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# Australian **BOAT** MAG

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



**WOW!**  
**Check Out**  
**This BMD 24**  
**Pro Tournament**  
**DIY Fisherman**

ABM February 2014  
#207 \$9.95  
ISSN 1326 - 4508



● **Neil Dunstan Upgrades To The New 115hp Suzuki**

● **Black Rhino's Amazing 660 Plate Alloy WalkAround Sports Fisherman**

● **First Pictures: The New 560 Bonito Dory / Console**

# Australian BOAT MAG

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**Australian BOAT MAG**

For Titles, Plates, GPS, Imports, New, Pre-Land, Sales, Monies, Cuts & Treat!

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• First Pictures: The New 560 Bonito Dory / Console

*Cover: We're back 'on song' with a cracker issue jammed full of new boats, new ideas and lots you'll enjoy thinking about. Hard to pick the best stuff - as we have half a dozen good reports in here ! And most of it is in the new iPad friendlier layout. Enjoy.*



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**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

## Back Down To Business

**Well, the December - January sporting season has come and gone, the Pup and his merry men cleaned up the Poms and put some credibility back on the shelf.**

We didn't do quite so well in the tennis as a lot of people expected, triathlons and marathons came and went, people hurtled round the country side on their push bikes (especially down Adelaide way) and an intrepid bunch of Australians practiced their high Alps snow skills in preparation for the Winter Olympics in extremely hot weather. Go figure. If we win any medals at Sochi, Russia, surely it will be a bleedin' miracle!

With summer on in earnest and the first cyclones appearing up in the north, it's good to see everything settling back down in Australia. Tony Abbot's government is stopping the boats, restoring business confidence and apart from anything else, is doing a brilliant job of making politics boring all over again.

Australia needs a lot of boring politics at the moment to get its house back in order, and the boating industry is no exception.

Our change to online publishing has been reasonably coherent, dogged only by the constant discovery of new techniques and strategies that we simply haven't known about – because nobody's ever done a magazine (or newspapers, for that matter) in the online world to this extent before.

## Tracking Down Past Readers

**My wife Mary is doing a sterling job with the subscribers, and had a light bulb moment just after Christmas when she realised that there was a way to reach out to hundreds of the ex-print F&B subscribers who didn't have emails and were never contacted about what we were doing in the online world because we had no way of contacting them.**

Whilst we did have telephone numbers for many of them, the cost of the plan we were on at that point (so vastly different to the new Telco arrangements we have today) it was out of the question to ring so many people up, especially as they were scattered all over Australia and mostly in regional or remote areas. As subscribers usually are.

Well, armed with her new 'no limit phone plan' from her latest telco /ADSL package, Mary discovered she could ring most of these people up for next to nothing!

Good oh – so off she went and has spent a considerably amount of time this last month ringing up several hundred people leaving messages,



introducing herself as “*not the lady from the Philippines*” and explaining why she was ringing people who had absolutely no idea why they should ring back a ‘*Mary Webster*’ when they got an auto message on their phone.

It's had its really funny moments, and again, I'm constantly reminded that one of the great assets of the Australian character is the innate sense of humour Australians have within themselves – you've just got to hit the

right button!

Some of the responses we've had to her phone calls have been priceless and would make great script for a stand-up comic, but underneath it all, what came through was a genuine interest and gratitude to Mary for taking the trouble to track them down, ring them up and offer them a free chance to re-look at the new *Australian Boat Mag* in the light of 2014 developments.

We've also discovered that at least 90% of the lost readers now have email addresses, and about 70% (anecdotal, not polled) have iPads or tablets. Importantly for us, the overwhelming majority are now willing to embrace the online medium.

I've had the opportunity of talking to dozens of them myself because very often people would ring back and Mary was on the phone, out of the office, or the call came in after hours, on my watch.

I've enjoyed talking to these readers immensely. It is so valuable for an editor to touch base with readers like this; I have talked to readers everywhere from the tip of Australia in the north to the bottom in the south. I've been over to the west, up and down the WA coast, and of course, 'fished' with heaps of readers up and down the east coast strip. I have learned some of the most amazing things about our waterways, fish stocks, attitudes to Marine Parks, how people are coping with dwindling fish stocks or indeed, did they think the fish stocks were actually reducing at all?

It's been a marvellous and quite stimulating telephone program of 'discovery' from which we will refocus many aspects of what we're doing in the magazine.

It's also particularly valuable because by and large, these are people who were passionate F&B readers, and who felt that we'd let them down by going online and/or they simply thought we'd gone broke and disappeared into the ether.

## The Same Team

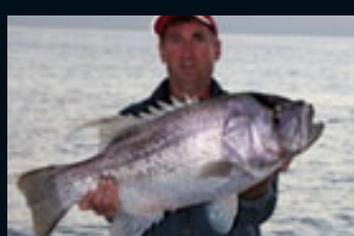
When they discovered that the same ex-F&B team is still punching out a magazine every month and that Neil Dunstan (especially!) is not only alive and well, he's just repowered the Trojan, their excitement was genuinely warm and

### Note Our Address Changes For Your ADDRESS BOOK

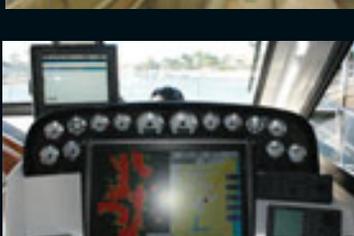
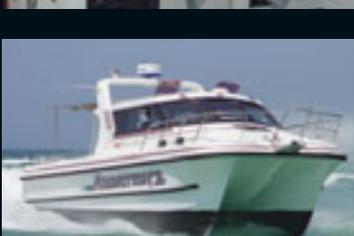
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## Comment . . .

enthusiastic.

Neil really is a hugely popular contributor, and the readers were delighted to learn he's still contributing to the mag as before.

So thank you one and all, for your input and for your support. We'd just love you all to pick up the cudgels and re-subscribe. We need your support to make *Australian Boat Mag* strong and influential within the industry, and to fight the cynicism that now pervades our boating world at a commercial level.

Many in the industry do not believe there is a future in the boating industry for them; many want to retire, not because of their age, but because they simply want to get out of the boating world.

We can understand that. It's been a very, very traumatic period for people in all sections of the working boating world. As we all know only too well, the boating industry is invariably the first going into recessions, and of course, will always be the last coming out of them.

We want to offer the boating industry a credible, affordable national boating magazine the boating consumers trust - or at least, *respect* - that can actually promote their products successfully once again. To do that, we need as many readers as we can get who'll ring up and buy things from advertisers. That's what this industry needs right now.

We need to kick-start the boating industry economy by getting out there and buying stuff, whether it's secondhand, new, small, medium or large, doesn't matter. What matters is that we get on with the job to get things back to normal just as quickly as we can.

Now that's a great segue to get back to the obvious point that you'll find a subscription ad on page 9, where you can subscribe really easily and quickly on the website with the new Suncorp Bank MOTO system. And don't worry, if you hate filling in any sort of form on the internet, just give Mary or I a ring at the office - and we'll take it down over the 'phone in a couple of minutes.

### Subscriber FAQs.

**Now having said that, and not to labour the point,**

**down the back in this issue, is a whole section of subscription FAQs.**

This is for the hundreds of readers who are discovering *Australian Boat Mag* for the first time this month from our second mass mail out and ex-reader phone program!

We have produced a special 5 page guide to FAQs (Frequently Asked Questions) dealing with people's concerns about subscriptions. This feature arose straight out of Mary's and my conversations with several hundred people over the last 4 weeks as we went back and talked about the magazine to as many of the ex-print subscribers we could track down.

There was a recurring theme in their questions, comments and statements about the magazine; this 5 page FAQ feature is designed to deal with the issues that arose, over and over again, and in 99% of the cases, are either wrong, or have long since been sorted.

Regular readers and subscribers don't really need to read the FAQs - but on the other hand, a quick glance through them might also be enlightening for you about other aspects that haven't come up yet in your world.

Suffice to say here, the aim of the exercise at the moment is to reintroduce *Australia Boat Mag* to as many of our F&B readers as we can find, as well as introducing it to the next generation of readers who are only going to discover the mag for the first time this month in the next major mail out we're doing.

*We extend a warm welcome to all of those people!*

Remember, if you have any queries, suggestions or thoughts, don't hesitate to drop us an email. We'll always come back to you within 24 hours whenever it's humanly possible.

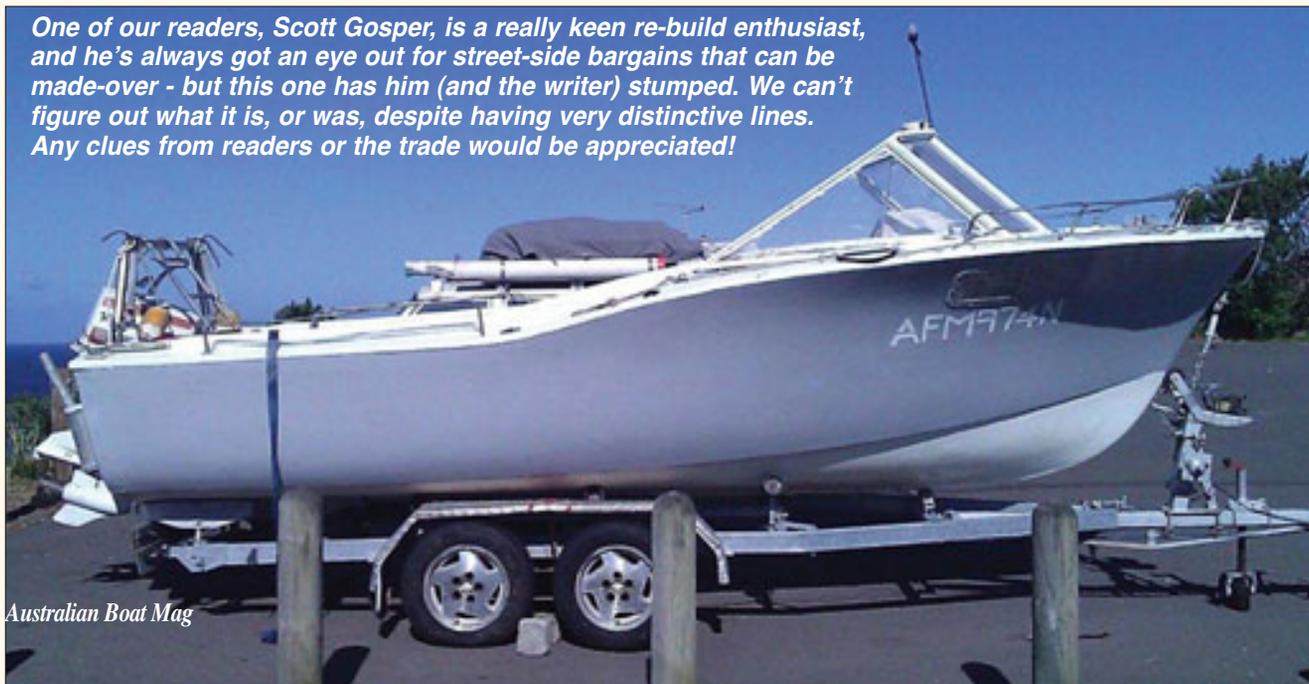
### Lots Of New Boats Coming Up . .

**Lots of new boats in this issue – isn't that great?**

One of the really exciting developments in the industry at the moment is that there is a feeling afoot that it's time to stop complaining and get on with the job, and in the many yards I've visited in the last few weeks, this attitude is flowing freely through the workshop floors, as tradies, bosses, designers, managers and the boating public all agree it's time to move on, and do better things more professionally, than we've done in the last couple of years.

That's why I'm so pleased to reveal the new Bonito 560

*One of our readers, Scott Gosper, is a really keen re-build enthusiast, and he's always got an eye out for street-side bargains that can be made-over - but this one has him (and the writer) stumped. We can't figure out what it is, or was, despite having very distinctive lines. Any clues from readers or the trade would be appreciated!*



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***In an era of viral video clips, You Tube has been a boon for the creation and broadcast of anything from old 1950s rock'n'roll clips, to high-tech NASA docos, funniest videos of anything - and a great medium for some extraordinary advertising promo clips. Check this one from Polycraft - gotta admire their initiative and pride in their boats!***

GRP that's made by our friends Roger and Martin out at Stieglitz Wharf in southern Qld; plus the very slick Scott Robson designed 6.60m Walkaround Fisherman that Tony Bramich and Paul Hughes are building here on the 'Coast and are also launching in this issue of ABM.

Mark Bowdidge has created yet another state of the art, composite DIY project that will have most fishermen scheming to pull down the wall between the lounge room and the dining room at home, moving the kids out into the garage, all so they can get a 24 footer built inside the house!

Yep . . . it's that good! There's no doubt Mark is making some real inroads with his GRP composite structure which is incredibly strong, easy for home builders to handle with more patience than money. The result can be a very sophisticated hull shape built by the layman with just a little bit of time, patience and yes, the ability to think through and enjoy the DIY boat building process.

From a personal point of view I love it, and always have.

I love the smell of timber shavings on the floor, I love working with timber itself, and I'm keen to try one of these new Paulownia strip plank projects we've featured in the magazine recently.

For the writer, this is getting very close to the Holy Grail of being able to build a fabulous boat at a reasonable cost with outstanding performance – for the sort of budget most blokes can afford - especially if it is spread over quite a few months.

This has got to be the way to go in the future, hasn't it? It is truly scary how much completed BMT boat rigs are costing now. It bothers me that families have to shell out \$30,000-\$60,000 for what are, frankly, very ordinary sorts of boats that will be worth half their purchase price in two

years time.

This is serious stuff, and one of the main reasons I believe so strongly in the home building process – at least the overall costs are contained to sustainable levels.

Whether it's in aluminium as John Pontifex's Plate Alloy Australia team from Melbourne have popularised with us over the last decade, or whether it's one of these new GRP composite systems from Mark Bowdidge, is really irrelevant.

Some people will have an affinity (like the writer) to working with timber. Others have an immediate affinity to working with aluminium. There are thousands of guys who are fully trained boiler makers, welders, fitters and turners (etc) who have welding and machine work as part of their DNA and/or careers.

These guys naturally gravitate to aluminium boat building at home more so than the guys who want to work with timber and fibreglass – but either way, what's really important is that the opportunity is there to work with very skilled naval architects who have grasped the needs and wants of the home handyman to the nth degree, and have now created some fabulous products for the DIY enthusiast.

Better than all of that, the top DIY nav-archs have learnt now how to provide the internet-based back up, so that when you get to the scary bit where part P-41 doesn't match with S-42, then you can actually email somebody and say "Why is this so? What is wrong? What should I do to solve the problem?"

We've entered a new era of home boat building support with these internet-based systems and procedures, and we are 100% behind it.

**ABM**

# Subscribe to the next 12 issues of the online **Australian 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 Australian 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 creditable, '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, a new V6 outboard or start your own "DIY" project at home - we're here to help when you need it most.

Kind regards,  
Peter (editor@ausboatmags.com.au) and  
Mary (subs@ausboatmags.com.au)

**Order or renew today, for just \$55, & you'll get 12 ONLINE issues of Australian Boat Mag to enjoy on your laptop, PC, iPad or tablet. The \$55 package includes the polarised sunnies, PLUS the extra PDF edition for your iPad or boat - FREE !**

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## The Boat Mag Report Card: Fail !

Hi Peter,

Every time I get a copy of your free mag, I can't help but think to myself how much I used to love your magazine and how I now struggle to find anything overly interesting in them and how I should send you a note to advise from a consumer point of view what my thoughts are.

Firstly, I used to agree with you with regards to your practical political views and your opinions towards the GFC and boat industry in general **but to be honest I'm sick and tired of reading about doom and gloom in your magazine.** Open up any other fishing or boating magazine and it's not seen.

I say get over it like the rest of us have. We have been through some exceptional times which allowed the boating market place to increase its sales numbers and grow new, unheard of manufacturers, and all the GFC did was bring things back to normal and in turn shrink the boat manufacturers again. Sure, the dynamics of the market have changed as well, with some manufacturers going overseas and imports flooding the market, but why is it that recently I've heard of two to three local Brisbane boat manufacturers who have orders backed up for two years.

But most of all I'm just tired of hearing how bad it is from you when surely you could spend the time to fill those pages with the latest and greatest from our Australian boat manufacturers.

*HHhhmm. . 'orders backed up for 2 years' ? I'd like to see that, and stand ready to be corrected. Names, please. Industry issues deeply affect hundreds of readers, advertisers, tradies and manufacturers. Staying on top of their game is a key part of their road forward; industry opinion pieces like the one in January about manufacturing is how many of them garner the insight(s) they need to make better decisions. And we do the 'latest and greatest' from the local manufacturers when they ARE 'late & great' and not already in the Sea Library with just a different sticker on the side - PW.*

Also, does anyone really care about old boat brochures from yesteryear perhaps a poll would advise whether your readers are interested or not, they definitely don't interest me. Perhaps more complete overhauls/rebuilds is more appropriate in this section.

I also have to criticise the delivery of your magazine. **I read a lot of magazines on my iPad and by far your magazine uses the worst and most clumsy platform I have ever used.**

Have you not read other magazines and thought this to yourself?

*Fair enough - some like the re-worked magazine layout, some don't. Most don't care, being more concerned about the content than the layout - but importantly, with so many readers still coming to terms*



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Point Qld 4216 or email to:  
[editor@ausboatmags.com.au](mailto:editor@ausboatmags.com.au)

*with online magazines, having a layout that looks like the magazine they were used to, really helps.*

I used to have boxes and boxes of your mag that I would religiously not let my wife throw out, but when she asked me this time round I said "Yeah, sure why not?" as I can no longer grow my catalogue, so they have gone to the dump. My point is that **taking the hard copy away from the market would have to be the worst things you have done for the mag so far.** Yeah, sure, I have read your comments defending the hell out of your decision in your mag, but I disagree.

Perhaps if your online platform was state of the art, it would have eased the pain, but I'm not sure how you grow with little to no exposure.

*This is old ground, now. We've all had regrets about moving away from printed mags, but that's the way it is.*

*Printed boating and fishing magazine circulations have been in free-fall for years. Our growth now mainly comes from the huge turnover of people visiting our web site, ( [www.australianboatmags.com.au](http://www.australianboatmags.com.au) ) the Sea Library, and the recently launched F&B TV. For the first time in ten years or more, our circulation is going UP.*

With regards to content of interest, that would be:

**Destinations to go fishing**, ie How to get there, what you will need, type of car, type of boat, trailer set up required, what type of fishing to expect, roughly where the reef systems are, ie offshore Brisbane you have 33's x 35's square patch, Deep Tempest, etc. Perhaps, simple maps as seen in books like River to Reef is the answer.

I don't know of any fishing/boating mag that can tell me if I left my house in Brisbane and headed north I have 'X' fishing destinations and how and what to do or expect.

*Every State in Oz has several really good fishing newspapers and magazines (the Queensland Fishing Monthly network is a terrific example), plus there is a plethora of blogs (Ausfish, et al) and newsletters (Andrew Hestelow's weekly Newsletter is a ripper (see it <http://www.downrigger.com.au/fishing-reports.html>) that provide fishermen with exceptionally detailed info. You might want stuff on Deep Tempest - but what use is that to a reader in Karratha WA or Queenstown TAS ? Best to get the local info from the local media and local experts.*

What about including the latest 4x4's towing comparison tests, specs and actual trials towing real boats, surely your target market would be guys who fish out of 6.0m plus trailer boats who are prepared to throw tons of money at the sport they love, which includes the best tow vehicle and the best boat/trailer set up they can afford.

I, for example, tow my Cruise Craft Explorer 625 behind a 2 year old Nissan Navara D22 of which the towing capacity is 3.5 tonne, but yet the 2.5 litre engine struggles off the start and up

# Master Class Innovation

There is no shortage of ally boat builders and fabricators in Australia, but very few have anything like Alf Stessl's 40 years' experience in this exacting field.

Even fewer have made the impact on our standards of ally building, welding and boat design that he has - and he's still leading the industry with innovative, practical designs that reflect his innate knowledge of what Australian fishermen want in their new craft.

Check his new single engine cats. Combining exceptional stability at rest and underway, an amazingly soft ride, seaworthiness you can only get in a cat - with single engine economy in a rig easily towed by a normal, economical 2WD family saloon.

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*Mako 485 Cat*



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*Mako 440 Frenzy (with optional equipment)*



**FRENZY**  
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*Mako 440 Estuary Tracker Tournament*



**ESTUARY TRACKER TOURNAMENT**  
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**440 490**

*Much loved by both keen tournament fishos AND family men, the ETT series is more popular each year.*

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and in hills with 2.4 tonne, so therefore I wouldn't recommend buying this vehicle. Perhaps a 2.8 or 3.0l version might be better, but it's going to cost about 10k more to achieve a better result!

## LETTER BOX

*Interesting comment, but we haven't the resources to do what the major 4WD mags can do; we see our role is to alert readers to the release of new 4WDs, and consider their application to boating through the prism of boat towing and highway driving which we DO know about.*

I would really like to hear about places you can tow your boat and go fishing. This information is hard to get and with little time you can't just say okay, jump into the car, and see what happens . . . you have to plan a destination 6 to 12 months ahead.

I don't know Peter, **I'm just so bored of your magazine**, but it's such a shame as I used to be one of the guys who couldn't wait for it to arrive on the shelf.

**I have lost faith in your mag and I wish it wasn't this way.** My favourite *can't-wait-for* mag now is *Fishing World* and it's still available as a tangible item.

*Good on **Fishing World** - it IS the best printed magazine in a very competitive field, but unless there is a revolution in the newsagency system, AND **FW** can get back to pre-GFC advertising rates, they'll be forced to change, too.*

*I'm sorry you have lost faith in us, and even sorrier we haven't got a magic bullet that enables us to say "There, there, we'll all be back to 'normal' next month."*

*I wish - this is the toughest it's been for decades - and the sort of editorial things you are expecting (not at all unreasonably, by historic standards, I must add) are REALLY hard to package in today's world where we are dealing with half the advertising rates from half the number of advertisers, who are selling half the number of products they used to.*

*The good news? I reckon we might be turning the corner. Subscriptions are flowing again, advertising in this issue is the highest we've had since going online 18 months ago, and we now have several Project Logbook fitting out and travel programs underway.*

**I know you will have some smart ass Journalist/Editor like comments to fire back at me, the commoner**, but before you do, how about you consider that I am a consumer giving you feedback and an opinion. Perhaps a poll of all your readers to find out what their thoughts are, is well and truly overdue.

Are you even on Facebook? You could run polls there. Are you an active reader/listener of Ausfish? You can place a poll/advertisement and get feedback there, too.

With thanks,  
Alistair Grayling (by email)

*We are not short of feedback or readers's opinions, as your own letter attests. We've been in the forefront of 'social media' long before the words became part of every day language. We have ALWAYS welcomed, encouraged and published readers' comments and opinion, whether they were critical, flattering, disturbing,*

*whatever. We also talk directly to dozens of readers every month, and our contributors all over Australia are never backward in coming forward with their opinions and comments from the field. Facebook is just a production issue for us - running ABM each month takes up 110% of available resources, and social media only really works if it is constantly refreshed and updated. We're planning to establish a presence on Facebook later this year, but it is not a priority compared to our 'in-house' projects such as the re-vamped SEA Library, upgrading our book program or developing the new F&B TV side of the business.*

**And In Conclusion:** Alistair, thanks for the time and effort you've taken to communicate your position to us. A great deal has changed in the publishing world in a relatively short time span, and it's left many people unhappy with the (online) outcome.

*We get that.*

*We also know we have to bring back the passion, the excitement, the challenges - and the sense of adventure that made boating and fishing such a big part of our lives.*

**Frankly, I don't even think it IS about being 'online' or 'printed'** - I think it is more closely linked to this loss of the sense of adventure and excitement we all used to feel heading down to Bermy for the first time, or up to 1770, or Hinchinbrook. That adrenaline rush you felt when your first billfish struck that purple Pakula Cockroach; or the day you hooked that first BIG barra, and it leapt one and a bit metres in the air before crashing back down into the creek. . .

*And getting away . . these days, there's very little of that 'going where no man has gone before' sort of feeling, as most readers HAVE been there, done that.*

*These days, there's no navigational skill required. The GPS makes sure you don't get lost at sea when you've fished all day off the 'Shelf, or up into the GBR. There's no use (they reckon) for radio licences or procedures - you just haul out the bat phone and call up your missus, (sorry, partner) or mate - "Hey, order the pizza . . ."*

*There are vast numbers of superb books and videos on catching anything and everything, so every fisho can be become a veritable expert, overnight.*

*GRP trailerboats made in the 1980s are still current; a tinny is still a tinny, outboard technology became 100% reliable and was frozen at the 4-stroke stage, whilst paper chart 'sounders were replaced by pretty coloured images of the same thing in the 1990s.*

*Hardly anything in the fishing and boating world is actually 'new' any more, and any sense of personal discovery and adventure is mitigated by Google before you even back the boat down the driveway . . .*

*So yeah, Alistair, your letter is pretty close to the mark, but believe it, this matter is a lot bigger than just 'online' or 'print'. I wish it was that simple. But it isn't, it's a helluva lot bigger than that.*

*However, we're well trained. Boating magazines have ALWAYS been hard to do well, always cyclic, and barely profitable - even in the good times. So we're well versed in what to expect - and are ready for the changing tide.*

*One thing you can be sure about: we'll keep 'tweaking' the formula until we get it right, again.*

**ABM**

## Just A Leedle Bit Preggers

Hello Peter

**I found your piece on the Noosacat 3000 very interesting, as I am looking for a replacement for my 22ft ally.**

Like many seasoned veterans, my knees and back have been complaining for a long time and I need a softer riding boat.

However I am pretty keen to avoid the oversize restrictions in towing. You made quite a mention of the legal towing width of the N/cat. When I checked several websites the width is quoted as 2.55m, which is over the 2.5m limit, and would therefore be restricted to daylight hours and require signs etc. Could you please clarify this for me?

Thanks, Richard  
Fremantle W.A.

**Thanks for your query - I still stand by my description of the NC 3000 having the legal 2.5m beam.**

In truth, just by the gunwale capping being drawn on slightly differently from one boat to the next can vary the "width" by 0.05mm - but in my experience, even if you were pulled up by the transport inspectors, 0.05mm is well within their practical guidelines as to "allowable tolerances" in field situations.

I've been hauled over dozens of times over the years, but usually, they simply don't have the manpower, or the equipment - or even the interest - in pursuing it to the 'nth' degree out on the highway - especially if the rig is obviously a competently assembled and equipped rig.

They are more interested in 2.9m width Bertie 25s being towed by old LandCruisers - overweight, and (usually) with no trailer brakes.

Being pulled into a formal trucking bay for Weights and Measures is a bit different (especially in NSW) where they ARE equipped to accurately measure the beam width, AND the weight, but again, I've found anything up to 2.58m x 4.64 tonnes (Far-Away with too much fuel aboard) is "within the tolerances". Please remember though, we were hauling with that magnificent Ford F-250, and I've no doubt this influenced the various inspections.

In the formal booths or highway sub stations they are then far more interested in braking performance than

being a few millimetres over width, and on several occasions we had to demonstrate the braking power on the tri-axle trailer.

We used to go through the hoops with Far-Away, as the patrol cars would see this bloody great big blue thing trundling down the highway at 100 (or so!) clicks and they'd think "Gotcha!" - and we'd be ordered over or into the next truck stop, or else. Then every man and his dog would

have to have a close look at the rig - and it would take anything up to half an hour extra to get out of the place!

Moral? Richard, we have all the flags and flashing lights in store, but I'd happily tow the NC 3000 across to WA without them. Then I'd swing right, and head up the coast; I'm still dreaming of making that run behind the nor'west barrier reef from Carnarvon to Coral Bay . . . . .

**ABM**

# We're On The Same Page

Angler 244 7.4m x 2.5m



Angler 215 6.5m x 2.5m



## ANGLER BOATS

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**Australian Boat Mag: NEW FOR 2014**

# **Polycraft 5.30 Warrior Cuddy Cabin**

*(Another Family Favourite)*



**Go on . . you've got to admit it looks good, really good. Blue skies, gin-clear sandy water, warm sun on your back, a very strong, safe, affordable family boat - and a pretty girl. What's not to like about days on the water like this? Fact is, you've worked hard and NEED the quality time out to put something back in for you, Mum and the kids . . . .**

## Specifications

Length:	5.30m
Length (boat/motor/trailer):	7.10m
Height on trailer:	2.40m
Beam:	2.40m
Depth:	1.20m
Weight:	830.00kg
Shaft Length:	20.00 inches
HP Rating:	140
Capacity:	7



**Heres' the thing . . with a quality boat like the Polycraft 530, a modern outboard and one of the latest ally trailers, you can take the family boating, fishing, exploring, crabbing, diving and just plain ol' playin' around in the sun - together - for YEARS, and still get top dollar for the package when the the time comes to move up or down in size. Interesting? Check out the video . . . .**



**T**here are many ways of defining the ideal family boat, and obviously, the criteria varies from one family to another, and one budget to another.

Nevertheless, there are some very good common denominators that serve as a guide to families looking to invest in a fun boat package that will serve them well for many years, and then always return a high resale value when the time comes to move up or down in size.

This last bit is the trick – many boats today are purchased brand new and promptly lose more money than most cars now lose when they are driven out of the showroom – some boats are even worse. This is

one of the reasons why buying a late model secondhand boat is so popular, as families try and combat the first year depreciation on many popular family boats.

Well, there is a terrific alternative – and on these pages the Polycraft 530 Cuddy is just about the bees knees for family boating, and best of all, because it's virtually indestructible (short of Robocop or a chainsaw!) unsinkable, amazingly stable, extremely good handling and as safe as the proverbial, Polycraft enjoy an amazingly high resale value – and you can check this out in a few seconds by looking at any of the digital classified sites for used boats.



## F&B TV:

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



Nigel Webster (not related to the Editor, PW) does a very good job presenting this video of the Polycraft 530 Cuddy, carefully exploring its features, potential and value for money.

The Polycraft 530 Warrior Cuddy Cabin (to give it its full moniker) is ideal in other ways too. It only needs a single axle unbraked trailer, saving thousands on heavier craft, it works beautifully with outboards in the 90-115hp range (it can take more but doesn't need it) so with sensible packaging and genuine consideration for the savings you can make by going 2-stroke instead of 4-stroke, it's possible to put a Polycraft 530 Cuddy on the water for many thousands of dollars less than comparable big name

GRP boats that are not as stable, nowhere near as indestructible, and not as safe.

You've got to think about all this carefully, because buying a family boat is a big investment today and you need to make quite sure you're buying the right craft. Take a careful look at the video, it's very well done, and what you see is what you get - and what you get here, is one of the best family boats made in Australia.

**ABM**



# Bonito 560

The latest iteration of one of the most popular family fishing boats in Australia and New Zealand is destined to top the sales charts, and is a long overdue, soft riding alternative to the ubiquitous pressed tinnie.

**T**ucked away from the mainstream amidst the sugarcane fields of southern Qld, is an ol' boat shed and wharf that has been there for decades. Stieglitz Wharf has been the back drop of the small commercial crabbing and fishing world just north of the big Horizon Shores Marina, and south of the quaint little village time seems to have overlooked, at Cabbage Tree Point.

This is a very old area indeed, as it's one of the first parts of southern Qld to be settled, as a result of the very fertile soils in the district which proved a boon for the sugarcane plantations that sprung up across this valley.

Today, the boat shed houses a development that is going to take many people by surprise, because although the area is old with significant history, the fibreglass boat that is the subject of this report is arguably one of the most sophisticated fibreglass fishing dories made in Australia.

With the original design stemming from renowned Kiwi designer Frank Pelin, this new Bonito 560 tooling was produced by Roger Barnes, a builder who's been in and out of the pages of boating magazines for quite a few years, stemming back to

his foray with South African Osprey Cats, and later, his very interesting Legacy sports cruiser. Roger is widely acknowledged as one of the best tool makers in the business, and if the finish on this new Bonito 560 is anything to go by, it's not even debatable.

Recently, Roger teamed up with another of Australia's top fibreglass men, in Martin Slennett, a bloke who's been around the boat yards for a long time, and worked with all of the major players, but is best remembered as one of the principle fibreglass operators with Lindsay Fry's original Seafarers.

Roger and Martin have now joined forces to produce a very simple looking fishing dory, with a standard of construction and finish that is outstanding. Given the integrity of the fundamental design by Frank Pelin, the result is something of a new benchmark.

*But wait, there's a whole lot more, and this is where it gets very interesting indeed.*

## It's A 'Coosa' Project

Both Roger and Martin have grown up in the world of fibreglass where timber stringers and plywood transoms have been the death knell of many a fine



*First impressions? It's a really big eighteen footer, with a fabulous, flat, self-draining, non-skid deck that can be set-up to suit a myriad seat, steering, console and kill tank combinations. It's even got a nifty moulded pad-stand for the electric outboard off the bow. Perfect.*

*(Oh - The rare black bucket and valuable ice cream containers are optional at no extra cost with every purchase!)*



**Partners Roger Barnes (L) and Martin Slennett debate the best way of tooling the waterproof and draining forward hatches in the casting platform.**



boat. In recent years, a whole sub-industry has sprung up just to deal with the soft floors and spongy transoms that develop so easily (especially in the tropics) when there is high humidity levels and the timber content underneath the cockpit sole (floor) or inside the transom, starts to rot.

Once it starts, the breakdown of the outer surface continues until it is so bad in some cases you can almost poke your finger through the transom, and floors have been known to break up under the weight of their crew.

The industry – indeed, *fibreglass boat builders throughout the world* – have been struggling with this problem for decades. Because wood is such an effective and cheap structural material in the first place, it seems so simple just to coat it with a layer or two of fibreglass, seal it up completely and there you have it – a strong, rigid structure encased in fibreglass and whether it was the floor stringers, bearers or transom, it looks terrific until such time as a single crack or a screw hole emerges and the moisture penetrates the outer barrier.

Both Roger and Martin have done their share of digging out rotten wood from otherwise good boats. So when they decided to work together on the Bonito 560, they were both utterly determined to eliminate timber altogether. *NO timber. Zip, nada!*

So what did they use? How did they overcome the structural issues?

Well, we'll be exploring this in greater detail when

**Massively strong Coosa chassis puts this hull into the ice-breaker league - and there's not a skerrick of timber in it - including the transom.**



we do the full test (probably in April issue) but for the moment, suffice to say they've used a brilliant new composite material available through well known (trade) supplier to the fibreglass world, ATL Composites.

Called "Coosa", this is the near perfect substitute for both plywood and structural timbers, and is an exciting new product we're going to hear a lot more about in the future.

The Coosa Bluewater 20 consists of an incredibly dense, polyurethane foam-filled panel available in various thicknesses, comprising layers of continuous strands of fibreglass and woven roving fibreglass.

To quote ATL's trade literature "*Bluewater 20 is manufactured to a composite density of 315kg/m<sup>3</sup> and is an excellent replacement for wood fibre materials offering superior resiliency and endurance. Not subject to water rot or insect infestation, Coosa Bluewater 20 has very low water absorption, approximately 1% or less and will not deteriorate around fasteners due to water condensation. Typical applications include marine transoms, stringers, bulkheads, hatch lids and decking and as such, it is the near perfect replacement for plywood and timber bearers in fibreglass boats.*"

And so it is here. The Bonito 560 uses Coosa in the transom, sub floors and flooring itself, plus it's used in the hatches and as Roger said with a very happy grin, "Peter, we have finally gotten rid of every scrap of timber in this boat. We are absolutely delighted

with this new Coosa. It is stronger, lighter and as far as we know, will last virtually forever."

### Design

Pelin's design builds on the enormous experience they've had in New Zealand, and more recently in Australia, with the original Bonito 4.8m (no pod) or the 5.0m (including the pod).

The advent of the transom 'pod' in the modern era, was the only variation to the original design, since the Bonito 4.8m was first launched in 1993. The pod was created to cope with the (then) new, but heavier 4-stroke outboards both recreational and commercial fishermen wanted on their Bonitos.

Several yards have worked with the original Bonito moulds, but like so many such projects, the GFC killed off the demand, and the moulds were found languishing in a paddock. After a tortuous round of negotiations, Roger Barnes formally secured the moulds and the legal ownership of them.

Interestingly, just about all the Australian made Bonitos have been built and used by commercial line fishermen and crabbers, and because they were simple open fishing dories, the only time recreational boatowner took any notice of them was on those occasions when a pro fisherman would zoom past them. "WTF. . . what is a "Bonito" . . . ?"

But as so often happens, the economy started to turn around, and a case developed for a bigger model. The commercial crabbers wanted more cockpit

*Sweet running and easily driven, the Bonito 560 works beautifully with outboards in the 160kg, 115hp range.*



space for more pots, the line fishos wanted bigger wet boxes and live bait tanks - and several crabbers were prepared to back up their words with deposits, such was the demand for the increased carrying capacity. However, they were insistent that the new model retained the tried and proven Bonito hull characteristics and performance.

Facing a quiet winter with demand for the 5.0m tanking, and so many of his commercial crabbing clients clamouring for the bigger boat, Roger seized the initiative and commenced a tooling program for the Bonito 560 that took nearly 5 months to complete.

The first 560 is now on the water and making a living for its commercial fisherman owner and the second one, the one shown here in these photographs, is being completed for a well known Brisbane sportfisherman who has generously agreed to let his boat be displayed in the upcoming Brisbane Tinny and Tackle Show.

## Design

Stepping back for a moment we can see this Pelin Bonito 560 design has virtually identical lines to its little 5.0m brother, but with a much bigger casting platform forward accessed by four big splashproof hatches – this boat has an amazing amount of storage up front that can be used for a variety of purposes.

Similarly, back at the transom, there is a moulded seat box for the tiller steered version shown here. Needless to say, the full centre console model is more conventional with pedestal or box seats according to the owner's wishes.

Roger and Martin have a really good attitude to adapting their boats to specific requirements – providing they already have the tooling. In this case, they have the tooling for an excellent centre console which can also be put on the side for those people

(like the author) who prefer to have the console on one side or the other, but not in the middle.

Alternatives include no console at all and two pedestal seats aft, or 4-5 pedestal sockets put into the flat self-draining deck, giving the skipper the option of positioning the seats wherever he chooses.

Note the description “self-draining deck”.

That is not a misquote – this rig has a genuine self-draining cockpit with scuppers on the port and starboard corners, with special ball float valves on the outside to ensure that water can't run back up into the boat when a couple of blokes are standing on one side. Why more manufacturers don't employ this simple system is beyond the writer, because it has stood the test of time. Not only does it keep the fisherman's feet dry in the cockpit, it provides the so necessary self draining or “freeing port” capacity needed (a) for Survey, and (b) for the commonsense requirement that craft of this size crossing barred entrances will always be infinitely safer with a self-draining capacity, than not having it.

## Initial Conclusion

The Bonito 560 is a very welcome addition to the ranks of our GRP fishing craft and a fantastic alternative to the plethora of tinnies that are available in this size and price range – although I don't know of ANY tinnies with this boat's size, performance or seaworthiness, let alone hull integrity, for as little as \$11,870.

No, that's not a misprint either – even with the console set-up and the electricals, a boatowner is going to see change from \$15,500K for a fully set-up 5.6 Bonito (boat only) – and that's a fantastic **introductory offer** that shouldn't be missed. Add in a Parsun 90 3 cylinder 2-stroke \$7,500 and a sensible, braked trailer (say) \$3,500 – the base package cost of around \$26,500 is amazing value for a big 18 footer



of this calibre.

**Summary** – Outstanding design, excellent tool making and production, first quality boat building, and an application that embraces just about every type of fishing in Australia.

We can't wait to see this in the water in a couple of weeks time, after it's been set-up and running. As noted, look for the full report in the March issue.

For further info call Legacy Boats P/L's Roger Barnes (0438 886 813) or Martin Slennett (0416 099 908) or visit the boatshed at Steiglitz Wharf, Steiglitz, SEQ.

**ABM**



Let's take a walk around the mouldings. **Left:** The forward casting platform and openings' moulded gutters awaiting their Coosa hatches. **Top Right:** The live bait tank closed and open (the LBT's base fittings are standard) and **Here:** Very clever helmsman set up in the base tiller steer model. The pro fishos and crabbers don't bother with seats (as such) as they are content to sit on this seat moulding. Non skid cockpit sole surface is amazing. **Centre Top:** No wonder it is soft riding and dry! Can't build this shape in a tinny!

# Voyager 625 Completed By THG

**T**his is a bit like a reality TV show “Building the Voyager 625” as Derek Appleton has certainly gone through the wringer in 2013 with his pretty Voyager 625 – arguably, the best looking 6.0-7.0m cat on the market.

After a torturous start last year, and several changes of builders and tool makers, the Voyager 625 has found a home at the Signature plant in Wacol, Brisbane. In further good news, the very first THG build is completed, and hopefully, we will squeeze in between the demos, for the on-water run for the March issue.

Appleton now has the V-625 range almost complete. He has a bare-assed “Classic” for pro fishermen, there is the “Sportfish” for recreational fishing and family with options of canopy or hardtop with clears, plus an enclosed “Hardtop” model with full height windscreen. Coming soon, a superb new “Getaway” weekender with private stand up shower and head (marine toilet facilities) and a great aptitude to coastal cruising.

Yes, all from the excellent Voyager 625 hull. This works perfectly with 2 x 90hp outboards, although people with bigger loads or pro fishos will probably opt for 2 x 115s. But it doesn't need that for recreational use, as 2 x 90hp turns in mid-30 knot performance.

*We are following the progress of this boat with great interest, but don't wait - for more info and details of the delivery and construction program, please talk to*



Derek Appleton, at Voyager Catamarans,  
0417 780 600 or email [derek@voyagercats.com.au](mailto:derek@voyagercats.com.au)  
website: [www.voyagercats.com.au](http://www.voyagercats.com.au)

**ABM**





*We all talk about 'working on the coal face', but in the world of boatbuilding, this is what it looks like as the boat nears completion, and of necessity, the trades start having to overlap. This is good news for Voyager's Derek Appelton, as his pride and joy, THG V-625 #1, is here in the Finishing Bay at the huge Haines Group plant in Wacol, Brisbane.*



# ***Black Rhino's New Scott Robson Designed Platies***

**O**kay – you’ve never heard of Black Rhino boats, true? Well, we hadn’t either until some personal friends sought advice on a serious electrolysis problem they’d encountered on their tinny, despite anti-fouling it properly and leaving it covered at their little marina berth.

Like so many people today, David and Margaret live in an apartment block, with garaging measured out in millimetres, so that extra garage space beyond two small cars is simply not available. So the tinny is kept in the water, in an *end-of-marina* wet berth.

The end result was that something had attacked the tinny along the waterline on the transom and the best way of fixing it was to weld a new half transom right across the stern of the boat.

To do that we nominated Tony Bramich at Brumbs Marine here on the Gold Coast, because Tony is a guy we know very well, as he actually did some work on *Far-Away* and a number of other projects we’ve had over the years, and we’ve come to respect his abilities in the world of aluminium welding and boat building.

He has had quite an interesting career as a boat builder himself over the years, and had made a nice little production ally centre console which he enjoyed moderate success with. But like so many of the top fabricators on the Gold Coast, the last couple of years has seen Tony turn his hand to anything that required ally welding, in order to keep his team together.

Anyway, Dave and Marg duly pulled their boat out of the water onto a hire-trailer, and took it round to Tony’s shop in Arundel. With them on this trip was their very close friend Ruth Cunningham – a lady fairly well known to the readers of this magazine! RC was there as mentor and friend, and also because she has known Tony with the writer, for many years, too.

It took RC about 3 milliseconds to spot a brand new platey in the back corner of Tony’s shed, and being the curious ex-publisher and chandler she now is, couldn’t help herself but follow through with “Tony, what *IS* that platey you’ve got in the back there?”

“That” he replied, “is the first of our new range of plate aluminium boats designed by Kiwi architect, Scott Robson”.

He continued “I’ve gone into a separate business with a new financial partner, who has his business just



***“ . . . these are very good looking craft, with a lovely sheerline, gently curved chine, deep forefoot, warping back to a sensible 20.5° vee at the transom – characteristics that almost guarantee a very fine entry cutting through the water, turning the spray back down extremely well, before the water even gets above the chine line. . . . ”***



*Always affable,  
always smiling,  
Tony Bramich is  
very happy about  
the new venture.*



over the road from us here. He and I both wanted to grow our businesses with a stable new income stream, so when the opportunity arose to get the franchise for all of Scott Robson's work in Australia, we decided to join forces and create a completely new range of plate aluminium sportsfisherman and family cruisers."

"Now," he said, "where's this tinny I've got to fix?"

Thus we discovered what subsequently turned out to be called Black Rhino boats, a brand new range of architect designed aluminium boats going into full production on the Gold Coast.

The brand is built by Black Rhino Industries Pty Ltd, a business shared 50/50 by Tony Bramich and his new business partner.

There are no lofty ambitions in this partnership – both guys are hard working businessmen with their feet well and truly on the ground.

The core idea is very sensible. One partner has considerable sales, marketing and internet skills, and a very deep understanding of aluminium fabrication, now combined with Tony's excellence in the manufacture of anything in aluminium but specifically, very good plate aluminium fishing boats.

## **Design**

Scott Robson is quite well known in Australia already, having been the original architect associated with the Ocean Cylinder range of boats built by Queensland Ships some years ago, and has been in and

out of Australia in different projects (mostly custom work) for quite a long time.

What he's done here is to create a very substantial range of contemporary plate aluminium craft incorporating much of the Kiwi design philosophy that has reached almost generic proportions. By this I mean if you look at a Surtees, a McLay, Profile or an Xtreme plate aluminium boat, whilst they're all from different designers, they're all from NZ and all have a very similar design philosophy.

This is actually quite different to how we've done it in Australia, and I'm not commenting in a negative sense at all – I respect the Kiwis' aluminium skills immensely, and some of their architects are the best in the world. That said, the Kiwis have a preference for a slimmer, lower "wooded" or lower volume craft than many Australian's are used to, and these new Black Rhinos are no exception.

As you can see in the photographs, these are very good looking craft, with a lovely sheerline, gently curved chine, deep forefoot, warping back to a 20.5° deadrise at the transom – characteristics that almost guarantee a very fine entry cutting through the water, turning the spray back down extremely well, before the water even gets above the chine line. Similarly, I would expect these boats will be extremely stable at rest, good load carriers and will simply get better and better as the load increases and the boats settle into the water – with full fuel, water, bait, tackle and 3 or 4 blokes, this is going to be one beautiful handling blue water machine!

The first boat shown here was at this stage at the end of January, and by the time this magazine is out around Australia, it will be virtually finished and into the paint shop. The men are planning to have the first one ready for sea trials by the end of February and already have started on Boat #2 – a 7.60m hardtop sportsfisherman.

Of interest to the writer and I'm sure many other platophiles (I just coined that word – but it does seem appropriate!) the majority of Scott Robson's new designs are in the 6.0m - 9.0m class, and the writer is confident that one of the reasons the Kiwis are opting for these slimmer volume plateys than we're used to, is that they're very determined to get the weight out of the platey so they can still be trailered.

## **Easy To Trailer**

This is a terrific idea, and Tony is expecting their bigger models, such as the 7.6m Hardtop, to still come in under the 3 ½ tonne weight capacity, with an appropriate single engine outboard and an ally trailer.

This really is an exciting prospect because it means that it's becoming quite feasible now to order a production sportsfisherman of around 25-26 feet in the old language, that is easily trailerable by a modern SUV, let alone one of the heavyweight 4WDs of the



**Above:** Nice lines are complimented by the 'soft' or curved nose - a nice touch in a production platey. **Below:** Tony Bramich sizing up the instrument cluster plug for the GRP mould they'll be using in their production craft. The side walkaround coverboards (gunwales) aren't cut out here yet - this will widen the walkway even further.

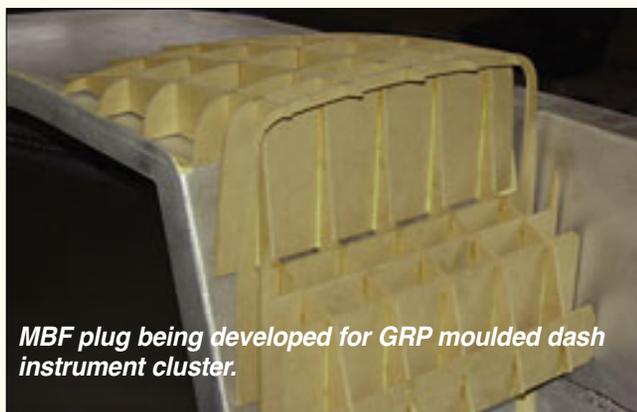




*Deep live bait tank behind thwartship battery shelf.*



*Note 12v anchor winch pad, mounting pad for electric outboard, ease of access to everything.*



*MBF plug being developed for GRP moulded dash instrument cluster.*



*Note separate wet (or dry) kill tank forward, 250L fuel tank position aft, filled through the outboard well.*

Landcruiser, Jeep or Patrol kind.

Given that we've been used to hauling up to 4 1/2 tonnes with vehicles such as the Ford F-250, or Chev Silverado, this is a concept that's worth pursuing.

It's early days yet of course, but this is a marriage that has an exciting potential in the future. It combines the skills of one of the most experienced naval architects in Australasia, with one of the best builders, in a shop that has considerable experience in the production of very well built plate aluminium boats.

But as Tony points out, this time he's not building somebody else's boat – these boats are now the pride of Black Rhino Industries, their very own company.

We'll be following the progress of the Black Rhinos very closely, because this is one of the more advanced developments in the world of plate aluminium boat building in Australia, and it's quite literally in our backyard, all of about 15 minutes from the office.

As well, the concept that Robson has put up, that is to say, a series of boats ranging in length from 5.10m to 8.00m already with Runaboats, Cuddies, Walkarounds and Open boats in all model sizes, opens up all sorts of opportunities for many readers around Australia.

The boats are all available in Survey for commercial work, as Tony's team has been building most of the Surveyed aluminium trailerboats on the Coast for many years, so producing a craft like this in Survey holds no worries for this team, despite Australia's convoluted, ever-changing Survey requirements.

At the time of writing, it was a bit early in the process to lock down prices, because they've been maintaining an open ledger on this first boat to get it costed to the cent, before they start thinking about overheads, royalties, margins and so on.

This will all come through the system in the next 3-4 weeks (February) but we have no doubt that the team will come up with competitive prices, and we look forward to sharing that info with our readers most likely in the March issue.

In the meantime, the Black Rhino website will be up and running very soon, the specifications and measurements, inventory and options lists are being produced this month, so there's quite a bit of work to do yet to get the show on the road, but we wanted to let you know it was coming. This is an intensely competitive end of the market and we suspect these boats will be pace-setters in terms of price, quality, design and performance.

For information in the shorter term, please contact Black Rhino Industries, 20 Wrights Place, Arundel, Qld 4215 Phone: 1800 559 608 Email: [paul@blackrhinoboats.com.au](mailto:paul@blackrhinoboats.com.au) Web site: [www.blackrhinoboats.com.au](http://www.blackrhinoboats.com.au)

**ABM**



# INTRODUCING THE NEW STELCO DEEPWATER ELECTRIC ROD AND REEL COMBO!

- Uses an 80 wide game reel
- Line capacity : 1100 metres of 180-pound braid supplied and included in price
- Drag pressure : 30 kilos
- Line retrieval rate : 60 metres per minute.  
note: this is measured during an actual retrieve from 450 metres deep, with two fish on the hooks. our competitors measure their retrieve rate with a full spool, and no load.
- Weight of reel including line : 9 kilos
- Supplied with full rolled bent-butt 37- kilo game rod (not shown) in matching black and gold included in the price
- Supplied with detachable 1000 metre depth counter included in the price

**JUST \$1475** *INC GST PLUS DELIVERY*





**“Serious  
stuff”**

• SATISFACTION GUARANTEED •  
**BUILT TO LAST**  
• SATISFACTION GUARANTEED •

ONLY  
**\$380**  
For rod, reel and line.

## Game Fishing Combo

**ROD:** 5 feet 6 inches with detachable bent butt and roller tip.

**REEL:** 20W 2-speed lever drag with carbontex drags, spooled with 500 metres 50-pound mono. Supplied with reel clamp.

**WEIGHT:** 1.8 kilos **LOW GEAR:** 1.8:1

**HIGH GEAR:** 4.1:1 **BALL BEARINGS:** 8





**“Getting jiggy  
with it”**

ONLY  
**\$325**  
For rod, reel and line.

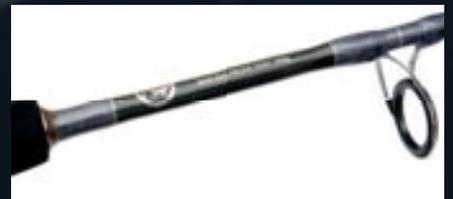
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**BUILT TO LAST**  
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## Jigging Combo

**ROD:** five feet six, underbound guides, Fuji tip, rated to 24-kilo line.

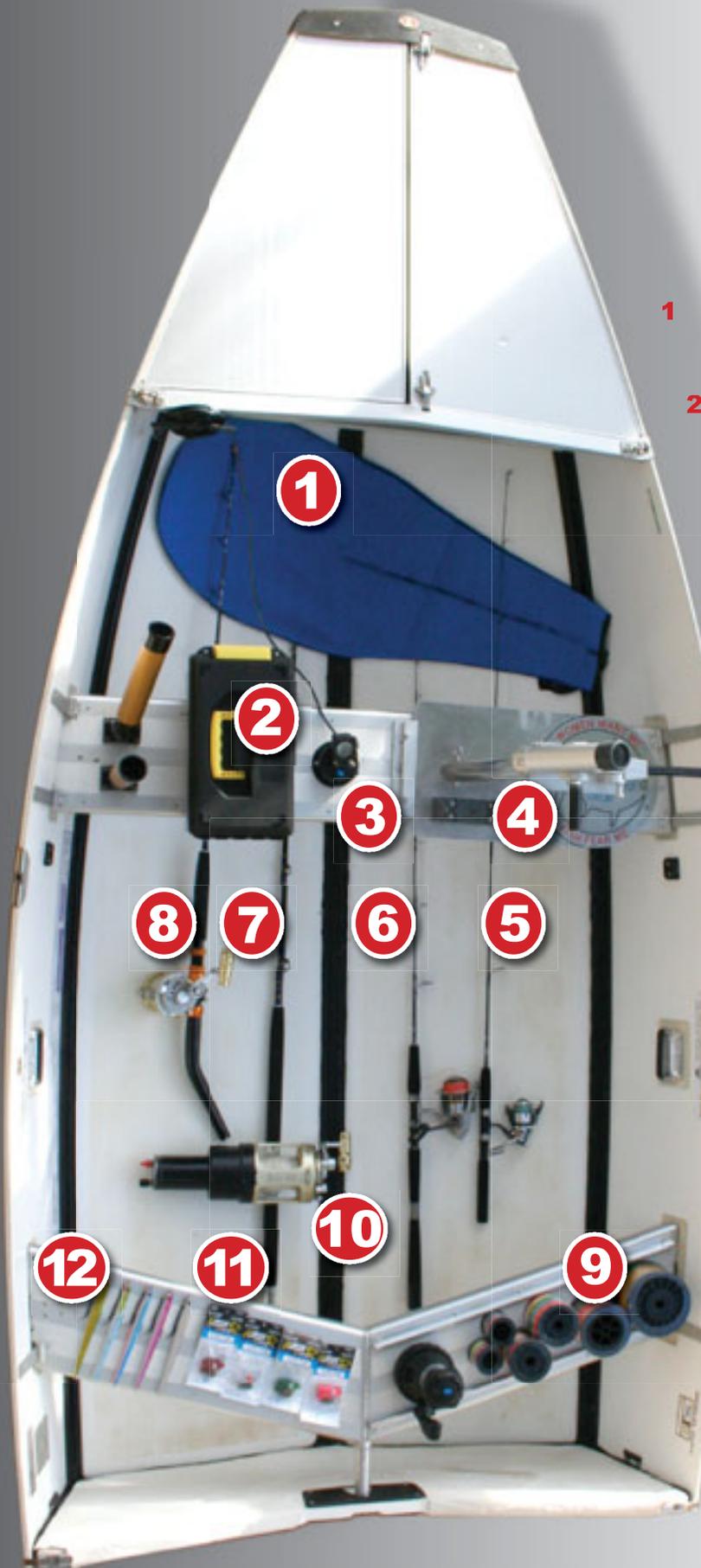
**REEL:** DAIWA Exceler 4500T. 6BB + 1 roller bearing, max drag 9 kilos, spooled with 190m 24-kilo colour change braid.

**WEIGHT:** 590 grams **GEAR RATIO:** 4.7:1





- 1** Fish chiller bag  
**\$50**
- 2** Lockable drybox  
with O-ring seal  
**\$25**
- 3** Suction base T6 Cree  
LED 12V light  
**\$65**
- 4** Manual downrigger inc weight  
4 release clips, rod holder base  
**\$400**
- 5** 3000 size light combo rod, reel,  
choose 6 or 12-pound braid  
**\$95**
- 6** Jigging combo rod Daiwa 4500T  
reel 200m 50-pound braid  
**\$325**
- 7** 80W electric reel spooled  
with 1000m 200-pound CC braid  
**\$1200**
- 8** Game fishing combo inc bent butt  
rod 2-speed reel 500m line  
**\$380**
- 9** Colour change braid lines  
6 pound - 200 pound
- 10** Combo spot and camping light  
**\$25**
- 11** Head Start trolling rigs  
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- 12** 250gram knife jigs  
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# 10 X 240-GRAM KNIFE JIGS \*WITH HOOK\* FOR JUST \$70 INCLUDING DELIVERY BY MAIL



**BIG FISH LOVE OUR JIGS**  
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# 100% PE BRAID

1000 metre spools

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50 lb colour change every 10m: **\$100**

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**FREE LINE COUNTER  
WITH ALL ORDERS OF BRAID**



**“Secure  
and safe”**



**Ammo box**



**Battery Box**



**Boat safety gear box**



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## Storage Dry Box

### Features:

- Made from tough UV resistant polypropylene
- Lockable and stackable with water seal O-ring
- 37cm long x 23.5cm high x 21cm wide

ONLY  
**\$25**



“Let there  
be light”



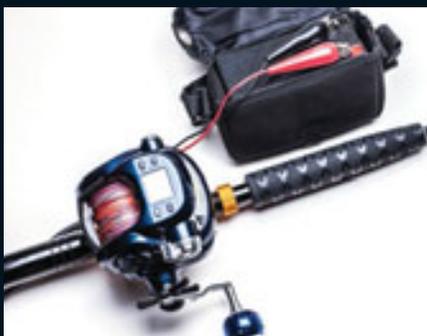
**\$39**

Per unit, including  
GST, plus delivery.

## 12 Volt Battery Pack with case, shoulder strap and cigar lighter socket lead

### Features:

- 12 volts, 7 amp  
hour battery
- In case with shoulder strap
- Weight 2.26 kilos
- AC charger
- Cigar lighter socket
- Dimensions  
15cm x 10cm x 6cm





2-position handle



Hold up high

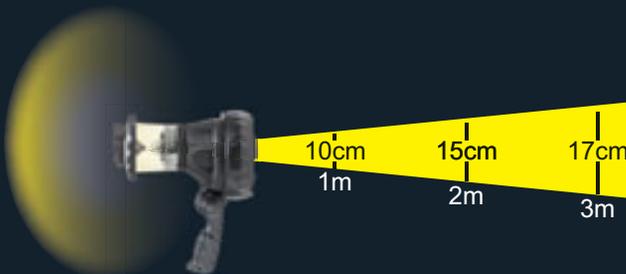


Carry down low

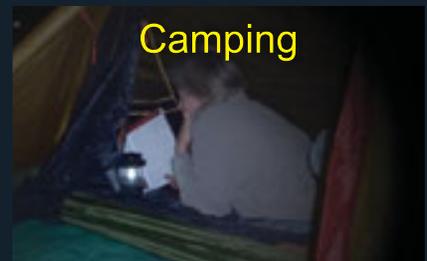
ONLY  
**\$27.00**

## LANTERN SPOTLIGHT COMBO

Rechargeable 3 watt LED.  
Supplied with 12V and 240V chargers.  
Waterproof construction.  
With two position handle and hanger.



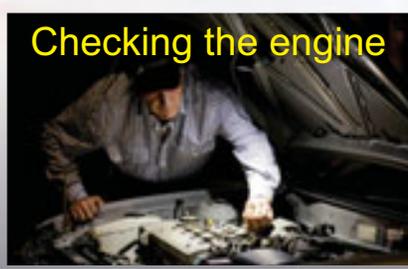
Blackouts at home



Camping



Spotlighting

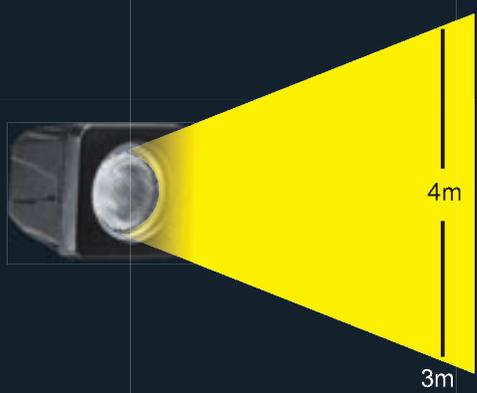


# COMPACT LED WORKLIGHT

With Cigar Lighter and Suction Base

ONLY  
**\$65.00**

Operating voltage 9-50 volts DC  
Luminous 800 – 1000Lm  
Lifespan: 50,000 hours  
Weight: 600 grams  
Dimensions: 16cm x10cm x10cm; fits in glovebox.  
Supplied with 2.8m Heavy Duty lead

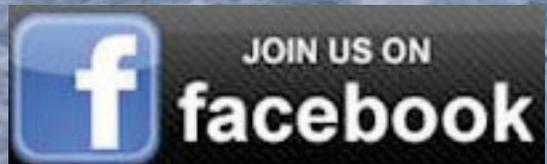




Andrew Hestelow  
Sales Manager

Downriggershop  
11A Lister Street  
Wahroonga NSW 2076  
www.downriggershop.com.au  
sales@stelco.com.au

T: 0402 07 5000



# Arvor 755 Sportsf

- Length Overall .....7.39m
  - Length of hull .....6.99m
  - Beam Maximum .....2.79m
  - Height - Without Canvas .....2.83m
  - Dry Weight .....1800kg
  - Fuel Capacity .....300 Litres
  - Water Capacity - ..... Optional 82 L
  - CE Design Category ..... C
  - Maximum Number of People ..... 8
  - Maximum Power .....250hp / 186kW
  - OB Shaft Length .....XL
  - Deadrise .....17 degrees
- Swim Ladder • Bow Roller • Anchor Locker  
• Windshield Wiper • Navigation Lights •  
Cockpit Rod Storage • Self Bailing Cockpit •  
Smartcraft Speedo/ Tachometer • Fuel  
Gauge • Trim Gauge • Hydraulic Steering •  
12v electrical socket • 2 berths • Cabin  
Cushions • Opening Side Window • Cabin  
Lights • Fire Extinguisher • Electric Bilge  
Pump • Fish locker



Introducing a comfortable, stable, soft-riding, **EXTREMELY** well priced, 7.55m (24') sportsfishing rig that is just about the definitive coastal fisherman for anything from deep sea bass to pelagics, billies - with FUN writ large all over a fabulous day on the bluewater offshore.

**C**ontinuing our series looking at the latest Arvor from Europe, through Peter Collins' Arvor Boats in Sydney, a series of reports which has created no little controversy and a great deal of interest throughout Australia.

There are many reasons for this, and probably the best parallel we have in the boating world is to look across the fence to what's happening with European cars – notably Audi, Mercedes and BMW. They have never been so available as they are now in Australia, and we're now seeing them at a considerably less cost (pro-rata) to what they used to be.

Recently, Arvor Boats identified the new Arvor 755 Sportsfish as having serious sales potential in Australia.

Whilst they've normally favoured diesel power for their popular Arvor fishing boats, they've recognised that with the advent of reliable, strong and torquey outboards like the new 3.0L Mercury 150hp 4-stroke, there is no reason why recreational boat owners can't get the longevity, reliability and economy from an outboard motor of this kind, as they've had, or desired from their diesels.

But there's more to it than that – engines such as the Mercury 150 outboard are actually far quieter, much smoother, and of course can be tilted completely out of the water when the boat's left on a mooring or in a wet berth. This simplifies maintenance considerably, and reduces the costs involved by about 50%, over the conventional set-up with a diesel wherein the boat has a shaft, skeg, rudder, etc.

What we have here now, is the first group of dedicated fishing boats coming through from Europe at a remarkably good price (think Mercedes in 2014 compared to 2002) and better than that, they're actually ideally suited to the current Australian market. *(Cont Over)*



## Arvor 755 Sportfish

Why is this so? Well, frankly it boils down to the fact that so many fishermen are getting much older than they were in the 1970s - 1990's, when they would commonly be running across Botany Bay, Moreton Bay or Port Philip Bay, in a Bertie 25 or one of the Bertie 35s, or maybe a Randall 34 or a Mariner 38 . . .

It was the time when many fishermen were aged in their 40-50s, were quite affluent and absolutely loved the world of bluewater sportfishing.

If we move the Tardis forward to 2014, those very same gentlemen today are all in their 60s and 70s, don't want to make an investment of half a million to one (plus!) million dollars in a game boat anymore, because they can't find crew, the kids have long ago left home and started their own lives, and the cost, time and effort in maintaining a big game boat of the traditional kind just makes it all too hard.

However, they still love their fishing and they still love getting out there where the salt smells like nothing else on planet earth – and it is an addiction that many of us share.

Unsurprisingly, the market today is now looking for craft exactly like this Arvor 755 Sportfish. It's fast, it's economical, there's practically nothing to maintain, no engine room to crawl around, no filters to change, no belts to tighten – it's literally a case of step onboard and go. More to the point perhaps, you can go by yourself

quite safely, and practically, because you don't need a crew like you did in the old days.

Today your wife, son, your mate from down the road or in the Club, can accompany you, and just two people can have a fantastic day on the water quite inexpensively and just as successfully and rewarding as it has been in the past with the more traditional offshore game boat.

These boats are nimble and quick, too, so if the weather does turn nasty, in most cases you're not even an hour from home, because it will cruise at 23-24 knots on the way back, and here, you've got the convenience of a completely enclosed, all weather wheelhouse. So don't worry about the spray that's flying around because of the nor-easter, settle back and crack a tinny on the way home.

Incidentally, just as the Sportsfish 755 suits blokes downsizing, it is also perfect for guys coming up the other way. Referring here to blokes who have been bitten by the offshore fishing bug, but are now having to travel further afield to the fishing grounds. Whilst it's okay to work a Quinnie up to (say) 10 mile offshore, or a platey out to 15-20nm, you quickly learn that your fishing window, personal comfort and indeed safety, works in direct proportion to the boat's length and design.

The genius of this new Arvor Sportsfish 755 is that there's no where you can't go, it's quick (and economical) across the ground, beautifully set-up for drop line, outrigger and downrigger fishing - and with the full walk-around set-up, you can park your mate and his saltwater flies right up in the bow, well out of ear-pinging range!

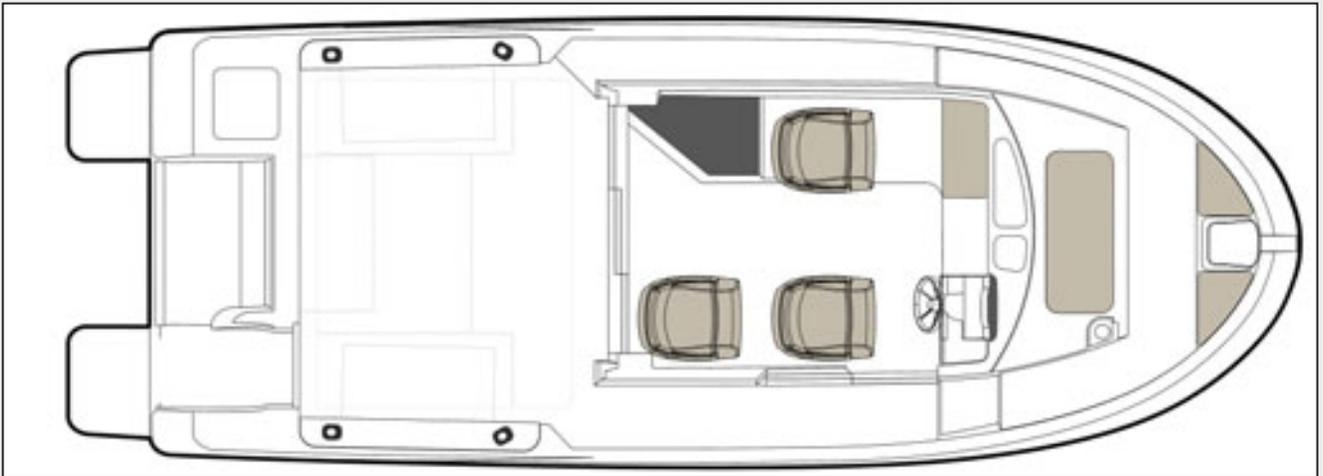




Engine	Cruise			WOT			Fuel Capacity (L)	Cruise Range (km)
	RPM	Speed (kts)	LPH Per Engine	RPM	Speed (kts)	LPH Per Engine		
Mercury 150 Four Stroke	4350	24.8	28.9	5600	31.6	53	300	429
Mercury 150 Verado	4800	24.6	35.6	6400	31.5	56	300	346
Mercury 150 Pro XS	4300	24.1	33.5	5750	31.2	55.9	300	360
Mercury 175 Verado	4800	25.1	43.9	6400	33.6	79.9	300	286
Mercury 200 Optimax	4300	26.1	51.9	5750	35.2	73.4	300	251
Mercury 200 Verado	4800	26.3	44	6400	35.5	77.3	300	299
Mercury 225 Optimax	4300	27.8	52.1	5750	36.7	90.1	300	267
Mercury 225 Verado	4800	28.1	58.7	6400	37	94.6	300	239
Mercury 250 Verado	4800	29.9	58.8	6400	38.2	107.9	300	254



## Arvor 755 Sportsfish



Fishing wise, you can set these craft up to do anything – I'd have at least one but possibly two 12V electric winch dropper lines, I'd have one of Andrew Hestlelow's downriggers on the starboard quarter, I'd make sure of a couple of stainless steel 30 degree rod holders were set-up properly around the gunwales, because there's no reason you couldn't go really serious bill fishing in the Sportfish 755, let alone going out for some of the big 'fin that will start roaming up and down the coast in about a month's time.

But right now, there are little blacks jumping out of the water all over the place, the smell of the salt is awesome, so what are you waiting for?

Better still, with a couple of flags, a flashing light and a modern ally trailer, it's easy to trailer it to Bermagui, Portland, Port Stephens, etc!

Give Nick or Peter a ring at Arvor in Sydney, have a chat to them about the price – would you believe this boat as shown here with the 150hp Merc Four Stroke you can purchase for around \$105K – has to be one of the best buys in the marine industry today.

*Give them a call on (02) 9319 5222 and tell 'em PW sent you!*

**ABM**

*For more information contact:  
Collins Marine Pty. Limited.*

**P 02 9319 5222**

**E [info@arvor.com.au](mailto:info@arvor.com.au)**

**[www.arvor.com.au](http://www.arvor.com.au)**



# TRIBUTE TO A LEGEND:



## Peter Goadby

The Fisherman, 1929 - 2007

February denotes the arrival of the warm summer waters all around the continent, and the start of the sportfishing season. Over the next three months, a veritable armada of boats of all shapes and sizes will put to sea in search of the excitement, adventure and the reward of capturing a fighting sportfish of the kind many people only ever see on the TV.

They will fish to rules, principles and ethics developed to enshrine the difference between commercial fishing for food - and recreational fishing for sport and fun. These rules, the ETHICS of sportfishing, not to mention most of the strategies, techniques and the world's bank of sportfishing knowledge, exist largely due to the life-long work of one great Australian, Peter Goadby.

Like EVERY other boating and/or fishing journalist and photographer, I grew up with Peter Goadby as my literary and fishing mentor; I could quote verbatim sections of his masterpiece "*Big Fish & Bluewater*" which STILL stands as the definitive tome - a genuine 'bible' of vital information - for ANY bluewater fisherman, whether they are 12 years old or 90. In 1970 or 2014.

Recently, I met a very bright young would-be bluewater fisherman who was looking for advice on rigging baits for billfish. When I referred him to several of Goadby's classics, he admitted he'd vaguely heard of him, but really, didn't know anything about him at all.

I was stunned. That is so wrong. Do we forget our peers that quickly now? How can we go forward if we don't know where we've been? Or where we've come from? Or what's already been learned . . .

Success in sportsfishing is no fluke; the knowledge required to be consistently successful is encyclopedic. It can't be learned on You Tube.

I thought about this discussion for days; I spoke to other readers, and discovered he was certainly not alone. Then I remembered the interview I did with Peter a hundred years ago, re-read it, and realised it was just as significant today as it was then. So for all the fishing folk who've never heard of Peter Goadby, here he is, again, in 2014. Read it, learn some, and enjoy.

- PeterW

# The Big Man of Fishing: Peter Goadby

To the world of big gamefishing, the name Peter Goadby is synonymous with his classic book, **'Big Fish and Blue Water'** first published back in 1970 and revised in '71, '72 and '75. As well, he is renowned for his many, many years of dedicated work for the organisation and management of recreational fishing in Australia, not only through the State and National levels of the GFAA, but also as an Australian committee member of the IGFA. Add in his original involvement in the early days of ANSA, not to mention his years with Penn Fenwick, and it is possible to gain some idea of this man's contribution — and commitment — to our world of sportfishing. Editor Peter Webster sat down for a yarn with one of his fishing mentors, for this special interview . . .

## **When did you first pick up a line — as a real little kid?**

I started fishing when I was between four and five with my father in Townsville. We used to catch bream and stuff like that. I was a damned nuisance, tangling the old gut lines and getting in the way of things. That would have been about 1937. Then, when we moved down to Brisbane, we started going down to Caloundra for our holidays. Dad was a nut fisherman for any kind of fish. We'd fish the estuaries for bream, whiting and flathead.

By the time I was 12, we moved onto the beaches and the rocks. By the time I was about 15, I was catching most things I'd set out to catch — and I'd always wanted to go game fishing.

## **How did you make the cross-over, from the beach to a boat?**

By 1946 I was 17 and fishing with all the old retired gentlemen at Caloundra. I was the only kid, a little fat kid with a yappy black and white fox terrier, who was allowed to fish with these crusty old gentlemen. They were fishing with fly rods and reels for niggers and this guy came up and said "Look, you're the only one here I can relate to — will you help me and my son fish for niggers?"

I fished with him for a week, and finally came to realise who he was.

One day, he said "Oh, I'll never get the hang of this. The reel I like best is the Tasman."

And I replied "Aren't you the Mr Fanning who caught the 580 lb Whaler in December that won the Christian Cup in QGFA?"

He said "It wasn't a whaler, it was a tiger!"

"No, it was a whaler," I responded.

"Well," he crustily replied "how the hell do you know?" I had a scrap book and I showed him why it was a whaler.

"You are really keen on this gamefishing, aren't you?" he said. "Sure," I replied. "I'm going to go gamefishing one day."

## **When did you start the scrapbook?**

I started the scrapbook when I was eight. I'd started reading Zane Grey and read every newspaper, book and magazine I could get about it. I know this sounds corny, but I always knew I'd end up a gamefisherman, and that I was going to write about fishing.

## **When did you make your first trip?**

Two weeks after meeting Mr Fanning, I fished in a Queensland Gamefishing Association tournament. We didn't catch anything, but there was an Australian record thresher shark caught that day (at 487 lb) but it couldn't become a record because the angler wasn't a financial member of the club at the time. So very early in the piece, I became aware of the importance of working with the rules; here was a great capture virtually wasted!

## **That first trip you made, did it fulfil all those boyhood images?**

Not really. I was more interested in modern tackle development from my reading and the importance of working hard, rather than just going down and having a good time. I was never able to afford to do that. The then Qld President became aware that I knew the Queensland records off by heart. So at 17 years of age, when I joined the Association, I was made the Records Officer. (*Cont. Over*)



**“He got across to me the importance of learning, and the importance of working hard when we were fishing ”**

**He was a pretty astute President wasn't he?**

He was just an incredible man, Norman Gow. We fished together from 1947 right through until he died — in fact, he left me his fishing tackle and his fishing movies which are now part of the archives here at the Game-fishing Museum.

**So at that point, you joined his crew?**

Yes, I was able to go with him, and I don't think it was because I was particularly charming or pleasant on the boat! He got across to me the importance of learning, and the importance of working hard when we were fishing.

He was a great fisherman and aware of the value of light tackle as well as heavy tackle. He was a pioneer who believed in the potential of the Great Barrier Reef and probably had six expeditions there at different times to different areas, and always got caught in that southeasterly wind.

Finally, in 1954, it was decided we'd go from Cairns north when the south-easters weren't on (December) and in a 14 day period, we collected seven Australian records of marlin, sailfish and turrum.

**You would say then, that 1954 saw the beginning of the whole North Queensland marlin scene?**

Yes. We proved the ground. It was just incredible, even in January, two or three marlin 'lit-up' behind the baits; getting records on wahoo and all those other species in a boat that did about seven knots flat out and some schools of fish we couldn't keep up with!

I wrote an article for the old *Angler's Digest* and it created a lot of interest and, of course, in D'Ombra's "Gamefishing Off The Australian Coast" (first published by A&R in 1957 - PW) I said I believed North Queensland had the greatest potential of any area in Australia.

**“I looked around and couldn't see any fisherman in the legal profession ”**

**In those days, your photograph appeared in all sorts of places with champion fish. How did you eat? You appeared to be fishing professionally.**

I started off doing law; I was an articled law clerk in Brisbane, but when I was about halfway through, I looked round and couldn't see any fishermen in the legal profession! Then Bob Dyer came up to Brisbane to fish around the whaling station and asked if I would be available to go with him if he brought his boat up from Sydney.

I said sure, and I fished many weekends with him. Finally, he arranged for me to come down to Sydney and work for Bill Southam building rods.

Some choice! As a law clerk I was getting five pounds a week, or I could work for Bill on the basic wage (which was then twelve pounds ten shillings) so I was really stepping up in the world! As well, I was fishing with Bob Dyer (and with Max Lawson on the weekends, sometimes) and went up to Port Stephens and fished with Athel D'Ombra in 1952-53.



Then, just as it was coming into winter (and a bit cold for a Queenslander!) I thought I'd like to go back home, but Max Lawson was taking Murrawolga down to Bermagui. . . so I had a really great three weeks down there with him, learnt a lot and then went back to Queensland and went on the Barrier Reef expedition with Colonel Howard and Frank McNeil from the Australian Museum.

**It must have been an exciting time in your life.**

In retrospect it was, although I didn't realise it at the time. I thought it was, well, natural. It was no problem the way it all sorted of fitted together.

Colonel Howard was a really great man and probably led me into the scientific side of fish as distinct from just catching them and killing them. He was working with people who were interested in sea wasps and all sorts of things like that, and we were collecting special shells for the Australian

Serum laboratories.

At any rate, Eveready advertised for a Qld representative, so I applied and got the job. That gave me the opportunity to fish weekends up north, and if I couldn't go fishing for fun for barramundi and stuff like that, I used to fish with the commercial fishermen on the weekends and my holidays.

### **How long were you with Eveready?**

I was their FNQ rep for seven years because I didn't really want to move — through to '58 or '59, I guess — and I'd get down and go shark fishing at Tangalooma during the winter.

In my (summer) holidays we'd go down the 'Bay for a week or 10 days straight, and fish for marlin. There was a Yank there who'd fished in Florida a lot and he taught me a lot about bait rigging, rigging strip baits, garfish and swimming mullet, etc.

### **When did you get the notion to start putting it down in writing? That must have been a mammoth job.**

I'd always been writing on fishing. I started doing articles for the old *Angler's Digest* when I was about 22 I guess; about the time I got my first world record — a tiger on 15 — even then there was an inclination to light tackle. Roger Hungerford encouraged me a lot, and I enjoyed it. Then I did that small book "*Sharks and Other Predatory Fish*" but I was always concerned because so many people helped me to fish, that I felt I had a responsibility to help people who were starting to fish and hadn't had the same opportunities I'd enjoyed.

Originally, it was going to be a book on gamefishing in Australia, but then I started going to Hawaii in '65 and then Tahiti, Fiji, Samoa and New Zealand — and I learned about the amazing interest there was in the whole Pacific region in gamefishing.

### **How long was your book 'Big Fish and Blue Water' in the making?**

About two years, but it had been in the back of my mind for about 10 years.

### **It's now 15 years old, and given that the immense bulk of it is still 'current', when you look at it, what do you see has changed in that 15 year span? What do you see in your next book?**

The next book will be much more of an instructional book; a book that gives information to people on big boats and small boats. People who are starting fishing, and people who

**"Even 10 years ago, we didn't completely understand the importance of positioning a boat on a reef . . . "**

already know a great deal about fishing.

I just seem to be lucky that things often happen when I'm on board, and I think that's probably what keeps me going for so long; I've taken the opportunity to learn and not get out of date, and when you fish away in New Zealand, or for giant bluefin in the Caribbean and Nova Scotia and places like that, you're learning things that you can apply just by being in contact with the top fishermen in other parts of the world.

**You don't see it then as any single great thing so much as it's an evolution of the whole . . .**

Yes. For example, even 10 years ago we didn't completely understand the importance of positioning the boat on a reef — particularly the wide ocean reefs, as we do now. We knew canyons were important, and drop offs were important, but perhaps not exactly where we should be. When lure fishing, we knew the broad principles, but we didn't really understand some of the refinements. This is what the new book will cover.

### **Given your expertise on the subject, can you relate to the situation confronted by most lay fishermen when they walk into a tackle shop and see 70 pretty lures spread-eagled before them? How difficult is it to recognise what is an absolute waste of money, and what is potentially a good lure? Is this the sort of area you'd address more closely in the new book?**

Yes, that's one of the things I'm going to try and help to save them wasting money — not only on lures, but on rods and reels, too. As you know, some people haven't got a clue

**"Fish are too hard to find . . . to then lose, because something goes wrong with the tackle."**

— and there's no reason why they should because they're just fishing for fun!

### **Let's go back to the mid '60s. When did you join the Penn Fenwick organisation?**

At Eveready I finally became Assistant Manager in Victoria and then a Product Marketing Manager here in Sydney. Then they established Ocean Systems to take advantage of the oil industry here, and as I was the only one in the whole of Union Carbide that had any diving experience at all, I became Marketing Manager of the Ocean Systems division. We wrote millions of dollars worth of business and did some interesting jobs. Then, with the curtailment of the offshore oil in Australia I was faced with the prospect of going back into Eveready consumer products somewhere, at about the same period Fenwick wanted to start serious retailing on its own in Australia with some manufacturing of rods and lures. That's where it started. Then I picked up the Sampo franchise, and later on, Penn, Hopkins and others, and started building up the business. We really went on our own about 1970, and then built up with Penn from about 1977. It was a different sort of company, because we tried to give service to the products and advice, as well as just selling the products and making a buck.

### **Basically, you succeeded, didn't you?**

I believe it was unique, but possibly too early for the industry in Australia, with such a swing — *and improvement* — in Asian-built tackle. In retrospect, I probably should have looked to Asia for their franchises as well as going to the 'States as we did in the '70s. But we had a lot of loyalty to the people we'd been dealing with for years. Despite the dollar's change in value (as well as fishing trends that have changed) I still believe in the importance of quality tackle. Fish are too hard to find, to then lose, because something goes wrong with the tackle.

**Do you think the involvement of Asian tackle is going to change catch situations in Australia? Because a lot of it is much cheaper, more people will become involved. Do you**

## agree with that sort of philosophy?

Asian tackle has brought more sophisticated tackle at a reasonable price within the range of a greater number of people. Instead of just fishing with simple tackle, they've gone to star drag, lever drag reels, good quality spinning reels at reasonable prices . . .

### Do you think it is basically good gear?

Yes, I must admit the average quality level is surprisingly high, relative to cost — and some of it is extremely good.

**Okay — let's change direction and talk about fishing and the future growth areas. For instance, how do you read the future of areas such as Exmouth on W.A.'s North-west Cape? If you accept that many areas in the east are under pressure, is part of the answer to shift the load (so to speak) and encourage more anglers to fish that side?**

Well, Exmouth is a great area and it is well worthy of development. The inhibiting factor of the whole of the Australian coast from the point of view of either investment of dollars or long term fishing potential, is that we haven't really got anywhere where for 365 days (or even 180 days) you can go and fish in comfort. We don't really get a heck of a lot of good days as amateurs, and in a commercial operation, you really need to have about 240 days to charter and be deriving income — and that's very difficult, anyway.

### It's obviously affecting the Cairns fleet, at the moment.

Well, the thing that's probably been a great help to the Cairns fleet is the fact that there's a viable sportfishing industry in Brisbane with great potential both on heavy and light tackle. More and more of the Cairns fleet are in fact Brisbane boats that go up there for the \$800 (plus) a day earnings in those three months (September, October and

November) and who are now starting to take very good bookings on the world class Moreton Bay season (November through May) fishing sharks, black marlin and sailfish on light tackle.

### Do you think Brisbane fishes that long?

Oh sure, from December right through to June. Brisbane fishing, because it's been so good inshore, still hasn't taken advantage of the top medium and heavy tackle fishing available on the deep reefs and out along the 'Shelf. While they were settling the new *Broadbill* in out from Brisbane two or three weeks ago — in mid July, mind you, they went lure fishing while checking the outriggers, bait wells, etc. and in three days, they had a 125 kg striped marlin that they hoisted over the back of the boat and a black marlin about 150 kg.

**This would seem to confirm the opening of the Southport Bar could do a lot to open up southern Queensland sportfishing.**

It'll do a lot.

**There's not many big game/offshore sportfisher-men based there at the moment, is there?**

No, Southport hasn't got the good reefs and the immediate canyons found in the Cape Moreton Light area, 30 miles or so north.

**Where would you define the best territory? Twenty miles south and north and 20 miles east of Cape Moreton?**

Yes. It's really from the Bailen Banks to straight out from Deep Tempest.

**What about Hervey Bay? People have indicated there was potential in Hervey Bay that's not being explored.**



*A great study of a young Peter Goadby well on his way to becoming recognised as the foremost fisherman, author, and big game fishing authority of his time. Given this excellent photograph was featured in the late Athel D'Ombra's book, and Athel was, for much of his life, an outstanding professional photographer, it is more than likely that Athel himself took this photo onboard Athel's launch Kon Tiki as they often fished together in the early 1950s.*

**Peter Goadby preparing gear before a fishing trip with members of the Moreton Bay Game Fish Club - published in '57 in Athel D'Ombra's classic book "Gamefishing Off The Australian Coast."**

It's true, too — there's great light tackle sportfishing for 'juvenile' east Australian black marlin there, and good sailfishing, too.

**In your opinion, was the Bowling Green ground there all along (with the juveniles) or is it just that it's only now become fashionable?**

It's been there for years. Back in the period 1953-58, I used to fish a shoal out from Cape Bowling Green called the Morinda Shoals. We used to fish it for bottom fish with the commercial guys, and while we were trolling for mackerel we'd often raise billfish of all sizes — small and large.

**I'd like to put you in the skipper's chair for a moment. Let's imagine you are (say) 25-35 years, old, maybe married, running a typical fishin' trailerboat — a Haines 19R, or something along those lines; capable of working offshore, but not necessarily 70 miles distant. What advice would you give to a young fisherman today; which direction should he head? Do you think he should concentrate on one tackle range; should he stay in one area or move around? Obviously, you could say 'yes' to all these things, but what mistakes do you feel people are making, or what do you think they should concentrate on when they're starting out to get into the offshore scene?**

The first thing they should do is concentrate their fishing efforts on where the fish should be, instead of spending so much time fishing where the fish ain't!

Take the Greenwell Point area. You know that there's going to be fish on the Hump, and then there's so many boats fishing in the Hump area that they're working against one another. But they still concentrate there. They go there and fish the Hump irrespective of the conditions that day, when there's a lot of other areas on the 'Banks you can fish. For instance, down off Beecroft, where there's a big black eddy, you can go through there on your way down to some of the wider grounds off Jervis Bay and see three or four marlin tails just sticking out of the water. They're there for *two or three months* at a time yet people whip into their boats and zoom past one of the best fishing areas on the east coast where no-one's fishing. Perhaps one of the things arising from people reading magazines, is that they all tend to go in the areas that are written up.

**Isn't that what you've just said they should do?**

No, I said that they should fish — they should apply their own knowledge and fish in areas *where fish should be*, not just where everyone else is going!

**Name me five underfished areas where you think there is potential; that fish should be?**

Hang on, it's not that simple! Let me try and explain another way. Take the barramundi comps. We didn't just fish where everyone else was fishing. The way to do well, competitively, is to find the fish yourself and that's what we did. We got up a little creek where no-one had been. We did that two years in a row, and then everybody went there, and we didn't catch so many from then on.



**Your success this past season aboard *Gloriana* has proved that there's obviously fish — if you know where to look — off Lake Macquarie and the strip down that part of the coast. Does this apply, for example, to (say) Forster?**

Yes, it applies to Forster; there's a great canyon out from Forster. It applies at Greenwell Point where there's a little canyon — you can do a trolling run from the Hump over the 'Block o' Cheese' and keep on that same course and you get a little canyon out on 80 fathoms where we've raised some really big marlin. And the same applies to the canyons down off Jervis Bay. You've had a fair bit of experience down at Bermagui — you'd realise how things have changed, from just trolling the Four Mile, the Twelve Mile and things like that. The boats are now working the 'Shelf, running north off the 'Kink, and there's more people catching fish.

**Well, if you went to Bermagui tomorrow and you'd had a week or two to think about it, have a look at weather patterns and maybe have a talk to a couple of the locals, how would you start a day if you were a skipper? Would you tend to go to a specific destination or would you tend**



**Peter in Hawaii for the annual HIBT, along with friend, mentor, and Governor of the HIBT, John O'Brien. Peter was the chief judge at the Hawaii International Billfish Tournament (HIBT), one of the world's oldest and most famous billfish tournaments, for an astonishing 28 years, such was the respect he was held in by the American gamefishing fraternity and the International Gamefishing Association. He was inducted into the IGFA Hall of Fame in 2004.**

**to look at the day, look at the weather, look at the wind?**

You'd look at the weather to decide which angle you're going to go. Whether it's going to be north-east or south-east.

**Okay, there's a southerly forecast.**

I'd go out over the Four Mile and be trolling a little, as I go over it firstly to get baits, and also to see if there's fish there. After moving on and trying the Twelve Mile I'd head south along the drop-off and look for those canyons.

**And if you were fishing Brisbane?**

With a southerly forecast, I would head from the Cape down off Tempest and work that drop-off, and the edge of Deep Tempest; there's some sea mounts off Brisbane that, if the weather lets you get there, would be great. I believe Brisbane will produce, as will many places on the NSW coast, 400-500 kg marlin. One of the things that's interesting is the increasing importance of blue marlin on our east coast fishery. I believe they're there to be caught virtually every month of the year, and they are not as seasonal as the baby blacks. I also believe that we've got striped marlin in our wide waters virtually all through the year, and that's borne out by those Japanese long line captures off our 'Shelf, and the fact that we've had the world record striped marlin on 10 kg and 15 kg in the non-marlin season of September and October. And when you look at the WD & HO Wills Trophy for the heaviest game fish caught in NSW, the blues are really starting to outweigh the blacks and the stripeys.

**Would you tend to concentrate on one tackle range, or do you think it's necessary to invest in 47 rods and 16 reels and fish every line class from 1 kg to 65 kg?**

Well, I'm probably old-fashioned, but I come back to people's enthusiasm coming from catching fish by catching them and getting them to the boat. Hopefully, they tag and release them or if they're big enough, they keep them.

I'd start on our coast on 15 kg. You're going to catch most things that you get on, and then you can go up and down from that. I do think so many people start on 6 kg and they lose too many fish — and they start losing enthusiasm.

I think a lot of people lose enthusiasm because they're successful in other things, particularly business, and maybe they invest \$250,000 in a boat and tackle, and then they

discover they are in something that's very much hard work - and they're not successful. There's probably no other sport in the world where people go out to compete and they don't practice.

With my son Warren, from the time he was about five (and he still does it) when he's up here competing, he'll tie a line onto a sitting room chair and practice pumping. I do it, too. I make sure that I can wind at least 1000 yards of line on, in any category without having to stop to take a break because my wrist or my elbow is hurting, or I am puffing and out of sorts. I wonder how many people lift their game by doing that work?

If I've learnt anything from fishing I've learnt the value of preparation. This is one thing Athel D'Ombraing taught me. One day we'd been trolling baits and he said "We'll start drifting in about half an hour," and I just kept on watching my troll bait. We pulled up, and Athel and Keith Cross just slammed their baits out before the way was off the boat. And while I was still rigging my bait in the boat, Athol said "You ain't going to catch any fish with your bait in the boat!" I got the message.

That's why, if we're travelling fast, I'll use high speed lures rather than have any non-fishing time. When we get to where we're going to fish, I'll have the lures all ready — and I try and have two of each particular lure, so there's no gaps in the colours or actions that work on the day. Think back — how often have you seen a day when one lure works better than all the rest put together? That's why I have two of everything.

On *Jac-3* from the time we left until we got to The Peak, we'd be getting the cabin ready for fishing — we'd have bundles of leaders on the bunks — 40 lb, 50 lb, 80 lb, shark leaders and in different weights, toggle and non-toggle. Ready to go, because if we lost a fish we could get another live bait out if we'd broken the line, while that double was being re-done. You just don't want to waste any fishing time.

**Speaking now on the physical side of things, the heart attack in America. Has it changed your life much? You've obviously lost a lot of weight. The big man of fishing is quietly disappearing!**

No, in all honesty, I got my weight down the last month because I knew I'd be eating broken meals and possibly eating more than I'd want to while I'm in Hawaii (for the H.B.I.T. next week) where you're doing dinners and cocktail parties (it's tough) and things. No, really, I haven't changed at all except to consciously try and keep more active and do more exercise than I used to. And to follow the doctors' advice more closely.

**How's that?**

*Go fishing!*

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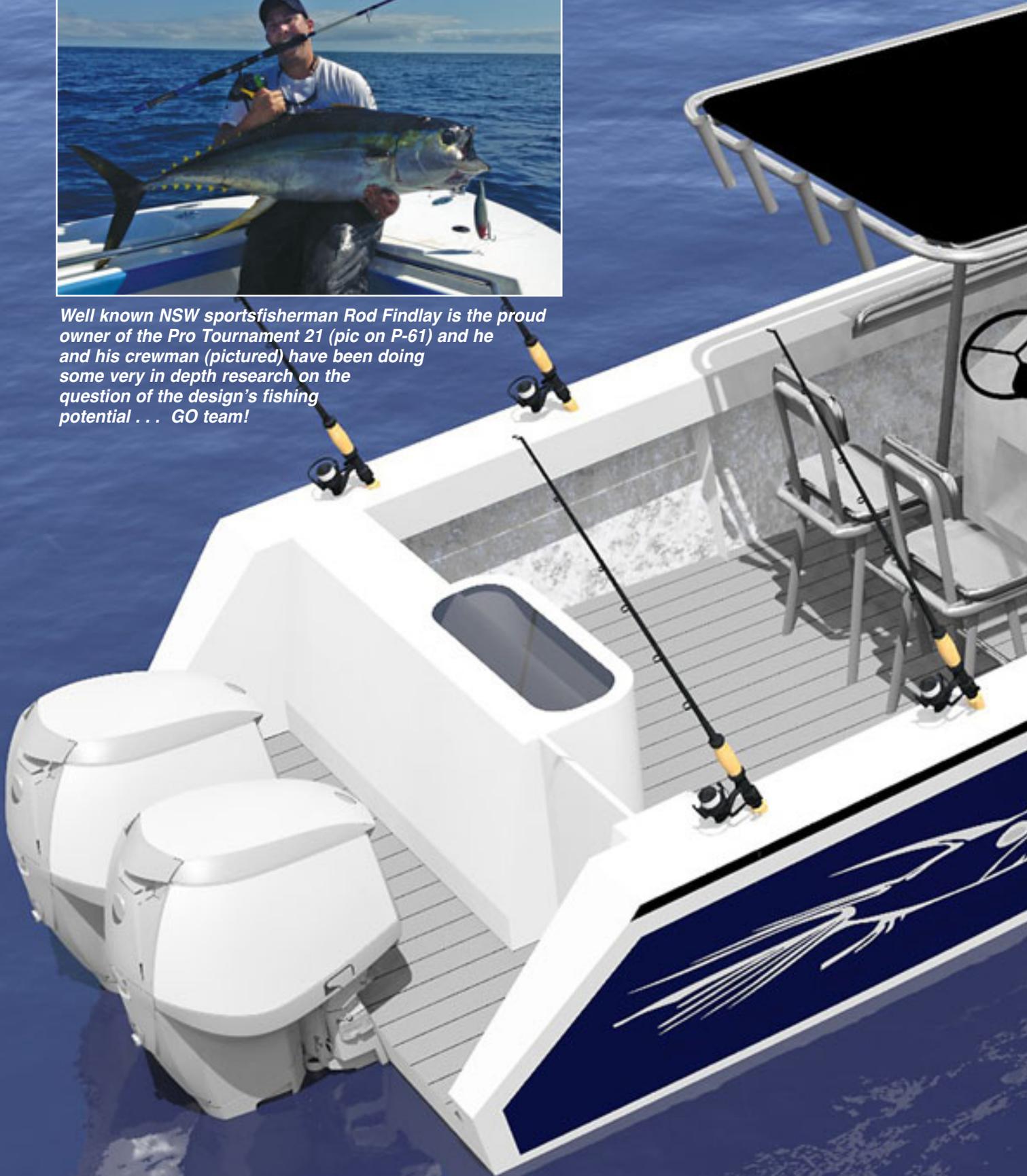
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*Well known NSW sportsfisherman Rod Findlay is the proud owner of the Pro Tournament 21 (pic on P-61) and he and his crewman (pictured) have been doing some very in depth research on the question of the design's fishing potential . . . GO team!*



*Words, renderings and unabashed enthusiasm from nav-arch Mark Bowdidge.*



DIY BOATBUILDING AT HOME

Mark Bowdidge's BMD

# Pro Tournament 24

It might take a full 12 months to build it - but crikey, what a weapon you'd create. For a price that is a fraction of some imported secondhand 'has been' from the 'States, and a BMT weight easily under the magic 3.5 tonne mark. All this with a standard of performance no production platey or GRP could match. Gentlemen, start building that lean-to, NOW!



### The Pro Tournament 24 Specifications

Overall Hull **7.31m (24'0")**

Beam **2.5m (8ft 3in)**

Rec Horsepower **250hp**

Deadrise @ Transom **25 degrees**

Engine shaft length **XL/S (25.5")**

Min Fuel Capacity 108 US gal. **(411 litre tank)** Optional is

**159 US gal. (600 litres)**

Approx Trailer weight (pending builder) **1431 kg (3154 lbs)**

#### How much can you live between heartbeats?

Well, whatever you have in mind for this weekend, the Pro Tournament 24 can handle it. Designed to dominate the offshore scene with aggressive lines that tout an elevated level of confidence, the Pro Tournament 24 has but one reason to exist: to help you catch the kind of fish that others dream about - plain and simple.

So regardless of what you have in mind, the Pro Tournament 24's aggressive, yet easily trailered offshore design, will give you endless opportunities to dominate the offshore scene.

#### Inside The Ride

The Pro Tournament 24 features include a large rear 60 litre live well, 2 x large 152 litre kill tanks, a self-draining cockpit, walk through transom, recessed grab rails, numerous large underfloor storage compartments, positive flotation, a large console with heaps of room for your electronics, life jackets and anything else you can think of, underseat storage and a huge fore and aft cockpit area for all the action on your offshore fishing rampages.

Overall, with a standard 411 litre fuel tank capacity (optional 600 litres), 25 degree deadrise at the transom, radius keel and flared bows, the Pro Tournament 24 will get you there faster, drier, and smoother than the rest. To put it simply she's a diamond in the rough!

#### Power & Speed

Powered by either single or twin outboards, the Pro

Tournament 24 is untouchable in the open water, and yet the 24 will really prove itself when conditions deteriorate. With a displacement of 1,900 kg (4,200lb) (not trailer weight – see below), which includes optional 600 litres of fuel for those who do long runs, all your fishing gear, eskies and the like, all your mates on board and with your pedal to the metal heading out through the heads, a single 250 or twin 125's will push the Pro Tournament 24 to approx 40 kts, pending choice of motor, gearbox ratio and prop selection. With the throttle pulled back to around 3,500-4,000 your cruising speed will be approx 26-28 knots, which means long distances can be achieved with the motor just ticking along sipping fuel. That's where the fuel efficiency comes in.

As with all our designs, seaworthiness and comfort (smooth ride), speed and efficiency are our priorities, so the speeds listed above are approximate. They are based on the designed displacement and may vary if displacement (or weight) varies. All speeds assume well-faired hulls driving through properly sized propellers with suitable gear box ratios to match the power and torque curves of the engine, to the hull weight in question.

#### The Hull:

There is a lot more to what makes an efficient boat than just the shape of the bottom. People say deep-vees are hard to push, but what they're really talking about is a whole generation of boats that were hard to push, and are overweight to begin with, whether it is

production or home built. These boats, typically being overweight and not designed to suit the purpose that people are using them for, are using outboards, gearbox ratios and props not suited to the design. So no matter what kind of bottom they have, they are not going to be efficient. We do a lot of our engineering & designing based on bottom loading, careful weights and moment's analysis, speed performance number crunching and more. Coupled with a sharp entry point, the Pro Tournament 24 has a high entry angle that delivers a smooth dry ride by displacing water away from the boat, while its wide bow flair keeps it from rolling back into the boat. A radiused keel provides lift, yet a soft ride.

### **Deadrise & Performance Issues**

Talking about deadrise, the Pro Tournament 24's deadrise at the transom tells you something; it is not a useless piece of data. A lot of boats, if they have 20 degrees at the transom, also have 20 degrees in the midbody. Along with a very fat bow to hold a lot of accommodations, they fail to get the benefits for that kind of hull, because they are compromising the hull for interior space. Overall, this results in "plowing"



through the waves, broaching when the wind and waves are behind and creating a very wet boat. If one of our boats is 25 degrees at the transom, it'll have a 30+-degrees deadrise in the middle of the boat, getting larger as it moves forward. In other words, we don't use constant sections. Also, we don't fatten the bows of our boats, preferring to keep the bows sharp to slice thru the waves and not ride over them. In other words, we design the hull the way we want it to perform . . . and then put the interior in it.

*(Continued Over . . .)*



*The Pro Tournament 24 is a direct sister to the extremely popular Pro Tournament 21 (photo above) featured in the March 2013 issue (#196) of the Boat Mag - the 24 is just longer and even softer riding !*



Doomadgee, 93km west of Burketown (on the edge of the Gulf of Carpentaria) and about 140 km from the NT border, is where Les Robinson is building one of the six Pro Tournament 24's under construction.

the Pro Tournament 21, its smaller sister ship, in F&B TV at [www.australianboatmags.com.au](http://www.australianboatmags.com.au)

### Construction:

As the Pro Tournament 24 is a composite strip plank design (similar to foam core composite construction) and engineered to classification standards, the Pro Tournament 24 uses Paulownia timber or Western Red Cedar as the core, which is then sandwiched in epoxy and directional E-glass fabrics

resulting in a stronger, tougher and more durable "Composite" boat, yet still retaining its lightweight construction.

Once finished, the PT24 trailer weight is approximate 1431 kg (3154lbs). That includes everything - anchor, chain, rope, life jackets, outboards, electronics, etc. In other words, a proper working boat ready for sea. What's even better; you don't need a massive 4x4 to tow it around.

As for boatbuilding skills, no woodworking skills or special tools are required. The plans include all dimensions and patterns to cut all the hull parts flat on the shop floor and also a "How To Strip Plank" video showing how the strip planking process is done. It's that



For stability, as the Pro Tournament 24 carries its chines lower than the waterline. These chines are still immersed during the transition stage from displacement to semi planing speeds. However as the speed picks up, the running strakes and radiused keel take over, lifting the boat further, and deflecting the water down and under the hull. Acting as two points on which it balances, these points, along with the radius keel, provide a great deal of dynamic stability for a more solid ride and cushioned ride whilst on the plane.

Greater speed means increased lift, which means decreased drag and wetted surface, resulting in less horsepower being needed for a given speed and a more fuel efficient running hull.

At rest, the chines once again become immersed, increasing the waterplane, thereby increasing its traverse moment of inertia or resistance to roll, resulting in the boat becoming more stable.

Also, by careful detailing the weights and moments of all our designs, we ensure that the centre of gravity is kept very low ensuring stability at rest, but also dynamic stability whilst on the plane. (see video of

easy.

Overall, here at Bowdidge Marine Designs we pride ourselves by pushing the boundaries through innovation, research and development, designing the strongest, smoothest, fuel efficient and offshore performance designs we can, to suit our client's needs. It's this passion for perfection and attitude for innovation that we strive for today, that naturally becomes our focus for the future.

So if you're looking for a serious offshore fishing design, without it costing you a fortune, consider the Pro Tournament 24, the ultimate in offshore sport fishing performance, and a true diamond in the rough.

**ABM**

For Further information, please contact us at:

Mark Bowdidge (MRINA)

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# First Angler 215 Built in Bundaberg, Queensland

It's with a sense of almost paternal pride that we release the first photographs of Angler 215 #1 being built in its new home in Greg Franks' Angler Boats 'glass shop in Bundaberg, Qld.

With Steve Peake, designer, plug maker, mould maker and boat builder responsible for the creation of this beautiful craft beaming from ear to ear, the team in Bundaberg worked hard over the first week or so of February as they laid up the very first of the Angler 215s in the moulds.

With Steve on hand overseeing and assisting the co-ordination of the moulds and the parts as they were laid-up and came together, it was quite an exciting and emotional process for all concerned.

For Steve Peake, this was the beginning of another chapter in a remarkable boat building life, and there was no denying the man's excitement and pleasure at what was happening. He's worked so long and so hard to get this project on the road. It was terrific that Greg Franks picked up the moulds and tooling, along with Steve Peake himself, and brought it all back to Bundaberg as a co-ordinated unit. This has given Steve the financial support he's never had, and access to the resources he's never had to see this boat realise its full potential.

Peake's next mission is to complete a targa and hardtop for the renamed Angler 215, but he'll be staying involved as required by Greg and his team on the design and plug making side of things.

Meantime, he's been on the job training the blokes in Bundy, although he quickly acknowledged that they already had a very high level of expertise before he got there, and it was more about showing them

how part A went together with part B, than what to do with it when they worked it out.

So - big smiles all round: the Angler 215 is now in serious production and Greg Franks will have his costings complete by the time this magazine is released around Australia in early February.

For all those readers who have contacted the writer about this craft over the past few months, don't hold back, the Angler 215 is now in very good hands, and you can go forward with confidence.

ABM



For further information, price lists, inventory of equipment etc please write or phone Greg Franks at any of the following addresses:

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E: gjfranks@westnet.com.au







Original Story/Pics by Peter Webster

# CruiseCraft President 800

**Funny business, the boating business. It is full of all sorts of truisms, cliches and legends, many of which have long since lost their origins in the blurred passage of time.**

But some, like the fundamentals i.e. *'every boat on the water is for sale'* or *'I'm just looking for something a little bigger (sub: faster)'* are so basic to the spirit of boating, they have passed on to become boating lore.

That an entire industry has been spawned and developed around such

philosophy has not gone unnoticed, although few of the remaining manufacturers surviving these difficult economic times have been around long enough to appreciate the curious, cyclic nature of the local boating industry.

One family that has, builds the vessel featured in this report. It is the CruiseCraft President 800 built by Brisbane's best known boat building family, the Nichols Bros. of the outlying suburb of Manly, a sleepy bayside area to the east of the city.

Patriarch of the Nichols Bros. business is the still working boat builder, Roy Nichols, who made a name for himself building the common Brisbane River 'sharpies' (as the distinctive, hard chine river and bay trawlers used to be known) after the Second World War. Although Roy is

happy enough to take something of a back seat in the business these days, within the family, his influence is still considerable.

Nichols Bros. is now headed by Roy's sons Kevin and Barry these days, although that is by no means the extent of the wider Nichols family involvement. Other Nichols, cousins, uncles, brothers, etc., are involved in everything from boat building to the big retail centre the family maintains at Manly.

The significance of this preamble has never been as important as it is today. In an industry where going broke is fast developing into an art form, knowing that the people who built your boat are:

1. Solvent, and
2. Are going to stick around and care about the \$80,000 investment you've

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made,

is surely one of the most comforting features of dealing with people such as the Nichols family.

As the boats get bigger and more expensive, being able to go back to the builder is an asset that can only be fully appreciated when you've had dealings with builders who weren't there to assist when something went wrong, and/or the local yard cocked up the job; these are the times when you need somebody you can trust to get the job fixed.

In this case, the Nichols family will be there, and for a little publicised reason, this is going to be even more significant in the future.

They would be the first to admit the release of the President 800 poses a dilemma from which there is no clear cut solution at this stage. And the problem they have is one that badly affects all the craft in this category.

It is the perpetual problem of representation (or dealerships) in the other states (apart from Queensland). These craft are far too big for trailerboat dealerships which are mostly off the water, and on the highways.

Even if the dealers did have, or could arrange an on-water facility, there are less than half a dozen in the whole of Australia who could afford to stock the craft for demonstration purposes. Needless to say, these bigger, wealthier, on-water dealers (or brokers) already have competitive franchises from other manufacturers, so it is hard (if not almost impossible) for manufacturers such as Nichols Bros. to get good representation for new products in other states.

In time, as more full-on marinas finally open, the situation will change, but for the moment, there are more manufacturers looking for good dealers than the other way round.

Thus it is doubly important for the consumer to pick his next craft carefully, mindful of the fact that without local dealer support, he will often be relying on assistance from a manufacturer who might well be 2,000 miles away. And then, only if he has managed to stay in business.

And with those cheerful thoughts, let us take a close look at one of the better things to come along in the last few years — the CruiseCraft



**The level running angle of the craft facilitates excellent helmsman vision downstairs.**



**Above: The dinette comfortably seats two adults and two children. Below left: There is plenty of storage space throughout the boat. Below right: The single berth on the port side is not quite large enough to be considered a double.**



# CruiseCraft President 800

(Circa 1986)

President 800.

## Design

As most readers probably know, the President 800 started life as the Executive 800, a traditional, displacement cruiser with a great deal more charm than speed.

After trying very hard to ward off the buyers clamouring for a much faster version of the Executive 800, the Nichols finally capitulated and set about redesigning the bottom of the boat as a high speed cruiser.

Although it was a true 'cut and shove' of the hull bottom (to use the venacular of the industry) it wasn't done without a great deal of skill and care.

Central to their ambition was determination to bury the (designed) single diesel engine deeply under the rear cockpit, to avoid the need for the sterndrive engine box, so obtrusive in craft such as the Huntsman 24 or Bertram 25 — craft targeted by the Nichols as the ones they had to beat to justify the massive investment in the double sets of tooling now required around this Executive/President family. With the sums proving there was (just) enough room under the cockpit sole to do it, the next job was to re-work the hull lines to provide conventional planing boat characteristics, and further, the ability to run with the single diesel philosophy they were anxious to achieve.

The problem here was the sheer size of the craft, and although they have achieved moderate success, the fact is that with all one's cruising where-with-all aboard for a long weekend, Easter (or longer) holiday, the President 800 is quite a lot of boat to get up and about with a single diesel — in this case, the ever popular Volvo AQAD-40 diesel sterndrive, churning out a very understressed 165 hp.

Still, Nichols did their sums well, and achieved their target — a good level of performance from a very practical style of cruiser that stands head and shoulders above most of its opposition in just about every respect.

But let's walk through the craft, and have a good look at what goes where.

## Accommodation

We start in the forward stateroom — it deserves the title of 'room' because it can be shut off completely with the standard concertina door, and further, there is 185 cm (6'1") headroom.

A ventilation hatch in the roof sits astride the concertina door line, ensuring air is spilled to both sides of the door. Opening (sliding) windows above the berths can be flyscreened, and provide additional ventilation.

The berths are big — measuring 208cm (6'10") overall, and 74cm (2'5") are the narrowest point. A fill-in panel and berth cushion can be provided to fit between the berths to convert this area into a queen size double.

There is storage aplenty. Cupboards are fitted into the facing bulkhead, access is allowed under the berths (top loading) and further aft, side loading. All of these cupboards would be designated dry storage and thus ideal for sheets, blankets, etc.

Apart from the previously mentioned (tinted, toughened glass) hatch in the roof, there is also a large moulded GRP hatchway that does multiple duty.

It serves as the forward escape hatch, the hatch providing internal access up to the foredeck (although you have to stand on the berths to get out) and heaps of fresh air on those muggy summer nights. In this role, the area of the hatch is so big, it would definitely need flyscreening with a roll-up and stow type of 'screen.

Further aft, behind the concertina door, there is a large single berth to port, running back under the dinette squab. The Nichols will be annoyed at the description of this berth as a 'single', but it only measures 189cm long (6'2") by 86.5cm (2'10") wide at the most generous point, so it can scarcely be called a double. Mind you, it would be ideal for a couple of youngsters, or indeed, a very friendly, albeit small, couple — but under orthodox rules of measurement, a double she ain't!

Opposite this area is the fully enclosed head compartment. This area is well designed, although lifting the sole of this small room a couple of inches to facilitate the drainage system under the floor, did rob the head of the precious inches necessary to describe it as having 'standing headroom'. Now, whilst this is of no great consequence to the feminine gender, it does have

complications for the males in the family — especially in a moving seaway!

Otherwise, the room is typical of its type — a moulded sink graces a small vanity, and sliding doors on the cupboard under the sink give access to a handy storage spot for towels, bathing utensils, etc. If the room is going to be used as a shower room — and the lift-off shower rose can only be there for that purpose — the cupboard may need to be more tightly sealed to prevent water getting into it. However, please note there is also a very handy shower in the cockpit too, so the problem need never arise. Well, up north, anyway — it's hard to see many Tasmanians showering in the cockpit in winter!

## The Saloon Layout

Back up into the saloon/wheel-house, one is aware of a sense of lightness; a feeling of being on top of the cruiser, rather than being in it as so often happens. It's a nice feeling too, and it encourages the crew to sit around together (the skipper at the helm seat, others in the dinette, someone on the lower, portside berth) to share the passing parade. Although this is a fly-bridge cruiser, the writer suspects the lower station will be used far more frequently than the one 'upstairs', if for no other reason than the upstairs station is both exposed and limited to three seats.

This situation has come about because the CruiseCraft 800 was originally designed as a wheelhouse displacement cruiser, and the saloon floor height, the helmsman's seat, etc., was 'set' for this style of cruising. That the high performance, President 800 series can utilise these features is a real bonus in a style of cruiser where the lower station is frequently all but useless unless the boat is off-plane.

The layout is simple. To port, a convertible dinette seats two adults plus two children — or four adults at a pinch — measuring 202 cm (6'7/2") long by just 90cm (2'11/2") wide. It can scarcely be called a double berth, either.

To starboard, the helmsman's station comes first, with fold up flaps for his feet and backside. The flaps are designed to maximise the space available and his comfort, and they work quite well. The idea is to 'walk-in' to the lower helm space, sit up on



**The LP gas bottle is located in this special locker in the cockpit.**

the permanent, cushioned squab, then pull up the foot-rest with your feet, and the 'fold up' cushion (that goes under the skipper's thighs) with your hands. It sounds more complicated than it is; it is simple, speedy and reasonably comfortable. Mark you — a backrest would make a big difference to long periods at the helm 'downstairs'.

The galley area is neat and functional. A two burner Roden Casita LP gas stove is installed (the LP gas bottle is in a special locker in the cockpit) alongside a moderately deep sink. This is fitted with a coverboard to extend the work area for meal preparation. In the cupboard beneath, there's a lined cutlery drawer, 2 pull out drawers and two grocery cupboards.

Opposite the galley, to port under the rear-most dinette squab, is a very nice touch — a true eutectic refrigerator of approximately 3.5 cubic feet, driven by a compressor off the engine. This is an excellent set-up, requiring the engine to be run for just an hour or so per day to keep everything in the fridge cabinet

down to an (adjustable) degree of cold.

### External Features

Thanks to the swept back GRP hardtop, the rear cockpit of the President 800 is ideally suited to enclosure by degrees. This is a real boon in a cruising vessel, as it allows the cockpit to be protected from every direction, easily and quickly, as the need arises, whether from rain, windblown spray — or just for sun and wind protection while the boat is swinging on a mooring or at anchor. And for young and old folk alike, the need for sun protection against the increasing incidence of skin cancer in this country, goes without saying.

The cockpit measures a handy 220cm (7'2/2") wide, but it is only 62.5 cm (5'4") long. This is more than enough for socialising and general cruising, but fishermen may find it a little restricting. However, given the big duck-board fitted across the stern, the usable area is adequate for most occasions. A transom door is available as an option, incidentally, one that we



**An efficient anchoring set-up.**

would highly recommend — especially for older folk who can sometimes find it hard to 'swing a leg' over the side of some of these cruisers.

One aspect of the cockpit we didn't like too much was the unusual low internal freeboard — at 61 cm (24") it is lower than the measurement suggested by any of the appropriate standards (ABIA), or the US Small Craft Standards). A nicely polished stainless steel rail around the cockpit would do the trick — and provide a needed hand grip as well.

### Overall Finish

At the risk of being hypercritical, there were several aspects of the President that were disappointing.

As so often happens these days, the attention to the moulds seems to outweigh the attention to the fiddly bits — but it is these latter points that stand out like a sore thumb even to a layman, who might well not appreciate the quality of the mouldings and general construction.

For example, the inside and forward edges of the forepeak cupboards are tacky, so say the least. Flowcoat finishes shouldn't be seen in a \$75,000 cruiser. Cheap external hinges swing black perspex locker doors up forward, but not down aft. There, the doors turn into laminated or ply finishes. The concertina door is vinyl . . . the berth cushions are anything you like, as long as it is the rather potent tartan pattern the Nichols people carry in stock. The seat cushions and trim are blue vinyl,

# CruiseCraft President 800

(Circa 1986)

Length ..... 7.92 m (26')

Beam..... 3.12m (10'3")

Draft .....0.8m (2'8")

## Standard equipment:

Dual station flybridge/bucket seating for three people.

## Deck fittings:

Bow sprit with twin roller fairlead  
Separate self-draining chain locker  
4 large mooring deck cleats  
Stainless steel bow rail  
Cabin and flybridge grab rails  
Navigation and anchor lights  
Safety glass windows with anodised aluminium frames  
fibreglass duckboard  
Ventilator hatch  
Electric anchor winch with dash controls complete with anchor and chain

Eutectic refrigeration

## Interior fittings:

Fabric covered bunk cushions,  
Separate shower  
Toilet compartment with pressurised hot and cold water  
Carpeted floor  
Lambswool cabin side lining  
Exceptional stowage areas  
Twin burner stove with grill  
Refrigeration  
Convertible dinette (for extra sleeping accommodation)  
Sink with pressurised hot and cold water  
Cabin and saloon lighting, Self draining cockpit floor  
Sliding lockable bulk head door for security  
Cockpit carpet

## Other fittings:

Fuel tank 92 gal (420 L) with electric gauge, Water tank 66 gal (300 L), Twin 12 volt batteries with master switch, Fuel filter and water sedimator, Automatic bilge pump, Trim tabs — electric/hydraulic, Hour meter.

## Other options:

Centre bunk, Fly screens on windows, Water level gauge, Windscreen wiper, Oven/stove combination, GME 27 MHz radio with aerial, Radio/cassette (AM/FM) with 4 speakers, Flybridge carpet, Bimini top, Flybridge cover, Covers around saloon windows, Electric toilet.

Powered by Volvo Diesel 165 hp Duo-

prop ..... \$78,800

Powered by 230 hp Mercruiser V8

..... \$72,800



**The bridge is exposed and limited to three seats, so the downstairs station is likely to be used more often.**

while the forepeak and portside berth is lined in a creamy woollen carpet finish . . . yes, the boat is screaming for colour and material co-ordination! As it stands, the President 800 desperately needs an interior decorator to show these doubt-lessly skilled tradespeople how to finish their boat . . . this is a very good boat being spoiled for the sake of a few dollars worth of co-ordination.

For \$75,000-80,000 it would be wonderful to see decorator shades of carpet, curtaining (there's none, at the moment) seat and berth cushions, outdoor carpet, bimini and awning covers. Is this too much to ask? We are fairly certain most women would be infinitely more impressed about the potential lifestyle quality and perceived comfort of their husband's investment if the craft offered them just some of the comforts of home . . .

## Construction And Engineering

The President 800 is a combination of both old and new schools of Australian boat building.

From the older school, we see a strongback system of glassed in Oregon girders with a watertight bulkhead under the cockpit/saloon bulkhead.

From the more recent school, the Nichols have moulded just about all the 'furniture' and interior fitments, with the exception of the dinette and galley unit. These are both hand made in the CruiseCraft joinery shop.

The result is a strongly built, GRP cruiser with above average mouldings, and very little ongoing maintenance.

In the engine-room, everything is 'down there' and that's either a good

feature or bad one, depending on your viewpoint. Some owners like having it all together, as it facilitates the daily checklist; fuel filter, batteries, trim unit and water filter are all down below, so you must step down into the engine-room for all regular maintenance.

The alternative is to have the batteries in a separate compartment, the fuel filter up where they can be seen, and so on. In this case, the writer could see the Nichols' view as far as the diesel installation was concerned, but with the optional petrol installation, it might not be such a good idea to have everything in the one compartment.

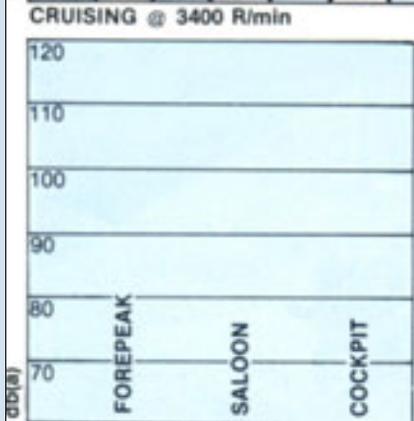
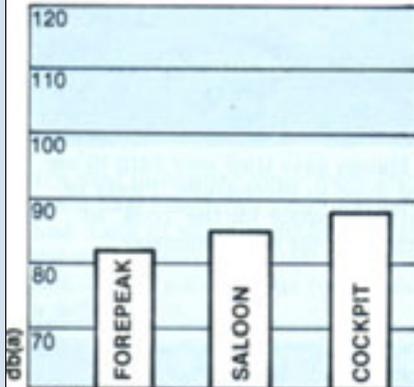
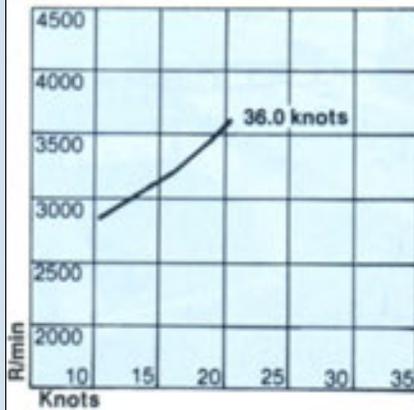
A small point too, about the ship's wiring. As it stands, there is a small board overhead, virtually above the skipper's lower helm position. Utilising a system of screw-in fuses, its lack of sophistication will become trying, should an owner start thinking about a higher degree of onboard electronics — HF SSB, TV, colour video depth sounder, small ship's radar, log, VHP, etc. None of these things are particularly unusual, and the writer suspects the Nichols will find the need to upgrade the President's basic wiring structure to cope with the ever growing number of electronic 'add-ons' these cruisers inevitably wear.

A cruiser of this calibre deserves a proper circuit board with circuit breakers instead of fuses, provision for shore power, ship's 240 v power from a gen set, clearly identified switching, ready access to both sides of the board, without having to unscrew anything.

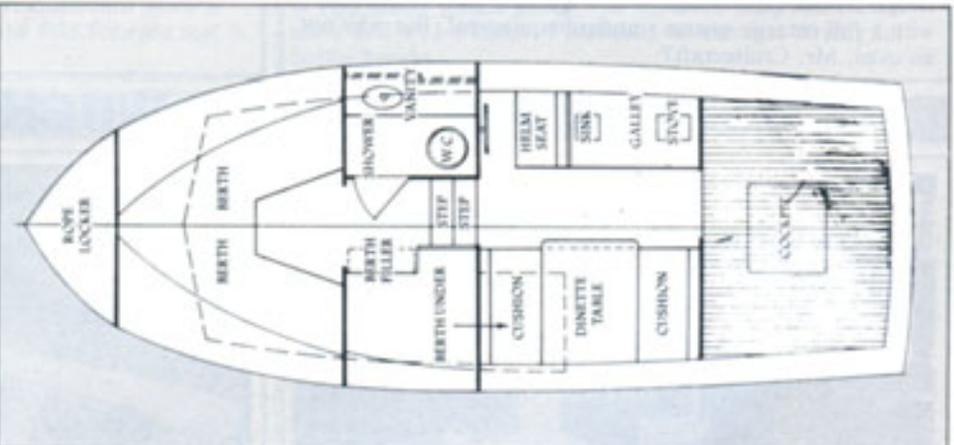
(Continued over, on Page 72)

# AB Performance and Specification Report

## CRUISE CRAFT 800



All data was recorded by AB staff using K-Band radar (Kustom's Falcon) speed measuring equipment, with all data being compiled in knots. Bruel & Kjaer sound metering (model 2232) is taken on the dB(A) scale. Please note that whilst every care is taken in achieving the highest possible degree of accuracy in the compilation of this data, neither the publisher of this magazine, nor the manufacturers of the equipment used to measure performance, can be held responsible for the veracity of the published data.



### SPECIFICATIONS

Length .....	7.92 m
Beam .....	3.12 m
Draft .....	0.8 m
Deadrise .....	N/A
Hull weight (dry) .....	3.7 tonne
Fuel capacity .....	420 L (92 gal.)
Water capacity .....	300 L (66 gal.)
Berths .....	4-6
Std Engines .....	Single Volvo AQAD-40 diesel @ 165 hp or Single MerCruiser 230 hp V-8
Nominal cost .....	\$78,800 with Volvo AQAD-40 diesel or \$72,000 with MerCruiser 230 hp V-8

### STANDARD EQUIPMENT HIGHLIGHTS

- Stainless steel bow rail
- Fibreglass duckboard
- Electric anchor winch with dash controls complete with anchor & chain
- Eutectic refrigeration
- Twin burner stove with grill
- Refrigeration
- Sink with pressurised hot & cold water
- Twin 12 volt batteries with master switch
- Automatic bilge pump
- Trim tabs — electric/hydraulic
- Hour meter

## Performance

Power for the test craft was provided by the popular AQAD-40 165 hp Volvo sterndrive. This combination was only just powerful enough for the craft, which was carrying 75 per cent fuel and 100 per cent water, three adults and a full compliment of ground tackle (predominantly silver rope) and safety equipment.

As can be seen on the graphs, a top speed of 20.3 knots was recorded, with a continuous cruise speed (Volvo recommendation @ 3,400 r/min) of 17.6 knots.

Combined with the 418 L (92 gal) fuel tank (there's 282 L (62 gal) water, by the way) the Volvo 40 Series/Cruise-Craft President should have a cruising range of around 200 nm at 3,400 r/min and some 270 nm at full speed, 3,600 r/min.

While these figures are acceptable, they are not exciting. There appears to be a very good case to consider the installation of the MerCruiser 260 hp petrol sterndrive. Apart from saving a fair bit of weight (Volvo AQAD-40 @ 520 kg compared to the MerCruiser's 411 kg) the MerCruiser has more grunt for very little extra fuel consumption and a not inconsiderable cash saving of \$6,800. That it is also quieter and smoother, could have something to do with the fact that nine out of every 10 of these cruisers in America use petrol stemdrives.

Another alternative would be to wait until the new 41 Series Volvo turns up later this year (and that is only a rumour at this stage) with a reputed 220 hp instead of 165 — the sort of increase that will transform this boat from a rather plain Jane into something special.

Linked to the performance envelope are the questions of handling and ride.

Appropriately, but hardly surprising, the handling and ride reflect the need for more punch from the engine-room. As it stands, it's okay — not brilliant, not bad.

The running angle is good, vision below is excellent, and the boat responds well to tab control. The choppy conditions running on Brisbane's Moreton Bay testified to the President's dryness.

But the steering is a bit vague, and the boat often felt... if it could only get on top of it. . . it would go even better. Of course, it was 'on top of it' but the running angle and the angle of attack

would have been even better with more speed and/or power.

Given that it was a brand new rig, and not up to cruising trim or weight, the President 800 could become quite wooden in a seaway when it was fully loaded up for the 'hols'!

There's no prizes for our tip — go with the petrol sterndrive, and enjoy the ride!

## Conclusion

The investment the Nichols family has made in these moulds has been considerable, and the various criticisms contained in this report have been very mindful of this fact.

However, some facts need to be faced — and they should in no way reflect on the potential excellence of their basic tooling, or the fundamental safety and seaworthiness of this craft.

The President 800 is a very good

cruiser, and with more attention to detail in terms of the finish and power-plant, it will hold its own in any company. But this isn't like the trailerboat world Nichols have dominated for several years; in this league, they are up against the real heavies, the Riviera and Mariner Cruiser combines, both of whom have competitive, excellent craft coming down the production line at this moment. And that is not to ignore the half dozen other 26-28 footers covered elsewhere in this issue.

It is a tough business, and it's going to get tougher, around boat show time.

Nichols Bros. are a smidgen off the pace with these early run President 800s, but they could steal the march on everybody with a few hard decisions and a more professional approach to the question of style and finish.

**ABM**

## HINDSIGHT . . .

Over the years, the Nichols family (Cruisecraft) tried many variations on the displacement theme, and given the family's history of building such craft for (mainly) commercial fishermen of the post WW-2 era in the 1950s and 1960s, if anyone knew how to do it, it was Roy and Lance Nichols.

In the 1980s, largely in the wake of the scary European fuel crisis, they tried again, with the Executive 800 (the fore-runner of this month's planing President 800) and the charismatic 580D (pictured above). They were typical CruiseCraft; beautifully built and engineered, and setting the build standard for any similar displacement craft of that era i.e., the Cuddles 29, Honeymoon 26, multiple imports (from Europe mainly), and various hybrids (Bruce Roberts DIY boats, for example).

However, despite giving displacement craft a very serious push, they didn't really catch on, and the clutch of boatowners who loved them (and make no mistake, there were quite a few of them) weren't enough to drown out the clamour for the same boats to have bigger engines and (thus) go faster. . . I suspect it would have been heart breaking for the Nichols family, as they'd answered the call - but in the end, couldn't write enough displacement business to make it all worth while. So the decision was made to 'cut and shut' the bottom of the displacement Executive 800, turning it into the planing President 800 - throwing it hard up against half a dozen bigger, smaller, faster, cheaper (etc!!) cruisers, which ultimately pushed the President out of production, as the Nicols went back to building their very popular trailerboats.

Today, these bigger craft still bring a premium, as they should - especially the Executive 800 cruiser, which is an excellent weekend harbour cruiser that has matured nicely with age.

- PW February, 2014.



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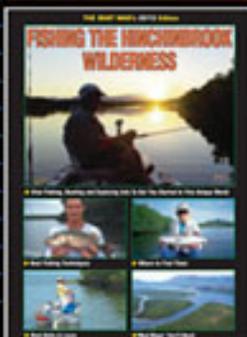
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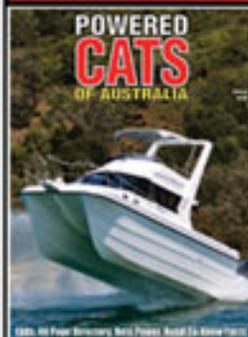
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# Sally's Galley

By Sally Oulton\*

## Beer Battered Barra!

**B**arramundi is a much sought after fish by recreational fishermen. It has a reputation as one of Australia's premium eating fish. It is prized in restaurants for its light, sweet, mild flavour.

Beer is one of Australia's most consumed and loved beverages. So what better way to combine the two than cook Beer Battered Barra!

We all love a bit of deep fried seafood. There is something about that lovely crispy golden-battered fish and what better way to flavour that batter than with your favourite ice-cold beer.

Firstly, let me tell you a little about barramundi or what we prefer to call simply barra. Barramundi is a word borrowed from the Aboriginal language of the people of the Rockhampton area. It means "river fish with large scales" and for me it conjures images of far-north parts of Australia where it is found to inhabit its waters. Barra is best caught from February until November and fishermen tell me that the best time is straight after the wet season, around April.

They are colourful fish with a greenish-bronze coloured back, silver sides and shadings of white on their bellies. They are also a warm water fish and can be found in tropical coastal salt and fresh waters. It can be found in the sea, rivers, creeks and mangrove estuaries ranging from the rivers in North-west Australia to the Noosa River on the Sunshine Coast in QLD. After spawning in saltwater, juvenile barramundi migrate into tidal creeks and then disperse over inundated floodplains, and then it will return to the sea and then back again.

The larger barra can be found in



tidal waters where they feed on large banana prawns and surface fish such as garfish. Most barra begin their lives as males and change to females as they become much larger.

It is a superb eating fish and if you land yourself one in the wild, it will probably be a meal that you will never forget. It has a mild, sweet flavoured flesh and to top it off it is a versatile fish to cook. It can be fried, grilled, steamed, baked and even barbecued. **The trick is not to overcook it.**

When it comes to cooking beer battered fish, there are a few things you need to know.

Firstly, it is important that you choose the right oil. From a health perspective, oil with a greater proportion of mono-unsaturated or polyunsaturated fatty acids is recommended for deep-frying seafood. Olive oil is the healthiest and pure-tasting oil but best for pan-frying.

I would recommend Canola oil for deep-frying. It is also one of the healthiest cooking oils and best suited for beer battered barra.

Secondly, making the batter. We all want a nice, fluffy, crispy, golden batter with the taste of your favourite ice-cold beer.

I use self-raising flour to give that puffiness instead of plain flour. You can either follow the recipe below or simply pour a bottle (375ml) of beer into a mixing bowl and gradually stir in the flour until the batter has the consistency of thick cream. Then add in 10 ice cubes to keep it cool and use straight away or, you can follow this recipe.

### Serves 4.

¾ cup of self-raising flour  
¼ cup cornflour  
220ml Ice cold beer  
800g barra fillets





plain flour

Sift the flours together in a large bowl. Gradually whisk in the beer to form a thin batter. Leave batter to stand in the fridge for an hour. Stir before using. A chilled batter will produce a crisper coating.

When you are ready to cook. Heat the oil up over medium heat in a deep fryer if you have one or in a medium saucepan or a wok similar to what I like to use.

To indicate the oil temperature is ready to use, simply drop in a small piece of bread and if it takes 30 seconds to turn golden brown, it is ready.

1. Dust the raw fish with flour.
2. Completely submerge the pre-dusted seafood in the batter.
3. Remove from batter and gently shake off excess.
4. Lower the fish into the hot oil slowly. Fry the fish in batches so not to overcrowd.
5. Fry until golden brown, turning once during cooking.

Serve up with some home-made chips. The trick to great chips is to deep-fry them twice. Firstly, fry the chips and remove half way through the cooking process. Allow to drain free of excess oil, then fry again before you are ready to eat until golden brown. You can also use the batter to deep-fry some onion rings.

Serve with tartare sauce and lemon wedges.

*Bon-Appetit!*

**ABM**

*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.*

## Sally's Traditions & Superstitions

*Did you know . .*

### The Evil of Bananas

I never knew that bananas were bad luck on a fishing boat until I ended up working on board a game fishing boat many years ago during the Australian black marlin season. During a fishing competition, I had brought bananas on board for the three-day tournament. When the mate saw the bananas he screamed "Who brought those on board?" I looked at him confused.

He grabbed the bananas and took off running. I followed in pursuit and watched him throw a banana onto each of the other boats in the competition. The whole marina was in an uproar. I never knew until that day the evils of bananas on fishing boats. You can imagine, I was not popular, nor was the mate!

Since the 1700's, it has been widely believed that having a banana on board was an omen of disaster. One reason for this is believed to sheet home to what happened during the height of the Spanish's South Atlantic and Caribbean trading empire. Nearly every ship that disappeared at sea or did not make its destination was carrying a cargo of bananas, thus resulting in the belief that hauling bananas was a dangerous prospect.

Another theory is that bananas carried aboard slave ships fermented and gave off methane gas, which would be trapped below deck. Anyone in the hold, including cargoes of imprisoned humanity, would succumb to the poisoned air, and anyone trying to climb down into the hold to help them would fall prey to the dangerous gas.

There are a few more theories behind fishermen's mistrust of the yellow fruit. Whatever the theories, it is probably best you don't bring any bananas on board your next fishing expedition.....*just to be safe!*  
**Sally, ABM**

# A Rod Holder With A Difference!

**“Beauty,”** as C&W singer Adam Harvey crooned, “Is in the eye of the beer holder” in his very funny ‘live’ beer drinker’s song.

No doubt Adam hadn’t seen this latest Aussie invention that is definitely a beauty!

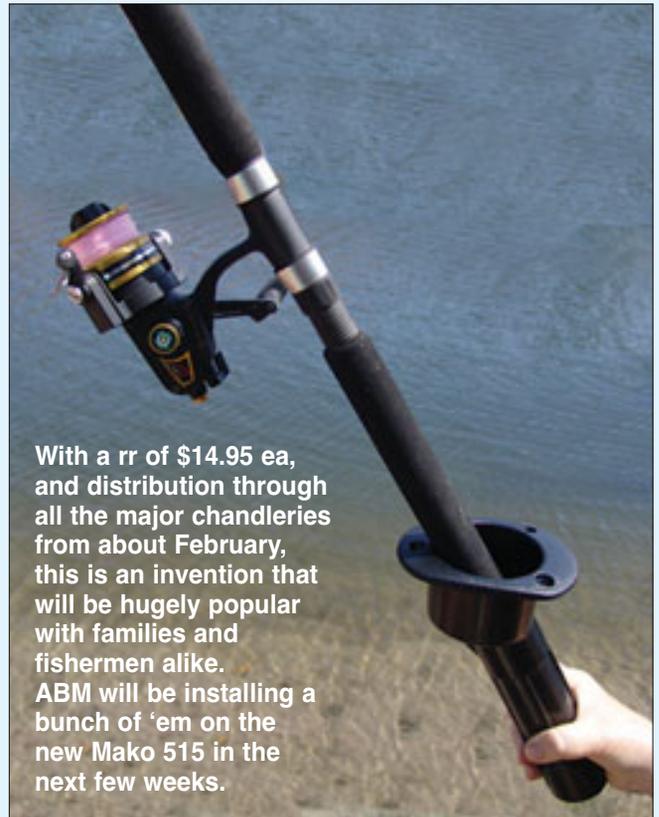
Created by Garry Baikovas who is, in one of his other lives, already well known to readers as the man behind Parsun Outboards in Australia, and his hugely popular range of soft and hard bottomed Island Inflatables.

Like all great inventions, this one came up when Garry was fishing, and when the rod buckled under a big oogie strike, and Gary went to grab the outfit out of its holder, he discovered he had nowhere to put his freshly opened can of (coke). As it happened, he was so busy trying to put down the can, he missed the strike - and spilt the can in the process - *as you do!*

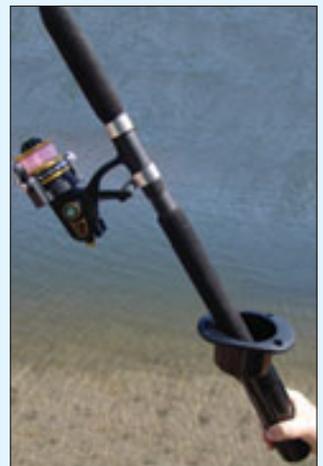
“That was when I had one of those light bulb moments” he chuckled later, “it’s like all good ideas triggered by real circumstances when you think *“Jeez, we should have thought of that years ago!”* Rod out, can in!

“So the next day I drew up some rough pictures, emailed them off to our toolmaker - and we had the first prototype happening a few weeks later.”

“Now the first of several shipments has arrived - but we have to think of a name that will lift it out of a very crowded market - that’s where your readers come in. We need their lightbulb moment to create a brilliant name!”



With a rrr of \$14.95 ea, and distribution through all the major chandleries from about February, this is an invention that will be hugely popular with families and fishermen alike. ABM will be installing a bunch of ‘em on the new Mako 515 in the next few weeks.



**Name it - and win FOUR beaut \$14.95 rodholders . . .** Be one of the four top name suggestions for this unique rod holder imported by Island Inflatables’ Garry Baikovas and you could score FOUR unique rodholders, compliments of Island Inflatables. Entries should be sent to Garry through his Facebook page, <https://www.facebook.com/IslandInflatables> or email to [info@islandinflatables.com.au](mailto:info@islandinflatables.com.au). Winners - **and the winning brand name** - will be announced in the March issue of Australian Boat Mag. For more info, or to order the rodholder, go to Garry’s web site [www.parsun.com.au](http://www.parsun.com.au).

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

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

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

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

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

Make	HP	Model	RRP	4-stroke 2-stroke Carb/Inject	Capacity (cc's)	Cylinders	Amp/hr capacity	Weight (Kg)	F&B Star Rating	Emiss HC+NOX (g/kw/hr)	Emiss. CO (g/kw/hr)
Mercury	115	ELPT EFI	\$15,495	4i	1732	4	50	181	3	15.4	336.0
Mercury Opti	115	ELPT	\$14,475	2di	1526	3	60A	170	3	13.3	127.5
Mercury	115	PRO-XS	\$15,476	2di	1526	3	60A	170	3	12.6	139.7
Suzuki	115	DF115TL	\$15,377	4i	2044	4	40A	182	3	12.4	238.5
Tohatsu	115	M115A2 EPTOL	\$12,314	2c	1768	4	27.5A	164	1	199.6	150.0
Tohatsu	115	MD115A EPTOL	\$15,849	2di	1768	4	40A	173	2	31.1	128.5
Yamaha	115	F115AETL	\$15,799	4i	1741	4	25A	185	3	11.9	246.5
Yamaha	115	115CETOL	\$10,999	2c	1730	V4 90°	20A	167	1	169.4	356.4
Mercury Opti	125	L	\$TBA	2di	1526	3	60A	170	3	12.6	139.7
Evinrude E-TEC	130	E130DPX11	\$16,966	2di	1726	V4 60°	133A	177	3	12.8	122.8
Yamaha	130	130BETOL	\$12,069	2c	1730	V4 90°	20A	167	1	140.0	392.8
Honda	135	BF135A4 LD	\$18,799	4i	2354	4	40A	217	3	13.8	75.6
Mercury Opti	135	L	\$17,325	2di	2507	V6 60°	60A	195	3	14.2	107.6
Mercury Verado	135	L	\$20,613	4i sc	1732	4	70A	231	2	15.4	336.0
Suzuki	140	DF140ATL	\$15,954	4i	2044	4	40A	179	3	12.4	238.5
Tohatsu	140	M140A2 EPTOL	\$12,795	2c	1768	4	27.5A	164	1	167.3	355.3
Evinrude E-TEC	150	E150DBX11	\$19,674	2di	2589	V6 60°	133A	190	3	15.2	114.2
Evinrude E-TEC	150	E150DHL11	\$20,361	2di	2589	V6 60°	133A	190	3	15.2	114.2
Honda	150	BF150K2 LD	\$21,126	4i	2354	4	40A	217	3	13.8	75.6
Mercury	150	L EFI	\$14,678	2i	2507	V6 60°	60A	193	1	117.2	282.4
Mercury Opti	150	L	\$18,336	2di	2507	V6 60°	60A	195	2	14.2	107.6
Mercury Verado	150	L	\$22,177	4i sc	1732	4	70A	231	2	15.4	336.0
Suzuki	150	DF150TL	\$19,413	4i	2867	4	44A	215	3	12.9	159.6
Yamaha	150	F150AETL	\$20,210	4i	2670	4	35A	216	3	10.8	222.3
Yamaha	150	Z150QETOL	\$19,399	2di	2596	V6 76°	45A	220	2	30.5	89.2
Yamaha	150	150FETOL	\$14,999	2c	2596	V4 90°	45A	198	1	130.0	354.8
Evinrude E-TEC	175	E175DPX11	\$21,325	2di	2589	V6 60°	133A	190	3	15.2	114.2
Honda	175	BF175 AK2XD	\$24,199	4i	3471	4	60A	267	3	12.4	89.4
Mercury	175	175ProXS	\$20,312	2di	3032	V6 60°	60A	229	3	15.1	92.8
Mercury Verado	175	XL	\$23,154	4i sc	1732	4	70A	239	2	12.1	278.8
Suzuki	175	DF175TL	\$21,010	4i	2867	4	44A	215	3	12.9	159.6
Yamaha	175 hpdi	Z175GETOX	\$20,559	2di	2596	V6 76°	45A	220	2	30.5	89.2
Yamaha	175	175DETOX	\$16,029	2c	2596	V4 90°	45A	198	1	122.5	241.8
Evinrude E-TEC	200	E200DPZ11	\$23,302	2di	2589	V6 60°	133A	190	3	15.2	114.2
Evinrude E-TEC	200	E200DHL11	\$23,957	2di	3279	V6 90°	133A	238	3	10.6	84.9
Honda	200	BF200A6 XD	\$25,299	4i	3471	V6	60A	267	3	11.5	77.8
Mercury	200	XL EFI	\$17,275	2i	2507	V6 60°	60A	196	1	117.2	282.4
Mercury Opti	200	XL	\$21,829	2di	3032	V6 60°	60A	225	3	15.1	92.8
Mercury Opti XS	200 (Pro)	L	\$22,334	2di	3032	V6 60°	60A	225	3	15.1	92.8
Mercury Verado	200	XL6	\$27,996	4i sc	2598	6	70A	294	2	15.1	278.8
Mercury Verado	200	L4	\$24,408	4i sc	1732	4	70A	239	2 est	17.7	119.8
Suzuki	200	DF200TX	\$24,054	4i	3614	V6 55°	54A	263	3	13.0	200.9
Yamaha	200	200FETOX	\$17,199	2c	2596	V6 90°	25A	198	1	122.5	241.8
Yamaha	200 hpdi	Z200NETOX	\$21,399	2di	2596	V6 76°	45A	220	2	30.5	89.2
Yamaha	200	FL200CETX	\$23,216	4i	3352	V6 90°	45A	274	3	12.7	199.9
Yamaha	200	F200FETX	\$23,999	4i	2785	4	50A	227	3	7.4	196.6
Evinrude E-TEC	225	E225DPZ11	\$25,469	2di	3279	V6 90°	133A	238	3	10.6	84.9
Evinrude E-TEC	225	E225DHX11	\$26,204	2di	3279	V6 90°	133A	238	3	10.6	84.9
Honda	225	BF225AK2 XD	\$26,999	4i	3471	V6	60A	267	3	12.4	89.4
Mercury Opti	225	XL PRO XS	\$24,655	2di	3032	V6 60°	60A	229	3	15.1	92.8
Mercury Verado	225	XL	\$29,706	4i sc	2598	V6 60°	46A	294	3	15.1	92.8
Suzuki	225	DF225TXX	\$25,634	4i	3614	V6 55°	54A	263	3	13.0	200.9
Yamaha	225	FL225FETX	\$25,840	4i	4169	V6 60°	70A	253	3	10.4	219.8

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

Make	HP	Model	RRP	4-stroke 2-stroke Carb/Inject	Capacity 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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Australian Boat Mag February 2014 Outboard Database

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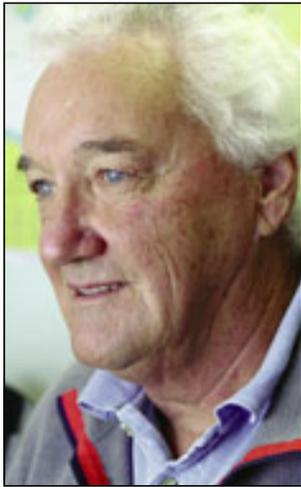
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**Neil Dunstan:**  
*Ebb & Flow*



## Bringing The Trojan Up To Speed

**A**s I have mentioned in some recent articles, I have reluctantly decided to upgrade the motor on my Trojan 6.4 metre alloy cabin boat.

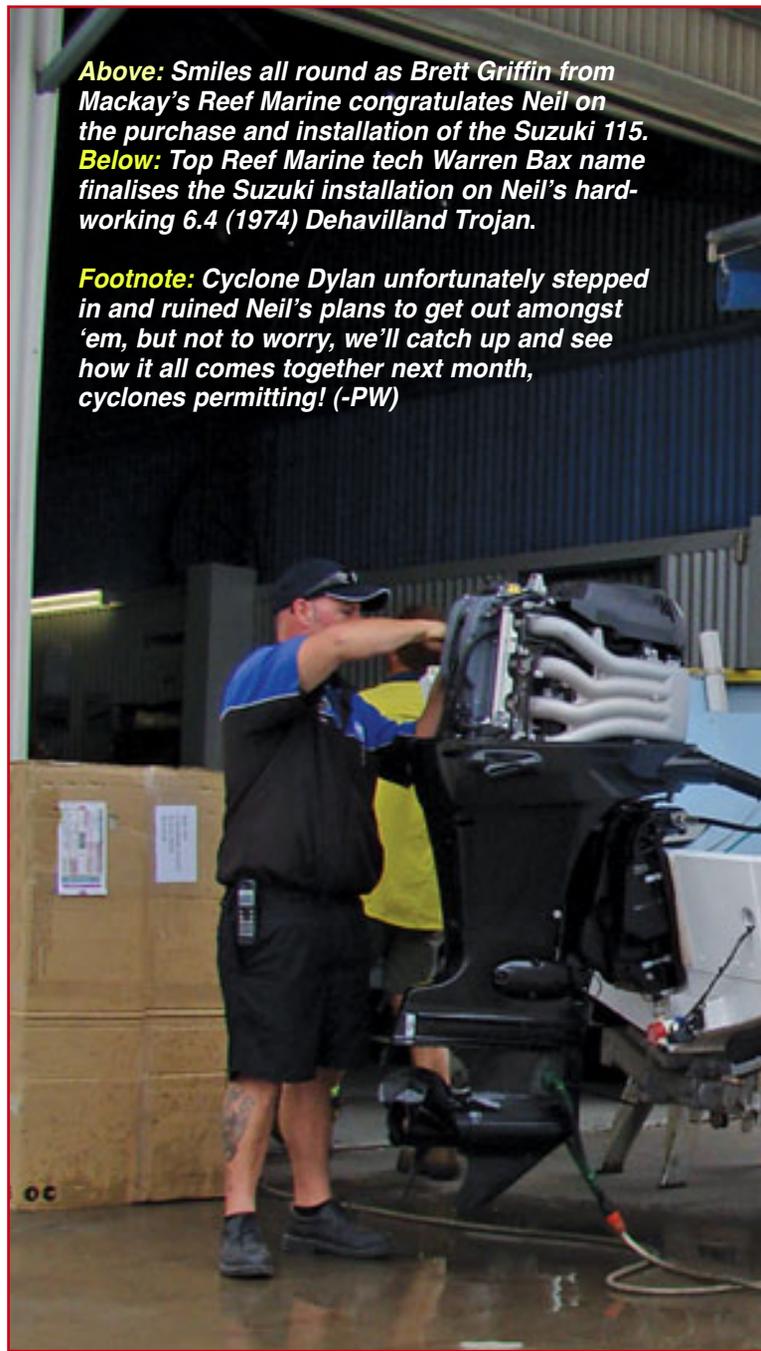
As I originally set her up to operate in displacement mode the motor I fitted was the 50 h.p. Suzuki four stroke which I had on my 4.5 metre Quintrex Dory.

This was a sweet little motor and pushed the Trojan along at the optimum hull speed for displacement mode at just 1800 r.p.m. which achieved 5.5 knots and incredible fuel economy. Normally I ran her at around 2000 r.p.m. and six knots and loped along in the most comfortable manner whilst enjoying the scenery and smelling the roses, metaphorically speaking, however if I had to travel any longer distances it took a hell of a long time. In the same article I explained how the increasing scarcity of fish along the shore within tinnie range necessitated travelling well out to sea to around twenty five n. miles to just begin fishing which at six knots was becoming totally impractical, and begrudgingly, I had to be able to travel faster - which meant a bigger motor.

For twelve months or so, I checked out all the local marine outlets as well as what was advertised in the papers and on the internet, as I was trying to locate a reasonably recent model second hand four stroke which I could afford. Being a pensioner, the price of a new 115 h.p. four stroke was just a bit too much for my budget, so I thought that a good quality second hand unit would suffice. However the only motors I came across were too old and too expensive for what was on offer. Eventually I asked the editor if he could check out the suppliers to see if they could maybe

*Above: Smiles all round as Brett Griffin from Mackay's Reef Marine congratulates Neil on the purchase and installation of the Suzuki 115.*  
*Below: Top Reef Marine tech Warren Bax name finalises the Suzuki installation on Neil's hard-working 6.4 (1974) Dehavilland Trojan.*

*Footnote: Cyclone Dylan unfortunately stepped in and ruined Neil's plans to get out amongst 'em, but not to worry, we'll catch up and see how it all comes together next month, cyclones permitting! (-PW)*



come up with a good second hand unit or maybe a demo model by chance. We got a really good offer from the Honda people on a 90hp Honda demo unit, but I was worried that the power would be a bit marginal for a 6.4 metre boat, so we kept looking around. I also investigated a couple of excellent offers on a new Mercury Optimax and also on a Tohatsu TLDI which I was also considering.

At this stage I decided to start preparing for a new motor of around 115 h.p. by offering for sale both the 50 h.p. Suzuki 4-stroke from the Trojan and also the 50 h.p. Mercury 2-stroke I had on my Quintrex to see which one sold first - and the one left over would be used on the Quintrex.

As it turned out, the Mercury sold almost immediately and the Suzuki was then moved back over to the Quintrex. It seemed to me that this was an indicator of the general financial situation in North

Queensland late last year around Sarina and Mackay, as I had plenty of offers for the cheaper two stroke, but not a lot of interest in the four stroke which was much dearer.

The next job was to remove the Mercury from the Quintrex with all the controls, cables, instruments (etc) then do the same with the Suzuki after which I installed the Suzuki back on the Quintrex ready for the next crabbing and fishing trip.

This took a week or so, as the weather was stinking hot and I could only manage the heat by working early and late, but eventually it was all completed, and the Mercury was sent off to a new home with a young family where it was going onto a 4.3 metre tinnie. The kids reckoned that it was going to do lots of water skiing and tubing, but I think that Dad had other ideas.

Around this time I got a call from the editor to say



*Neil is understandably excited about the new Suzy, and so is young Ollie the pup! Trouble was Cyclone Dylan put paid to getting a result before our publishing deadline, so we'll all have to wait until March issue to get the full results! (Another nice pic from Neil's wife Dorothy Dunstan, who is becoming a very handy photographer).*



that he had received an offer from the Haines Group to supply a demo model 115 Suzuki four stroke at an excellent price. It transpired this motor had only been removed from the shipping case and bolted on to an engine stand for various boat shows and had not had any running at all.

Of course it was technically several months old, I suppose, but that didn't bother me one iota. The paint work had a few small scuffs where it had been shipped around to some of the larger dealers for its display 'work' but that was all that differed from a brand new, current series 'Lean Burn' Suzy.

I contacted the senior Queensland sales manager for Suzuki, Craig Cornford, and arranged to pay for the motor and have it shipped to Reef Marine, our local Suzuki and Yamaha dealers for installation and pre-delivery service, and water testing.

I was very happy when this deal was arranged as I originally had a 115 h.p. Suzuki fitted to my Barcrusher 5.3 metre half cab some five years ago, and this was without doubt the best outboard motor I had ever owned, with its super quiet operation, its smoothness and great fuel economy. When I took a prospective buyer for the Barcrusher out for a test run, he was so impressed with the Suzuki that when we

## Neil Dunstan's *Ebb & Flow*

got back to the boat ramp he wrote out a cheque on the spot. Better still, this new motor was the model with the latest lean burn technology, so I am expecting great things from it, especially if it doesn't scare the old Trojan or its driver too much with its hyper performance!

Yesterday I collected the rig from Reef Marine in Mackay, brought her home and parked her in the usual spot to prepare her for the first trip. Brett from Reef Marine said that during the on water test, (it is pretty unusual to find a distributor who does a full on water test) he reckoned that during prop-testing she ran a 19 inch prop to 6,000 r/min, and registered 33 knots on the speedo! This is pretty scary, as I would be quite happy to cruise at 18 to 20 knots with a top speed in the mid twenties - so it looks like there is plenty of power available.

As can be imagined, I am looking forward to the first trip in the next couple of weeks when all the kids go back to school, the large tides at this time of the year back off a bit, and the new cyclone abates, so I hope that my next article will have pictures of giant red emperor caught out wide in the shipping channel.  
*Neil Dunstan.*  
*Sarina Beach.*



**One of Neil's summer jobs ("when the wind is too strong to fish") is to refurbish the hull paint on the Trojan, a task that is surprisingly difficult for an amateur to handle - especially on a rivetted hull like this. Regular paint strippers were ineffective, sanding discs are problematic on and around the rivett heads, so paint stripper combined with an old fashioned paint scraper and lots of elbow grease proved the best - albeit painstaking - solution.**

## New Pro Sounder From Koden

Koden's new professional grade 2kW digital broadband echo sounder CVS-1410B is now available in Australia through Coursemaster Autopilots' dealers nationally.

The versatile and feature-loaded CVS-1410B echosounder offers user-friendly auto settings and a complete suite of manual settings and presentation modes to exceed the demands of a commercial fisherman.

With a choice of two types of broadband transducer, selectable frequencies, a 10.4inch colour vertical TFT LCD display that can be split either horizontally or vertically, this echo sounder offers any fisherman extraordinary manoeuvrability.

Koden states that this sounder's superior performance in a wide range of conditions is a result of two key

elements: Koden Digital Filtering™ technology and broadband Selectable Frequency capability. KDF™ is featured on all the digital Koden echosounders eliminating clutter, filtering out noise and ensuring more detailed images and enhanced differentiation of fish targets at all depths.

Selectable Frequency allows a fisherman to adjust both the high and low frequency settings in 0.1kHz steps for precise tuning, improving the strength and clarity of returns in any situation while eliminating interference from nearby fishing boats. The Koden TDM-071 broadband transducer allows a fisherman to choose any two frequencies between 38kHz and 75kHz. The TDM-091D broadband transducer offers choice of two frequencies between 42kHz to 65kHz and 130kHz to 210kHz which can be displayed simultaneously.

The 2kW CVS-1410B has an operating range of 2.5 to 2,000 metres and provides a wide range of presentation modes, including High/Low Frequency, A-Scope, Bottom Lock, Bottom Discrimination, Bottom Zoom, Bottom Follow Zoom, Nav Mode, Vertical Split and Horizontal Split. Background palettes include Marine Blue, Blue, Black, White, Night time and five other colours for optimum viewability in all light conditions

For further information contact Coursemaster Autopilots, Australian distributor of Koden marine electronics 02 9417 7097; [sales@coursemaster.com](mailto:sales@coursemaster.com) or view product at [www.coursemaster.com](http://www.coursemaster.com) LINK to product site: CVS-1410B

## Award Winning Mackay Marina Recognised As 'Fish Friendly'.

North Queensland's Mackay Marina Village & Shipyard, winner of the 2013-2014 Marina of the Year award, has been awarded 'Fish Friendly' accreditation.

It is the first marina in Queensland to be certified with this status as part of the International Clean Marina program coordinated by the Marina Industries Association



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

(MIA).

The certification focuses on the development and promotion of marina fish habits and was first developed by the NSW Department of Primary Industries in collaboration with the MIA and the NSW Boating Industry Association.

Colin Bransgrove, Executive Director of the MIA said "marinas can provide important habitat for fish. Fish Friendly Marinas has been developed to inform marina managers on how to maximise the benefits of marinas for fish and to recognise those operators actively working to improve fish habitat. Fish Friendly Marinas provides advice and supporting material to help marina operators incorporate beneficial outcomes for native fish into their existing operational plans, such as ensuring their marina is free from marine pests and providing habitat for native fish. A '10 Tips' publication has also been produced to inform operators and help them communicate their efforts to clients and visitors."

Colin Bransgrove said the roll out of the initiative is an important development. "Marinas are the ideal location for many community members to see and learn about native fish and the aquatic environment. Clean Marinas and the Fish Friendly accreditation add-on demonstrate that industry, with support from government, is best able to set the standards that meet and exceed community and government expectations."

Marina Manager, Ben Anderson said "We are proud to be accredited with this new environmental initiative at Mackay Marina Village. We are committed to ensuring our facility is of the highest environmental standard through participation in programs such as Clean Marinas. Mackay Marina Village has fully embraced the opportunity to meet the Fish Friendly criteria."

For further information contact: MIA - Colin Bransgrove, t: 0434018018, e: colin@marinas.net.au

## Shipmate Marine Directory goes National

Boaters in Victoria have, for the past few years, enjoyed the benefits of a completely free resource

### providing a one-stop-shop for all things marine.

Now, boaters around the country will soon be able to enjoy those same benefits. Shipmate Marine Directory, the recreational boaters essential guide, is going national, providing a free resource for boaters in all states of Australia.

Boaters around Australia can find a complete A - Z of marine trades and services listed by category, detailed information on yacht clubs, marinas and marine organisations, real time weather and tides around Australia as well as marine news and events.

The completely revamped website [www.shipmate.com.au](http://www.shipmate.com.au) now includes the facility to filter listings by state, making it easy to find information fast. On the site you'll also find

Shipmate News, a round-up of marine news from around Australia, and make sure you check out the latest videos which are regularly updated. The website is optimized for viewing from smartphones and tablets but if you prefer, there's also a Shipmate App for iOS and Android, available free from the iPhone App Store or Google Play. In Victoria, boaters can also pick up the print version of Shipmate Marine Directory, a 152 page, full colour pocket guide. The 2014 edition is out now and available free from yacht clubs, marinas, marine organisations and selected marine businesses.

As a free resource for all of the boating community, Shipmate provides free listings to any business that provide products or services direct to boaters. If you fit this category, make sure you visit [www.shipmate.com.au](http://www.shipmate.com.au)



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Drum holds 70 m 10mm Plus Chain  
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## Superyacht Australia Encouraging Regional Engagement

In a push to encourage greater awareness and collaboration with their neighbours in the Asia region Superyacht Australia together with key Australian industry businesses undertook a trade mission last month to Kuala Lumpur, Langkawi and Phuket.



The delegation met with key industry stakeholders and government representatives growing their knowledge of the facilities and capabilities in the region, further enhancing relationships with industry and identifying the opportunities for collaboration, alliances and joint ventures.

"With the growth of superyacht visitation in the Asian

region it makes sense for the region to collaborate and have a good working knowledge of one another's facilities ensuring an optimum experience for superyachts cruising the Asia region" said AIMEX & Superyacht Australia CEO MaryAnne Edwards.

Edwards further stated that this trade mission is part of a long term strategy where Superyacht Australia will continue to drive these relationships with an industry networking function during the Asia Superyacht Conference in Singapore in April followed by actively encouraging Asian industry involvement in the Australian Superyacht and Marine Export Industry Conference – ASMEX at Sanctuary Cove, Queensland in May (20-21).

"Superyacht Australia was lucky to have been awarded funding for this Asian mission under the Australian governments Asian Century Business Engagement Plan, as without this support this mission would not have been undertaken, and the opportunities for collaboration and alliances would not have been realized. The superyacht industry is growing in the Asian region and we need to ensure we attract our share of this business" said Edwards.

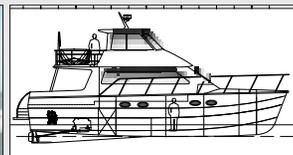
During the five day trade mission the group met with key industry stakeholders visiting major marinas, hosting key personalities in the industry including government officials and were extremely well supported by Austrade.

Carrie Carter, Director of Carter Marine Agencies who participated in the trade mission commented that "The Asian Trade Mission to Malaysia and Thailand was extremely beneficial in seeing firsthand the current and proposed development for these countries in their focus to accommodate and service the ever increasing superyacht industry. It was an excellent opportunity to network with fellow colleagues from all facets of the superyacht industry which included yacht agents & brokers, marina developers & owners, shipyards & repairers as well as a couple of superyacht captain's and their respective crew."

MARCEL MAUJEAN t/a

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## Suzuki's New Lightweight DF25A/30A

Suzuki Marine are pleased to announce the introduction of 2 new models to our lightweight line up, the DF30A/25A.

The models will be available in the following forms; DF25AS | DF25AL | DF25ATHL | DF25ATL and DF30ATHL | DF30ATL | DF30AQL. You can expect to see the first of these on display at the start of the capital city boat show season.

Here are some of the excellent features and benefits of the new outboards.

### Lightest in Class

Featuring some of Suzuki's best technologies, the DF30A/25A are the lightest outboards available in the 22kW (30PS)/18.5kW (25PS) four-stroke outboard class.

### First In Class With Roller Rocker Arms

These are the first outboards in their respective classes to utilize a roller with internal bearings on the cam slipper surface for both the intake and exhaust valves. The roller changes contact between the camshaft and rocker arm from a conventional sliding action to a rolling action reducing friction in rocker arm operation.

### Offset Crankshaft

Positioning the crankshaft slightly off centre of the cylinder reduces lateral pressure against the cylinder wall as the piston moves up and down in the cylinder. The result is smoother piston movement, which improves operating efficiency.

### Suzuki Lean Burn Control System

This intelligent fuel management system predicts fuel needs by monitoring engine performance and operating conditions to deliver a leaner fuel mixture to the engine. The result is remarkable improvements in fuel economy.

### Easy Start Recoil

Fuel injection delivers easier starts, but Suzuki goes a step further using a very light recoil starter that requires less pull strength. This starter makes it exceptionally easy for nearly everyone to operate making the outboard quicker and easier to start.

### Direct Intake And Engine Cover Ventilation

A new engine cover design provides the direct intake system with a smoother, cooler flow of air boosting engine-operating efficiency. This, together with a newly designed air cleaner allows higher power output from a small displacement.

The rotating flywheel helps vent warm air from the recoil cover, inner air intake, and engine head cover outside, reducing temperatures inside the head cover.

### New Generation Fuel Injection System (Battery-Less Fuel Injection)

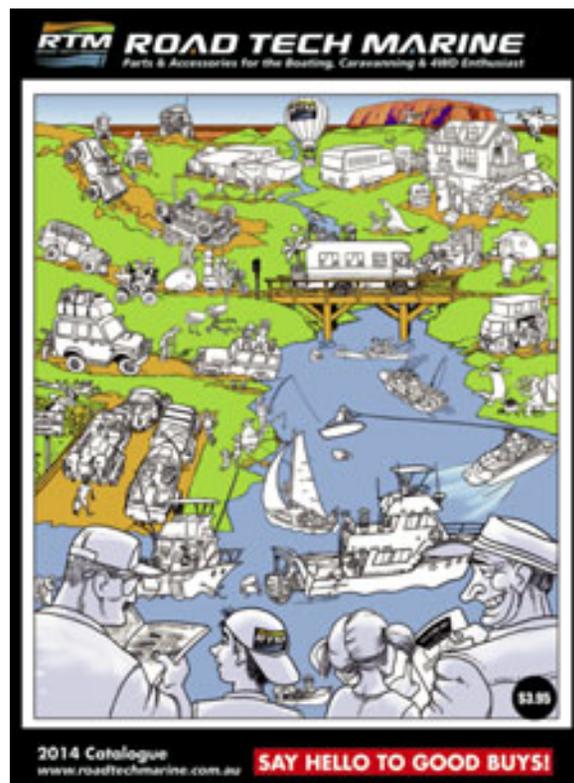
A remarkably compact and lightweight fuel injection system is designed to fit into these outboards without adding unneeded bulk or weight. What's more, it operates without a battery and still delivers quicker starts, smoother operation, and better acceleration in all conditions.

## New Catalogue for Off-Road / Marine Users

Road Tech Marine, Australia's new supplier for the boating, caravanning and off-road enthusiast has released an impressive first catalogue for this market.

Featuring a detailed "Where's Wally?" type front cover showing a stylised outback 4WD/camping/boating scene, the full colour catalogue is 260 crammed pages, with over 4,200 products, technical tips and suggestions. It even has a recipe to make bread from beer!

The catalogue is available to be posted to you on their website [www.roadtechmarine.com.au](http://www.roadtechmarine.com.au) or by calling into any RTM store for just \$3.95. (Special offer: FREE for any purchase over \$100).



### RTM Stores are located at:

**Lawnton, QLD**  
690 Gympie Road  
07 3889 8950

**Caringbah, NSW**  
188 Taren Point Rd  
02 9540 9865

**Underwood, QLD**  
80 Kingston Road  
07 3208 0344

**Fyshwick, ACT**  
Corner of Gladstone and  
Albany Street  
02 6239 2155

**Granville, NSW**  
1 Parramatta Road  
02 9897 7387

**Dandenong, VIC**  
15 Dandenong Frankston  
Road  
03 9793 9400

## 'She's Apples' As USA Couple Enjoy Aussie Odyssey

**American apple producers Dan and Bri Plath were a long way from their Yakima, Washington, farm both mentally and physically as they snorkeled and sipped cold beers anchored on their new Maritimo M58 Cruising Motoryacht at the Tangalooma wrecks off North Stradbroke Island in Queensland, Australia.**



"This is what we had dreamt of, it was absolutely perfect and as Aussie as we could get," said Dan as they couple rested on their new boat at Maritimo's marina on Hope Island on the Gold Coast.

Dan and Bri had just finished a 10 day cruising odyssey where they lived the dream enjoying a pre-delivery 'shake-down' cruise package becoming increasingly popular with international Maritimo owners.

The Plath's are the latest USA residents who have taken up the opportunity to travel to Australia and enjoy a Queensland cruise on their new vessels before the boats are transported from Australia to their home ports in the USA.

The couple purchased their M58 sight unseen and were accompanied to Australia to take delivery by Maritimo USA dealer Bill King before undertaking their cruise.

"Bill came out with us and assisted us get everything organised and I think he was relieved when we saw the boat for the first time and loved it," said Dan.

"We have had a Maritimo before, but decided to buy the M58 without actually setting foot on one so I think he was a bit apprehensive and then happy when we were so thrilled with the new boat.

"The Maritimo people have been brilliant and had everything done for us right down to bed linen, towels and provisions when we arrived.

"We had a skipper and things went like clockwork from the moment we left the dock until the moment we returned."

The couple cruised from the Gold Coast to Mooloolaba and spent a couple of nights moored in the Brisbane River and one night at the Southport Yacht Club.

"The trip across from Tangalooma to Mooloolaba was a

bit lumpy so we got to see how the boat performed and it was great," said Dan.

"There is a big difference in the handling with this boat compared to our previous Maritimo so we cannot wait to get it home and start to cruise the waterways of Washington State's Puget Sound."

Maritimo Australia sales and marketing director, Greg Haines, said the experience the Plath's had enjoyed was becoming more popular with overseas Maritimo buyers.

"We make it seamless for them and it gives them a once in a lifetime experience and also a chance to have a look at where their boats have been made," he said.

"The Plaths have flown back home to the USA and their boat is now being readied to be shipped over to them. " It will arrive in mid to late March.

## Mercury Marine Celebrates 75th Anniversary

**Mercury Marine celebrates its 75th anniversary today - Wednesday Jan. 22 - from its humble beginnings in Wisconsin to its growth into the world's leading provider of marine engines.**

"Mercury will celebrate its 75th anniversary throughout 2014 in ways that will reflect our strong heritage of innovation and leadership in the marine industry," said Mark Schwabero, president of Mercury Marine. "We will conduct events in locations around the world that will engage our customers, suppliers, employees and communities and will recognise the roles those people and entities have played in establishing the foundation of our business and our future.

"We're excited about sharing this celebration with those who have helped us grow and succeed."

Mercury was founded by E. Carl Kiekhaefer in 1939 when he purchased a bankrupt engine manufacturing plant in Cedarburg, Wisconsin, not far from the Kiekhaefer family farm. The plant assets included 300 outboard engines that had been rejected by a large mail-order retailer due to defects and operating problems. Hoping to transform the engines into working capital to fund the future business he envisioned – magnetic separators for the dairy farm industry – Mr. Kiekhaefer redesigned, rebuilt and sold the engines to the retailer that had initially rejected them. The engines sold immediately and Kiekhaefer suddenly found himself in the marine engine business.

Mercury made its initial mark in the marine industry by providing reliable, innovative products. But it didn't take long before its engines were highly regarded for performance and speed.

Mercury directs the activities of more than 5,400 employees in dozens of countries from its global headquarters in Fond du Lac, Wis., and works hand in hand with more than 4,200 dealers and distributors around the world.

**ABM**

# All About Online Subscriptions .....

## *Frequently asked Subscription Questions & Answers*

By Peter & Mary Webster, February 2014, in response to discussions with several *hundred* former print subscribers last month.

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**It is now more than 18 months and seventeen issues since we changed *The Boat Mag* from its printed format to the online world through the internet.**

This month, we have upgraded its name (you'll have noticed it is now proudly the *Australian Boat Mag*) but not the format, as we've now completely settled in for the run to the flag in the digital world.

We freely admit that we've been learning on the trot, and have confirmed that astute old truism '*you don't know what you don't know*' in quite a few different areas of the online world.

We have been assisted through this period by a wonderful group of people. Dozens of readers have made suggestions and offered very practical and often professionally experienced advice (*thank you*); our I.T. (that's Internet Technology) people have been incredibly patient and extremely knowledgeable, and all of our contributors unstinting in their support and faith that we would make it through the hard bits we've experienced in the last couple of years.

### *No Billionaires Around Here*

What most people simply don't realise is that now we are just two people; a husband and wife team, with the writer (PW) looking after editorial, the production of the magazines and books, whilst doing a pretty ordinary job in advertising sales. On the plus side, I've been editing boating magazines now for about 40 years, so I reckon I'm gonna get the hang of it, soon . . .



Mary, on the other hand, is the go-to lady for the subscribers, and despite the automation, internet and computers, this is a surprisingly 'hands-on' and intensely personal fulltime job. She now has a couple of thousand mates out there, who look forward to a chat with her when they phone in with a renewal, change of address, or lost number. She took over the job from her daughter in law (Helen) last year, and Ruth Cunningham who, as everybody now knows, retired from the frenetic world of publishing a year or so ago – but still manages to pop in for coffee and a chat every other week.



Mary also looks after the bills, payments and management tasks Ruth used to handle, aided by our daughter Tracey who runs the monthly accounts from another office a few suburbs away, where her accountancy business is based.

Over the last couple of months, Mary has done a wonderful job talking to dozens of original print subscribers who either didn't have an email address back then, or in countless cases, thought we'd just dropped off the vine when we stopped making the old printed F&B.

Now things have changed, and quite dramatically, too. At least 90% of these readers have since purchased an iPad, or the increasingly popular Samsung tablet, or the new Microsoft Surface. Mary has been busy offering these readers links to one of the latest issues, so the readers can re-examine *Australian Boat Mag* in its latest guise.

We have made many changes to the magazine's layout (to simplify reading on tablets) but have resisted calls to go across to the more trendy digital

## ... *Frequently Asked Subscription Questions.*

layouts, and stayed true to our magazine heritage. Our view remains that as we've all found, it takes time to get used to reading online, and by keeping the magazine's familiar look and 'feel', we've all been able to get used to the online process more easily.

### *Progress With The Graphics*

This is not something that is set in stone – but we've already learned that it is important to hasten slowly in these things, so whilst we will continue to tweak and tune the layouts, typography and graphics, it will be a slow and steady process.

One of the biggest break-throughs, a real game-changer in fact, was inspired by reader Kirk Groombridge, from Nowra in NSW, back in October, 2012. Kirk suggested we should try and do a PDF edition of the magazine 'just like the Sea Library downloads you've done for years.'

"That way," he reasoned, "the magazine wouldn't need the internet once it was down loaded, and we could just keep the PDF edition in a folder on the desktop, to access 24/7. . . ."

*Thanks, Kirk!* The suggestion to make the PDF edition available transformed the online readership, to the extent that today, the PDF edition enjoys a circulation on par with the high resolution edition with videos, page-turning, etc! There's no doubt its availability and ease of use encouraged many readers 'across the line' especially as it is still free with the normal high resolution magazine subscription.

There are many reasons for this – not least of which is that the PDF edition typography on a tablet is superb. With true fingertip 'pinch and squeeze' control, it offers infinite variation to the type size and clarity, smooth page sliding, and instant page navigation back and forth through the magazine.

### *Printing Out The PDF Edition*

Better still, heaps of readers (*especially some of our*

*older, more distinguished gentlemen!*) have discovered it is really easy to print out the whole PDF edition in a couple of minutes on their home printer. Armed with 80-100 (+) pages of reflex paper from Woolies or Coles, plus a few specks of ink powder or the laser drum, it costs next to nothing in black and white. Add in a 2-hole paper punch or strong stapler, and a plain manilla folder – and *presto!* A printed magazine in 10-12 minutes.



### *Is Peter's Retirement On The Agenda?*

Many of these former F&B print readers (going right back to *Australian Boating* in the 1970s, in some cases) have been surprised that the writer is still working on the front line, and are amazed I'm still as passionate as ever about boating and fishing. Many long term readers, doubtless concerned we're going to give it all away as soon as they subscribe (Murphy's Law, they reckon) have asked Mary "*Is Peter ever going to give it away and go fishing?*"

My answer is an emphatic "No way! Why would I? I still love boating and fishing immensely. I've got my health – *touch wood* – and I am really enjoying the challenges and potential of online publishing. Besides, we lost so much in print publishing in the wake of the GFC, the floods, cyclones (etc!) between 2008-2012, there's no way we can even think about 'retirement' for quite a few years. But even if I could, I wouldn't. I'd go stir crazy in a week!"

"That said, in a couple of year's time, I think Mary and I would both like to back off the monthly pressure cooker, and pull ABM back to a bi-monthly production. That would be perfect. It would mean we could stay closely in touch with our friends and colleagues in the industry, retain a secure financial base, have the time to build a special boat I want (with strip plank composite GRP) and once or twice a year, undertake some really interesting long distance trips – you know, where you need 4-5 weeks in one go.



### *Now You Don't Print The Magazine, Why Isn't It Free?*

We get asked this so often . . . and the answer is really simple: Whilst it's true we don't print the magazine any more, it is also true *we don't get the offsetting magazine sales income from the newsagents, either!*

For decades, publishers have aligned their print bills to the newsagency income – but in recent years, boating and fishing magazine sales income from the newsagents has fallen to such an extent, niche magazines like F&B discovered there was an insurmountable (and growing) gap between the print bill and the sales income. This is why we - and hundreds of other mags around the world - are either closing, merging or going online.

It is also important that readers (and many advertisers in the trade) understand that the cost of writing, photographing, doing boat reports, producing the artwork (etc) for a magazine like this, is identical whether it is a printed magazine or published online. Overheads (stuff like the office rent, electricity, computers, phones, fuel, insurances, software, etc) are all *exactly the same*, regardless of whether the mag is printed or online.

### *Why Have You Stopped Fitting Out Boats In Recent Years? Is This A Permanent Shift In Editorial Policy?*

Quick answers: No money and 'No!'.

Boat fitting-out programs have always been extremely popular, but they soak up money with disturbing speed, and require considerable input,



assistance and goodwill from all the suppliers involved. For the last three or four years it hasn't been possible.

**The Good News:** We now have several beaut



Projects underway, and will maintain a program involving a small (4.2-4.3m tinny), medium (the 5.15 Mako Frenzy /Dunbier/Parsun 90 side console



project - *pictured*), and possibly a 6.5m GRP sportsfisherman later this year, ready for 2015.

We really like fitting out boats, so this year, we're lifting this aspect of the editorial, big time. Also of interest, we're following up and 'testing' several of the DIY composite GRP craft featured in ABM this year, something that's never been done before.

### *You Do A Lot On Big Boats That Don't Interest Me - Are You Still Going To Do That?*

It is certainly true we did quite a lot on big craft last year, but we'll be focussing more tightly on craft in the 3.4m - 9.0m range in 2014-15, with fully 80-85% of the editorial about trailerboats in the 3.4m-7.6m range.

However, we are still committed to assisting the industry developing its export programs, as we have already made *Australian Boat Mag* available around the world (in 58 countries, no less) through Apple's Newsstand.

In fact, we are currently studying a proposal to include a specific 4-6 page Export Section in the magazine every month. By definition, this would

## Frequently Asked Subscription Questions . . . .

include some editorial about the big boats which, along with the many marine products Australia exports (steering systems, underwater lights, autopilots, safety equipment, etc) under-pin the industry's export endeavours.

But heck, 4-6 pages in a 100+ page magazine is not overly burdensome, surely, and we are still writing about the very latest Aussie marine developments.

### *There's Been A Lot Of Criticism Of Peter's Support Of Imported Boats - Is He Still Going To Do It?*

This is truly an absurd question, but one that emanates from certain quarters of the Trade over and over again. The answer is an emphatic YES!

Australia has always imported new boats and diesel engines from Europe, GRP boats and outboards from the 'States, and trawler yachts by the score from Asia. It's par for the course.

The bulk of the cars we drive in Australia today are fully imported; ***every single new outboard is fully imported*** - and where on earth do you reckon all the marine electronics come from?

Our job is to write about, test or publicise new marine products available to the Aussie boating consumer. Where it comes from, is really quite academic. For the record, however, we favour Australian made first and foremost, as we have, for decades.



## When DIY Is NOT "Backyard Boatbuilding"

And whilst we're on the subject of rumbling, trade-inspired dissent, YES, we are ***definitely*** going to continue to support and promote amateur DIY boat building, too.

Always have, always will. It's in our DNA. It started when I built a plywood 20' Yvonne sailing catamaran in the early 1960's, then our 15'6" Hartley half cab 1969-70 (see pic below left) with a very young Jeff Webster). It continued when the writer, Mary and the kids built the infamous 6.4m Hedges-designed sailing/power dory *Follywoffle* in our rumpus room in Palm Beach, NSW. We then moved to Queensland in 1993, and the writer has been involved in about 20 ally boat building projects between 1994-2007. To quote that wonderful old saying, the '*devil will be ice-skating in hell*' before we stop being involved in DIY boat building projects.



### ***Retro Tests Are NOT For Everyone.***

We know that. But for people researching secondhand craft, they are priceless - and in the main, extremely interesting. Especially when it becomes apparent that so many Retro reports involve comprehensive boat tests of a calibre we couldn't write today, about boats that are often better than many comparable new boats.

There are hundreds of secondhand boat sales made every week, and the Retro Test section provides invaluable information to private buyers and sellers, and the brokerage community.

*By the way, all the published Retro Tests will be more readily (and permanently) available in the specially revamped Sea Library later this month.*

### ***Why Are Subscriptions So Important?***

We always need to keep growing our subscription database, if only to make up for the readers who pass

away, fall chronically ill, or just give their boating away. This is life, and when we're working across such a wide, older section of the Australian community, we feel it more than most.

We only have two forms of income - subscriptions and advertising, and the latter is often in pure conflict with good editorial. Even as this is written, we're typically 'out of favour' (that means dumped!) by several big advertisers over our continuing support and work with Parsun outboards.

*(Er, it isn't going to stop, fellas, as the Parsun 90hp Logbook program begins next month, and the BCF chain is selling Parsuns by the container load. Get used to it - Parsun is now one of the biggest selling outboard brands in Australia, and in about 60 other countries around the world.)*

We've also lost several other advertising accounts because of our promotion of Mark Bowdidge's DIY composite fibreglass home boat building last year - *never mind that we've been promoting plate alloy DIY home boatbuilding for the last 25 years!!* Building in composite GRP at home is apparently much more threatening.

Furthermore, there are many in the (new) boating trade who are appalled by us running the Retro Tests, too, instead of promoting their current models - whilst Neil Dunstan's 1974 Trojan 6.4 (*below*) has been known to reduce otherwise willing advertisers to apoplectic fits of rage. . . . all of which is pretty silly



## Readers, Advertisers Please Note

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

(1). Apple's international **Newsstand**. This is a high resolution, 'sliding pages' online edition specifically for iPads, mini Pads, iPhones, 'smart' phones, Blackberrys & Kindle Fire. Needs an internet connection or wi-fi. Works through your normal iTunes account system. With instant, on the spot downloads, **it is ideal for single copy download purchasing**, as well as the normal 6x subscriptions.

**(Not for normal or older style personal computers or laptops.)**

(2) The **RealView** high resolution, online edition for our Australian private subscribers and our growing trade list. It features the popular page 'turning', hyperlinks back to all the advertisers and suppliers, and embedded videos (just like TV at home) for ANY kind of computer or laptop, iPad, smart phone, etc. Needs an internet connection or wi-fi. Very popular, we have Realview editions going back to F&B No. 145.

(3). **Our PDF edition**, medium resolution, sliding pages, "offline" for ANY kind of computer or laptop, iPad, etc. Once it's been downloaded off the internet, it's yours forever - and doesn't need the internet again. Most readers set up a Boat Mag folder on their main computer at home to store the editions (just like a bookshelf) 'coz it is so easy then to read it 24/7, or download it onto your iPhone or iPad, tablet (whatever) to read later on your boat, camping, on the plane, train or ship, without any internet connection or wi-fi required. FOC with our normal 6x or 12x subscription.

when most boat sales now involve secondhand boats.

However, this is a VERY thin-skinned, short sighted industry at the best of times - and these are not the best of times. For most of these complainants, 'breaking even' is a real challenge, so when they see what they regard as a threat to their position in the Great Scheme Of Things, we (well, the editor) is fair game, and if I'm doing this job properly, it's inevitable we will stir the occasional possum . . . .

### ***You Don't Do Many Australian-Made Boat Tests Anymore - Is This Going To Change?***

There's no lack of enthusiasm on our part, but the plain truth is that Australia has lost at least half the major boat brands in the last 4-5 years. Even the ones left are finding it very hard to sell beyond their home state borders, as we've also lost so many marine dealerships around Australia, since the GFC.

Of the dealers that are left, many can't get floor-

## Frequently Asked Subscription Questions . . . .

plan finance to even stock tinnies without mortgaging the wife and promising the kids' blood when they turn sixteen . . . so floor-planning the larger, more expensive trailerboats (commonly fibreglass or the production platies) is usually out of the question.

Increasingly, boatbuilders are having to go direct, whether they want to or not, but putting demo or boat test rigs together is extremely expensive.

Our view is that we will always look for new and interesting boats to test, but if we have to pay a plumber \$130 to come to our house and tell us what's wrong with our washing machine - *not fix it, just look at it* - or pay \$800 for a regular maintenance car service, or \$600-\$800 for a boat "test" by one of the professional marine journos, please understand why our 2014 New Year's Resolution was to declare that we have to be paid properly for our work by industry, or it won't happen.

There is a real irony here. New boat sales of major brand Australian boats would rapidly go back to pre-GFC levels, if the boating public had confidence that the marine journalists could genuinely *test*, and offer their professional opinion openly and honestly about the latest Quintrex 'Blade' hulls, the Cruise Craft Whatevers, Signature Thingos, the Kiwi platies, (*et cetera!*)

But for my part, if I have to test (anybody's) boat with one hand tied behind my back, wearing a blindfold, with an advertising gun at my head, I won't.

Fortunately, that leaves a whole bunch of very keen, very interesting 'second tier' boat builders with a great bunch of NEW production boats in GRP and aluminium, to study in the months ahead - and you can see several of them in this very magazine.

## Is My Subscription Safe?

Well, ignoring the wider implication in the question for a second, we would respond by saying that Credit Card wise, the new Suncorp MOTO system we have just installed is arguably one of the safest in the world.

When a reader puts his or her credit card number onto the subscription form now, and sends it off, it doesn't come to us. It goes straight to your credit card holder (Visa or Mastercard) and the transaction is

accepted (by them) or declined. We never even see the card numbers now. If it is approved, a second or two later we just get a copy of your actual order so we can deal with it - be it a book download, something from the shop, or the subscription details going onto the database.

It's a brilliant system, which we'll extend to eliminate Membership numbers altogether and just work off the subscriber's unique email address in the future - probably in April or May.

In the other sense of a subscription being 'safe' which goes to the question of the financial viability of the business 12 months out, we can only respond by saying that because we no longer print the magazine, or distribute with the newsagency system, we are looking at the first real chance we've had of running a profitable business again for the first time in many years.

However, if any reader is worried about it, we suggest you purchase the magazine one month at a time through the web site at the \$9.95ea rr. With the new MOTO credit card system this is quite easy, and the magazine is downloaded on the spot. The Preview and contents

system we use lets readers pre-check exactly what is in the issue they are contemplating, before they proceed to the check-out. Too easy, and safe.



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Hi,

We trust you are getting used to the revised online format Australian 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 creditable, '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.

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Kind regards,

Peter ([editor@ausboatmags.com.au](mailto:editor@ausboatmags.com.au)) and

Mary ([subs@ausboatmags.com.au](mailto:subs@ausboatmags.com.au))

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