



# ADM's Runaway 6000

During the late 1980's and early 1990's, many experts believed the development of plate aluminium boats had hit the proverbial "wall" as far as design and build technology was concerned. But they couldn't have been further off the mark, as a group of naval architects, working in three different states of Australia, developed an entirely new plate alloy boat building system and a design strategy that has lifted the standard of plate aluminium boats into the 21st century. In this special report, we look at one of the most outstanding examples of this very new art of precision cut, plate aluminium boat building.

This is a particularly difficult test to write. Not only are we writing about a product we've had a great deal to do with in terms of its design, evolution and finish, but F&B actually owns the boat, and will be using it as the F&B camera boat and research platform for the next 6 months or so.

It's also difficult because in the process of working with naval architects Jon Kemp & Clint Rhodes in Adelaide SA, and the three young blokes from ADM Marine who built it at Hope Harbour (here on the Gold Coast), we've become quite involved in their world on a personal level, as we've worked very closely with them for months.

## SPECIFICATIONS

Length Overall	6.08 m
Hull Length	5.42 m
Max Beam	2.36 m
Transom Deadrise (Vee)	.16 °
O/board transom height	25 "
Construction	Alloy
Topsides	4 mm
Bottom	4 mm
Hull Weight	kg
HP Range	90-150 hp
Fuel tank	130 L
Water tank	25 L (opt)
Windscreen	Acrylic
Berths	Two
BMT Weight (Hardtop)	1.92 kg
Garage Height (Hardtop)	(tba)

ADM Marine is in no small way responsible for the success of F&B's Cairns Custom Craft built *Dusty Rover* project, as *Dusty* was entirely fitted-out and finished in their shed.

Nevertheless, the ADM Runaway 6000 remains a full-on F&B project boat, and as such, it deserves, and will receive, the same scrutiny as any other project boat we take on where perhaps there is a little more distance and a little less passion about F&B's commitment to the project.

Now you can't make statements like that in print without leaving the readers wondering whether there is something devious to 'read between the lines', so I'd like to explain a little more closely what we mean by 'commitment and

passion' to this project.

**The Core Issue** Basically, this project is all about testing a superbly designed 6.0 m platey from a young South Aussie architect that's been built by three highly skilled young boat builders here on the Gold Coast. Would it be that simple.

What is really going on here is an issue the whole plate alloy industry (not to say the entire Australian recreational boat building industry) must address as it moves forward in this new millenium.

*It is the issue of quality versus cost.*

Or to put it in even more succinctly – do Australian boat buyers actually want the option of being able to buy better quality products? And if the answer is "Yes", do they understand why they'll have to pay more for the (better quality) product? More concerning perhaps, is the concurrent issue - can boat buyers recognise a product as being of superior quality if and when it's put under their noses?

*That is what this project is really all about.*

It is a not a new issue. For more than thirty years, the writer has seen boatbuilders of all persuasions, in power and sail, grapple with the conflicting demands of trying to build a "better mousetrap" in a marketplace driven by price.

When these three boatbuilders, (Andy Van der Breggen, Drew McKenzie and Mick Stewart) decided to launch their own plate alloy boat building business, (ADM Marine) last year, they were determined to apply their very considerable skills base and develop a markedly superior range of naval architect designed, plasma cut, plate alloy boats.

"We couldn't see any point building to the existing standards and then be forced to compete just on price alone - clearly, there is no future in that." Mick Stewart explained. "However, we believe there is a demand for a significantly better product than has been available for plate alloy buyers in the recent past. By getting together with naval architects like Phil Curran and Jon Kemp, and working exclusively with their latest plasma cut design technology, we can now build a substantially better plate boat."

Drew Mackenzie added "Obviously we're not going to compete with the pressed aluminium boat builders, and nor do we want to. But we believe



Above: Massively strong chassis matrix is accurate within 2 mm and ensures maximum hull rigidity Below: Keel section is actually solid aluminium!



Above: ADM's trick "lure finish" sure attracts the fishermen - but we're not sure how it works on the fish, yet! Below: Resplendent in its yellow etch primer

