

Based on the 1960's Screamer:

Yanmar Power Is The Formula For Brunswick Heads (NSW) Sea Rescue

Special report by Trevor Stow.

Victorian boat builder Greg Salmond has completed a purpose built boat that will be used in search and rescue work at Brunswick Heads, in northern NSW. Greg owns and runs Bass Strait Boats and builds a 24 foot runabout called the "Offshore 24".

This is a 24 foot deep vee runabout that is very popular with commercial fishermen, search and rescue organisations, water police, abalone divers and dedicated bluewater trailerboat fishermen.

The hull has a 23 degree, soft riding deadrise and is capable of accepting single motor installations up to 250hp. However, many hulls leave the workshop with twin motors ranging between 115 and 200hp.

Features The 747 is an awesome boat in rough offshore conditions, and performs particularly well in a following sea. Excellent turning ability and balance on a deep vee hull make this boat exceptional for bar work.

Long runs offshore are a breeze for this fast, soft riding hull.

For the long hours spent offshore for commercial operators, a stand up wheelhouse can be fitted to protect from the winter cold and the harsh summer sun. Stability at rest is enhanced by an effective Water Ballast system. Ideal for charter operators who are desirous of a large fast boat on the water, it can still be trailered on the road.

It also features a huge cockpit area with good carrying ability, a bonus for the commercial operator.

What is interesting with this particular boat is that the Brunswick Heads' Rescue Service ordered it with a 250hp, six cylinder Yanmar turbo diesel engine (6LP-DTZE) driving through a MerCruiser Bravo Three sterndrive leg.

Specifications	
Centre line length	7.47 m
Maximum Beam	2.46 m
Draft	0.45 m
Deadrise	23°
Outboard Min HP	2 x 115 hp
Outboard Max HP	2 x 200 hp
Fuel Cap	400 L
Approx Weight of hull	1400 kg
Load Capacity	1200 kg
Nominal Hull Price	\$ 30,000

Standard Equipment

Single tone hull & deck
Side pockets
Sterndrive or twin outboard
Positive foam buoyancy
Self draining cockpit
Heavy duty deck hardware
Large anchor well
Chine tape
Full Survey Build 3C

Construction 1 x Bi axial cloth. 1 x 24 oz rovings to hull. ISO resins and gelcoats only used. 4 mm alloy fuel tanks with a 4mm layer of glass all over. 15mm ply floors glassed both sides. Positive foam buoyancy as per (USL code). Also an option for a fibreglass fuel tank is now available. Full survey build.

Warranty To ensure peace of mind on your investment, a 2 Year commercial use warranty applies which covers all of the craft including the fuel system.

These engines are not often seen in recreational circles for a number of reasons, not least of which is their cost in a period when the Aussie dollar is so weak compared to the US dollar or Japanese yen. Currently, a boatowner would be facing a bill approaching \$40,000 for the engine (incl GST) and installation, which puts it into the same league as (say) a 2 x 200 hp direct injected outboard from Mercury, OMC

or Yamaha.

Whilst the performance from these powerful new outboards would be awesome, the fuel consumption would worry commercial fishermen and divers, and the outboard engine's longevity (even if they could get a commercial warranty) would undoubtedly cause no little concern.

This superb, new-technology, "ladder chassis" Yanmar diesel does however, have several benefits for those with the necessary cash.

The fuel economy is exceptional. This boat has been doing sea trials at Lakes Entrance in Victoria prior to delivery and a careful log has been maintained of the fuel usage. Greg Salmond estimates that the motor is currently using about 14.8 L/ph of diesel but he expects this will further improve when the engine is run in. Compare this to a 2-stroke combination consuming upwards of 80 litres per hour!

Bearing in mind that this hull holds 350 litres of fuel (a long range tank of 400 litres is available) this gives the boat a potential range in the order of 700 nautical miles (yes, nautical miles!)

The Offshore 24 is built to survey and is foam filled. It has a self-draining floor; not with those little scuppers about the size of a 20 cent piece, but with real workmanlike scuppers capable of shedding large volumes of water in double quick time. And the floor remains dry - due to some sensible boat building the water never runs back onto the floor. The crew stays dry all day.

As this hull is purpose built for a rescue service it has several features that would not normally be incorporated into a recreational fishing rig. Features such as a solid, reinforced wave breaker, side opening door, huge towing bollards and oversized motor cover to double as a workbench. It

I was fortunate enough to accompany Greg during some of the sea trials at Lakes Entrance. The Lakes has one of the most dangerous entrances to the sea in Australia. The bar extends about 800 metres out to sea and is quite shallow. It is not uncommon to be confronted by a white wall of water when exiting the port. The test day saw a healthy roll coming in and waves regularly breaking. During the two hours of running in and out of this entrance Greg had a chance to show off the capabilities of this boat/motor combination.

Performance At Sea It is fair to say that the acceleration out of the hole is somewhat less than backbreaking by the Yanmar. However, once the turbo kicks in (at about 2000 revs) things change quickly and the performance is similar to an outboard. The performance of the motor is dependent on the right propeller being fitted to suit the hull and the drive leg system.

The Yanmar can be ordered with the renowned Bravo Two leg (big prop, lower gearing, massive torque delivery) or the more performance oriented Bravo Three "duo" propeller leg. Yanmar brought both legs and a number of propellers with them to test on this rig, and finally settled on the MerCruiser Bravo 3 leg, with its counter rotating propeller.

This unique propeller system gave excellent grip on the water, acceptable grunt out of the hole and a top speed of 34 knots @ 3800 rpm with 20" pitch props. The boat was very comfortable cruising along offshore on 30 knots in good conditions.

The hull itself performed exceptionally well in the conditions. Greg Salmond is a very experienced driver. He did things in the entrance to test the boat's capabilities that the average boatie would never do. He took one breaking wave side on just to show what the boat is capable of. As the wave broke, he just accelerated across the face of the wave and then turned down the wave and powered away. The Offshore 24 just loves bar work and it is hard to imagine any normal person fishing in normal conditions getting into any trouble in this hull.

We went over the top of plenty of white water and two things impressed me. Firstly, the feeling of confidence. The hull always felt safe and secure. It



tracked truly and predictably. Secondly, the handling was exceptionally soft - even bearing in mind Greg's very high level of boat handling abilities, you had to be impressed.

Summary Imagine the possibilities for a craft like this in remote areas of WA or running to the far canyons at Bermagui, NSW. I could see this hull

in recreational form heading offshore from Narooma with a wheelhouse, outriggers and live bait tank. And me. Yeah, I'd love to be in it.

For further information, Bass Strait Boats 19 Radford Place, Bairnsdale Victoria 3875, Phone: (03) 5153 1790, Fax: (03) 5153 1280.
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