

That's TBM's Di Ross showing the boys how it's done, as she steams the Nautic Star across the bay for this report.



Nautic Star 9.0m Diesel Sportfisherman

Nautic Star's Marko Bacic's design requirements for this Nautic Star 9.0 metre hull has been developed in collaboration with Adelaide based GN Marine Design who address assurance of NSCV and Lloyds Register requirements, and interpret Marko's design into electronic data format for CNC router cutting of marine grade aluminium plate.

Marko has had that latter process done by Aluminium Dynamics (John and Grant Kemp) where the finished kit is ultimately prepared in flat pack form for delivery to Nautic Star.

Marko has worked with these two professional marine companies for some time now and it is fair to say that Nautic Star boats have been able to exit the factory at a faster rate than previously with absolute precision in build. All Nautic Star boats come with quality fit outs, without sparing attention to detail, further enhancing their product and their growing reputation.

This 9.0m hull design has been developed by Marko as a next iteration of John Brookfield's *Smoke'n'Mirrors* (F&B#157) 8.0m hull. This is the first hull to be completed of the three under construction. All hulls will have different

engine configuration - this first boat with an inboard Volvo diesel, and the following two will be outboard motor powered by two different engine suppliers. Significantly, these boats also differ in above deck configuration: this first boat has a basic forward cabin, the next (for recreational use) is a walk around variant with twin E-Tecs and the third, for cruising, a conventional full cabin (a loo included) design with two Suzukis.

Foremost in Marko's design for these 9.0m boats was sea keeping ability, stability at rest and a comfortable ride at 20-25kn. Additional factors in his criteria were survey acceptability, trailerability and affordability. All three hulls are constructed with a distinctive two stage deadrise, a feature which Marko has adopted as a baseline for all his constructions across the quite diverse range of Nautic Star boats.

First boat into the water has been built and certified to 3C Unrestricted Survey and is powered by a D4-225 Volvo engine, ticking the boxes on performance, acceleration and fuel economy. It is trailerable during daylight hours in light ship state.

On the custom built Nautic Star trailer and behind the F250 tow vehicle it looks massive - it's a lot of boat! On the water,

however, the proportions of hull length and the aesthetic lines of the upper structure appear so balanced that you really can't tell what size it is until you have some form of relativity - like a crew member down aft.

The deck area is huge and the clever design arrangement for accessing the engine compartment works brilliantly and affords even more space. The top section of this hatch arrangement allows for basic engine checks and access to filters and the strainer, belts and monitoring of fluid levels (conforming to 3C Unrestricted Survey and noting that a flush mounted deck hatch cannot be opened whilst in open waters).

Underway. Away we went from the ramp, warming up the Volvo and enjoying the sunshine which we had not seen for several days. Marko gave a full run down on operating the boat at its optimum and then offered me the controls.

Whilst the size of the boat was a tad daunting to me, the minute I took the controls, I felt comfortable and indeed confident in understanding the attitude, responsiveness and manoeuvrability of the boat. I did think to myself, this is nine metres of boat behaving like a runabout, albeit without the full payload envisaged being onboard. The 'fly by wire' technology of the controls was particularly impressive.