

Current Projects



Name Far-Away
Boat 8.2 m Salty 27
Motor(s) 2 x 150 hp 4-Stroke Honda 4-cyl Outboards
Trailer Tri-axle (AL-KO) custom alloy trailer.
Electronics Simrad, GME, BEP
Skipper Peter Webster
Based Gold Coast & North Queensland
Operating Throughout northern Australia - Qld, NT, WA
Main Task Keeping the dream alive!



Boat (Modified) Ocean Craft 340
Motor(s) 1 x 20 hp Honda 4-stroke
Trailer n/a - travels on Rhino Roof Rack on F-250
Electronics GME VHF, GME 260 Sounder, RFD EPIRB
Based Attached to "Far-Away" SEQ
Operating Northern Australia
Mission Still & video fishing photography



Name Redaction
Boat Quintrex 670 Offshore Hardtop
Motor 150hp MerCruiser Cummins diesel
Trailer Quintrex gal steel / AL-KO brakes, suspension
Electronics GME VHF, AM/FM, Lowrance LX12C
Skipper(s) RC (Photography) PW (Fishing/Away)
Based Gold Coast
Operating All-Over
Main Task Camera boat for still & video photography, plus depth sounder trials and field trips



Name 'Spotty'
Boat Stacer 429 Nomad TS
Motor(s) As tested by the team, to 40hp
Trailer Stacer galvanised steel
Electronics n/a
Skipper RC/PW
Based Gold Coast
Operating SE Queensland
Main Task Test-bed for o/boards, plus depth sounders

F&B Y-2008

Project Logbook

BP Boden's 'Sea Boat' Reborn

Last month we introduced readers to talented young designer, Troy Munnery. Over the next 12 months or so, Troy is taking over from Brian Poole in Bodens Boat Plans, as Brian eases into full retirement. Troy's first mission was to bring Boden's classic 'Australian Sea Boat' into the modern era of pre-cut 'nestings' and CAD work, whilst maintaining Brian's stunningly successful "One Step At A Time" DIY boat building methodology. This has been used by nearly 300 DIY builders over the years - and Troy is definitely keeping this system available to DIY builders with the upgraded 'delta keel' version. In this special report, Troy outlines the upgrades to the ASB 6.1, and talks about the reasoning behind the changes.

The three pics shown this month are actually of a 16 footer Troy designed - but it uses the same "delta" bottom Troy is featuring on the new ASB 21 Series.



Have you ever listened to Madonna's cover of the Don Mclean classic "American Pie"? What about Celine Dion's version of AC-DC's "You shook me all night long"?

Assuming you have had the misfortune of hearing these songs,

you'll appreciate just how difficult it can be to improve on a classic.

When the decision was made to do a Mk2 of the Alloy Sea Boat I started to understand how they must have felt.

First designed back in the mid 80's, the ASB has been one of the most

SEA Media's Project Boats Policy - Sea Media maintains a number of 'project boats' principally to ensure the editorial team is able to keep up with today's rapidly changing boating world.

It allows us to form *our own* conclusions, develop factual reference information for readers, and most importantly, get a "feel" for the product - something you cannot do from a press release, a brochure, or a 30 minute zoom 'around the bay' in perfect weather. Most boats are kept for about 6-12 months, depending on their complexity, effectiveness, usage, cost, and how much interesting editorial we can develop for readers from the project. When we're finished, project boats are (then) usually sold to *Fisherman & Boatowner* or *SEA Trailerboats'* readers.



successful plate alloy boats ever designed in Australia with hundreds of plans sold all around the world.

But it was time for a freshen up and the first model to go under the knife is the walkaround version.

So what's new in the Mk2?

There are three main areas that have developed.

Firstly, the styling. Just as we've moved on from mullets, legwarmers, and day glow coloured suits, so too the ASB's classic styled cabin and layouts were starting to show their age.

The emphasis for the new version has been on balancing exterior and interior space, always difficult for a centre-cabin boat. but there is now the standard two V - berths down either side with room in between for a porta potti to keep the better half happy. The cockpit has a dedicated locker in aft starboard corner for a dual battery setup with isolating switch, and the transom door to port. In keeping with the Boden Boat Plans tradition of builders customising their boats, directly forward of the OBM is a clear space where a bait board, live bait tank or whatever can be installed.

Under the cockpit floor outboard there's just lots of foam but down the middle of the boat is a 600mm wide trench which gives access to the fuel tank aft but can house a kill tank or extra stowage forward if required.



The second big change was the design and construction method. For the first time, in addition to the one logical step after another method, Boden Boat Plans is offering kit boat style construction.

When the boat was first drawn back in the mid 80's, home computers were just about the same size and cost of the average home and CNC machines weren't invented yet! The original ASB plan set is a reminder of times when real draftsmen worked at real drawing boards using the time honoured traditions of ships curves, battens & weights, and Simpsons Rules to meticulously tell the construction story.

The new version is all digital. The same skills are involved but now the PC gives us the answers. The trick of course is knowing what questions to

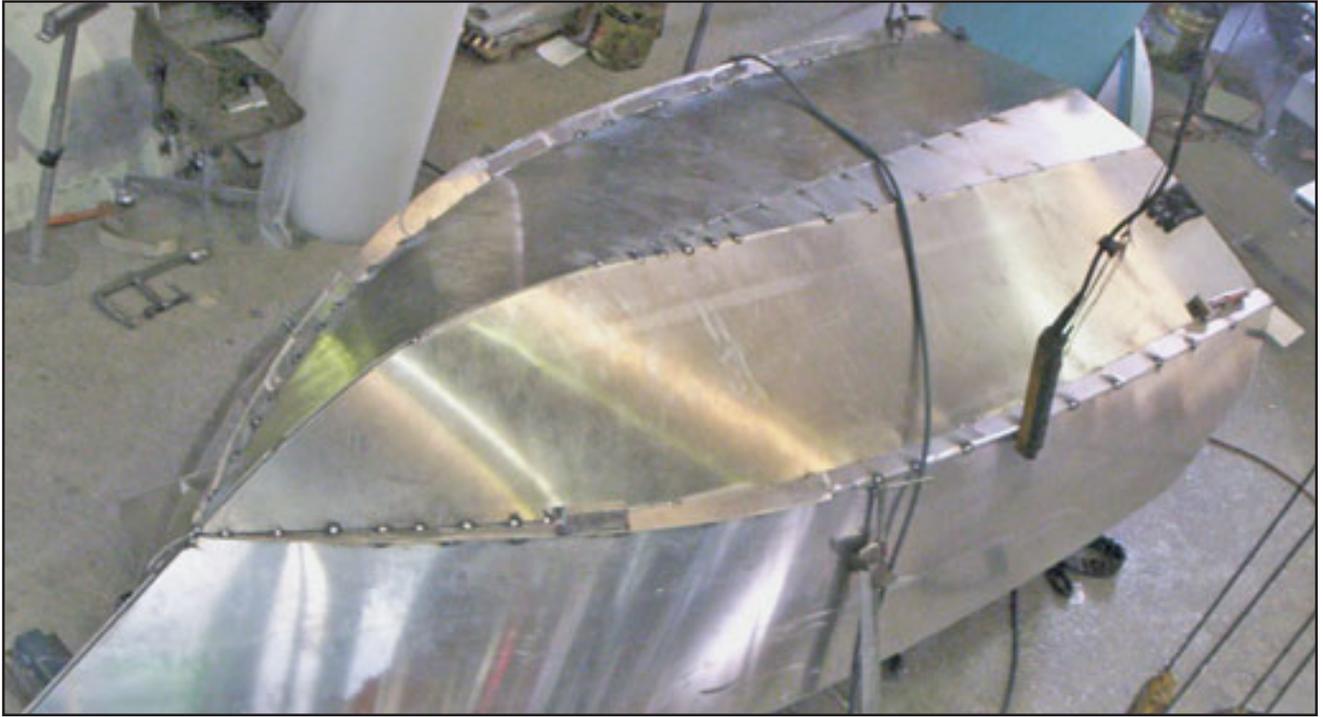
ask. A designer will still make all the same mistakes, it's just that now you can make them 1000 times faster!

This means that the boat has been built 100's of times in the digital world before the first piece of ally is cut. The final version is more accurate and any modification can be quickly evaluated.

The third big development is the option of the delta hull form. This is essentially a triangular "wedge" along the keel line of the boat.

The evolution for the ASB hull really began about 4 years ago. I had designed a 4.5m aluminium boat which I wanted to build for myself. I went and visited Brian Poole so that he could cast an eye and opinion over my work. At the time, Brian had been doing some work with the Australian army's RIBs which had the delta hull form. He suggested (I almost say dared!) that I could incorporate the feature into the hull shape.

At first I was a bit reluctant but after drawing and refining the hull shape the advantages of this hull form became apparent. Apart from the obvious benefit of faster planing, the other advantages of the delta hull form are improved stability at rest (without a deep draft), and the use of a standard leg length motor with power head still well clear of water.



Also, the boat can sit on its own keel. This makes life easier for beaching if necessary or even for changing trailers.

The ASB Mk2 is a refinement and development of an excellent boat. The changes are based on a mix of proven experience and new ideas which are served up using

modern construction methods. But most importantly, it holds true to the Boden Boat Plans tradition of giving skilled fabricators the opportunity of building and owning a safe, reliable and stylish boat.

Just don't mention Madonna or Celine . . .

F&B

Above: Photo of the delta bottom shows the pronounced 'flat' very clearly - and it's easy to see why this hull will be very easily driven.

Below: How about these 3D drawings? Makes it easier to envisage where everything goes, and how it all comes together.

