

The 'Runaway' Project

Part 3 of 4 parts. Story and Pics by Di Ross and John Batty

Trailer Fabrication

With the diesel option we were clearly going to be over the two tonne target. The better braking offered by a now mandatory break-away system operating on two axles, will however, be welcomed, particularly with the long distance trips we have planned.

We were a bit anxious at the prospect of having to drive the boat on and off a skid trailer as we had been accustomed to winching back onto our roller trailer. This became our norm, because we felt more in control (particularly in windy conditions) and believed it was less disruptive to other boats queued at the pontoon.

Calibre offered that we have a day on the water by ourselves in the demonstration boat which we duly did. The trailer towed effortlessly and we were able to launch and retrieve at low tide without difficulty. In the retrieving process the boat remained level and progressive in motion forward to the trailer winch post, and just required minimal, but constant power from the motor. As a working unit, the trailer was excellent and with effectively so few parts it was easy to wash down, and in the longer term should prove low maintenance. The fact that the boat came on to the trailer level has alleviated any concerns we may have had; we became sold on the skid design.

Our particular Oceantech designed trailer is of heavy duty aluminium C section construction with two 1500KG AL-KO



The Story So Far . . .

As most of the regular F&B readers will be aware, we have been looking for some time to upgrade to a 6.0m boat which could be configured to meet both our on-water needs, and provide a platform for overnight camping at caravan parks as we travel to new boating destinations.

We particularly sought a hull which offered excellent offshore capabilities, two forward berths, incorporation of some galley items, good weather protection and safe roadway access.

Following our test ride in the outboard powered demonstrator boat, we felt SA's Oceantech designer Jon Kemp's Vindicator 610, clearly had the right blend of fine entry, broad shoulders and stem height to deliver a boat that is very capable and one which inspires confidence. This is a typical Oceantech design which retains balanced aesthetic lines (evident to us in their family of boats) with a raised sheer line offering a frontal presence on the scale of a 7.0m metre boat.

After extensive assessment and much deliberation, we finally contracted a BMT package through Calibre Boats, in Adelaide. Our Vindicator 610 will be powered by a Yanmar 4BY180Z sterndrive diesel, cradled in a special Calibre aluminium trailer - *John Batty & Di Ross*

IRS axles and disc brakes. Because there are no leaf springs the boat is cradled very low down and this should further assist both launching and retrieving.

Where possible, sections have been router cut for accuracy and every aspect of the trailer is designed with low maintenance in mind. In matching the nylon rubbing strips on the trailer bow supports and side rails perfectly, the boat was suspended just above the trailer, using the engine bed plate as a reference to ensure the hull was level. This was yet another example of the construction accuracy, given the engine bed plates were very early inclusions in the hull floor matrix.

A Sens-a-Brake electric over hydraulic brake control system is fitted with the actuator mounted high on the trailer post away from any water draining off the hull at the end of the day. The ALKO swing arm axles keep the trailer true over bumps and the four disc brakes should retard the rig safely with a considerable margin in hand. The trailer really is an impressive unit.

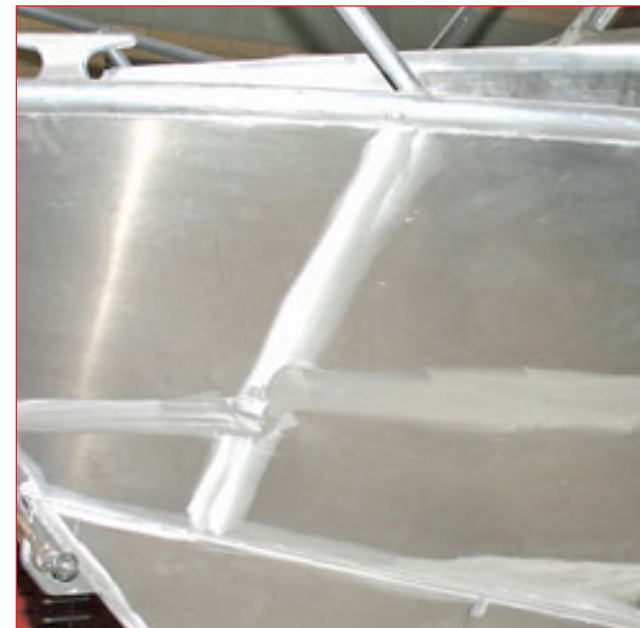
Finish – Paint Scheme

Calibre undertakes the preparation and painting of their boats in house and for ours used

International 2 Pack polyurethane Coatings.

Considerable effort was applied in examining all surfaces and abrading away any high spots which were observed. These were minor and generally the result of heat transfer

through the welding process. Following the masking of the hull bottom and other areas (like handrails) not intended to be painted, all surfaces were then grit blasted with a fine grade of garnet. This is preferred as a preparation by Calibre over an acid wash.



Immediately this was completed a coating of Interguard 269 was applied. This product is intended to ensure the best possible bond between the aluminium and subsequent paint layers, and is probably the most important step towards surface coating longevity.



At this stage all coves were detailed with a light radius of a fairing sealant International HT9000 two pack epoxy with micro balloons, to make sure dust and dirt is later unable to settle in any surface irregularity where it could set off corrosion. The coves were then sanded and touched up where necessary. To complete this procedure added about two days to the overall painting schedule, but Calibre see it as effort well spent and of course the enhanced cosmetic finish is a welcomed outcome for both builder and customer.

Hi-Build Primer 1 and 2

Once this was completed, the boat was lightly sanded down before the first coat of Interprotect Hi-Build primer was applied. This was followed by more sanding with 120 grit before another coat of the same Hi-Build primer - and



yet more sanding.

Guide Coat

Following this procedure a black guide coat was misted



over all the surfaces ahead of 320 grit sanding. Any residual trace highlighted inconsistencies which needed to be further addressed, with the process repeated if necessary.



Top Coat

"Off white" Interspray 900 was then applied to the cab and top surfaces, inside the cockpit and the transom. The internal cabin area was left raw as it was later to be lined.

Final Colour

After carefully masking all but the hull sides, the final