5 days of sea trials before the delivery trip across the Tasman, the Spirit of Queenstown delivered impressive performance data. At maximum power of 2100 rpm, the ferry logged an impressive top speed in excess of 27 knots.

With the sea trails completed, the Spirit of Queenstown took on board a delivery crew and departed south from Brisbane heading for Coffs Harbour on the central coast of NSW for refuelling before departing for Bluff, the southernmost town in New Zealand.

Dick Moore, one of the skippers on board the Spirit of Queenstown, reported on arrival at Bluff that the delivery trip went as planned and without incident.

"The Yanmar engines performed extremely well on the three and a half day crossing from Coffs Harbour," Dick Moore said. "Most of the time we cruised with the engines operating at around 1700 rpm or 15 knots. At this speed we were using 50 litres of fuel per engine per hour. No oil top ups were required."





Once in Bluff, the Spirit of Queenstown was greeted by Aluminium Marine owner Steve Cordingley and a number of his staff. The next stage of the delivery process was to partially dismantle the superstructure so that the giant cat could be transported by road to Queenstown, a journey of 220 km.

Moored up at O'Reagans Wharf in Queenstown, the Spirit of Queenstown will carry passengers across the pristine waters of Lake Wakatipu to the normally inaccessible Mt Nicholas Station for an authentic and nature-based tourist experience. As well as regular tourist excursions, the Spirit of Queenstown will be available for conference, incentive and event groups.

The vessel has 170 seats, 127 of them inside the main deck passenger cabin. A kiosk provides concession service aft. The outboard seats are arranged in booths with tables. Large double doors provide access to the cabin from the aft boarding gates. The aft main deck features three toilets and overhead hangers for bicycles. The upper deck features the wheelhouse and 43 exterior seats.

"We are very proud to be associated with Southern Discoveries on this project," said Michael Blair, Marine Sales Manager at Power Equipment, the authorised

Australasian distributor of Yanmar engines. "Southern Discoveries joins a growing list of professional operators in both Australia and New Zealand enjoying the benefits offered by Yanmar purpose built marine engines."

"With a solid track record in powering a diverse range of commercial vessels, the Spirit of Queenstown again highlights the superior performance of the Yanmar range of commercial engines."

Power Equipment is the exclusive and authorised Australian, New Zealand, Papua New Guinea and South Pacific Distributor of Yanmar Marine and Industrial diesel engines, JCB DieselMax, MASE diesel marine generators, Gori high quality folding sailboat propellers, PSS Shaft Seals, Electromaax and Arctic Steel products.

For more information contact:

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Marine Sales Manager - Australia

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Tel: (07) 5580 4022

Fax: (07) 5580 4033

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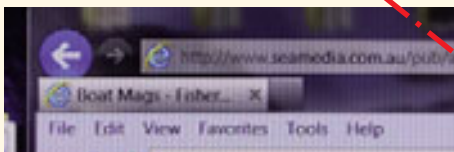
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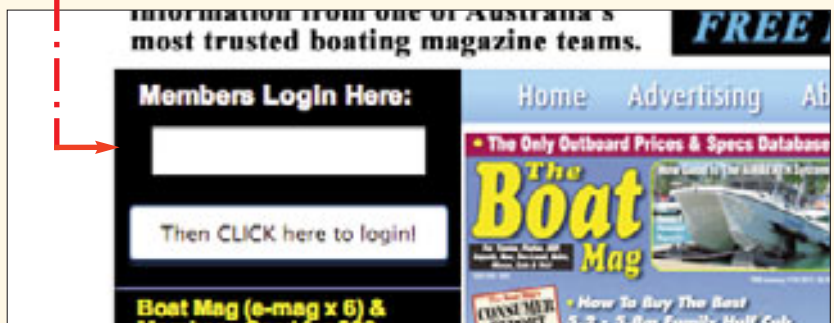
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It is easy to drive, too. Adjust the size of the magazine for comfortable use on screen with the bottom right corner tab (on the white part of the screen), then click on either of the page turning tabs (in the middle, left and right sides) and off you go.

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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



Subscribe to the next 12 issues of the online **The Boat Mag** for just \$55 - and get the terrific \$24.95 polarised sunnies free, incl p&p!

Hi,

We trust you are getting used to the revised online format in **The Boat Mag**. It's certainly been a big, big change for us all, so be assured you are not alone if you are still coming to grips with this new medium.

We are, too.

Whilst retaining all the core, 20 year F&B values of credible, 'hands on' editorial, it's been good to branch out into other areas - working with second hand boats for example, or recognising that imports, like the car industry, are here to stay. We're excited by the potential of working with video, and being able to produce a much bigger magazine with about 40% more editorial in every issue - a magazine that's only a couple of HOURS behind the news of the day.

But the basics haven't changed: you can count on **The Boat Mag** team for fast, no BS, 'off the shoulder' advice or an opinion - whether you are planning to buy a 'pre-loved' rig, an import, or a new V6 outboard - we're here to help when you need it most.

Kind regards,

Peter (editor@boatmags.com.au) and Mary (subs@boatmags.com.au)



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