

PACIFIC

# POWERBOAT

TRAILERBOATS | LAUNCHES | CRUISERS

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## BUCCANEER

FIVE SEVEN FIVE HT

COMPACT & PRACTICAL

# 8

## REVIEWS

LEECH 33 - L1025

**TAKACAT 4.6 LX-R**

ISLAND GYPSY 50 WB

**HIGHFIELD 560 SPORT**

WHITE POINTER 870 WA

**SMUGGLER STRATA 750 CC**

RIVIERA 58 SPORTS MOTOR YACHT

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# M75





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# The SARGO 31



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THE ALLSEASON BOAT

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## Sargo 31 Specifications

- Overall length 9.96m
- Max Beam 3.3m
- Cabins: 2 plus saloon
- Weight 5500kg
- Fuel 500L/600L
- Certification CE/UKCA: B
- Volvo Penta D6-400 DPI – 400HP

**EuropeanMarine**

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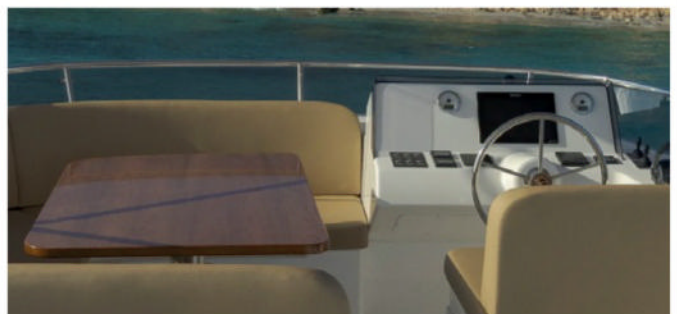


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**Sasga** YACHTS

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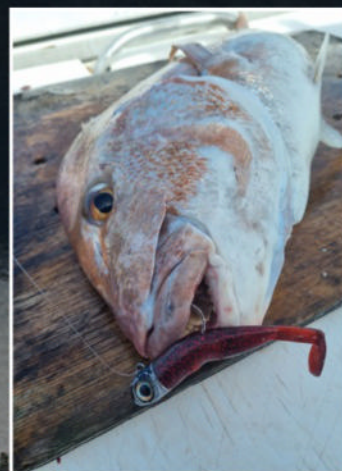
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### ALLOY BOAT ISSUE #71

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SPORT



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FIVE SEVEN  
FIVE HT



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SP560 SPORT



**WHATEVER  
LIES AHEAD...**

**THE WORLD'S  
LEADING BOAT  
INSURER!**

THOUSAND REASONS,  
ONE PARTNER

**PANTAENIUS**  
SAIL & MOTOR YACHT INSURANCE



# BILLION DOLLAR SUPERYACHT WITH BLIMP

An unbelievable \$1 billion superyacht that comes with its own detachable airship is gearing up to dominate the seas.



1. The Colossea is a super yacht that includes its own detachable airship.
2. The blimp is a futuristic reimagining of the N1 airship Norge, which made the first trip of any kind to the North Pole nearly a century ago.
3. While 24 guests can fit in the blimp, the yacht can accommodate up to 44 guests.
4. The Colossea is described as an "itinerant floating docking station for the detachable airship."
5. The Colossea would cost an estimated \$1 billion to construct.





Plans for the jaw-dropping Colossea — a 699-foot-long cruiser — were debuted this week by Italian designer Pierpaolo Lazzarini, famous for his futuristic designs. The sleek and futuristic vessel looks much like any other superyacht coasting across the ocean, except for the incredible blimp stationed on its upper deck, equipped with technology that would allow it to take off for its own voyage from the middle of the ocean.

“The Colossea mega-yacht is an itinerant floating docking station for the detachable airship,” Lazzarini’s namesake design studio said in a statement.

The concept was born from the same design group that introduced the Plectrum: a futuristic, 242-foot superyacht capable of traveling at speeds of 86 miles per hour above the water line — similar to a hoverboard.

The conceptual design for the Colossea was crafted as a tribute to the N1 airship Norge, which made the first trip of any kind to the North Pole nearly a century ago.

The Colossea’s blimp replicates the same iconic design and measurements as its predecessor but with modern materials and propulsion. It would also include its own major upgrade — a super-yacht with a take-off and landing strip perfectly formed to the blimp’s curvature. When the captain decides it’s time for flight, the yacht follows the procedures to unlock the electromagnetic blocks that keep the airship mounted and unhook the winches to release the airship’s lift.

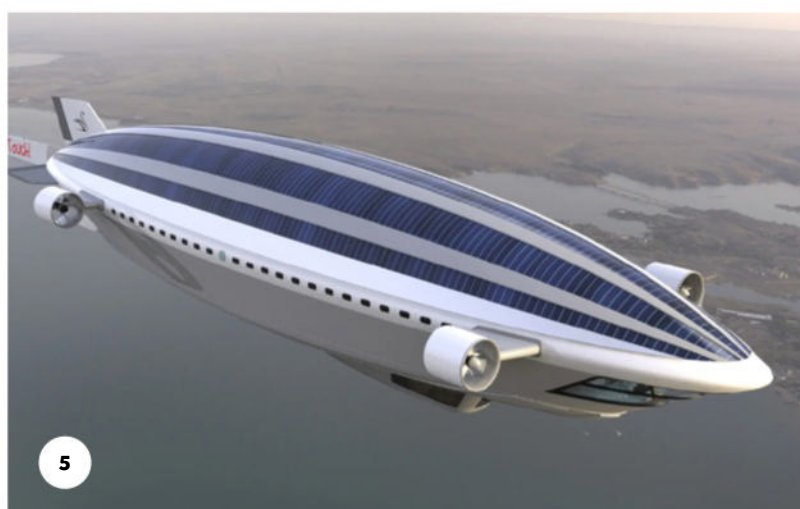
Up to 24 lucky passengers, plus 10 crewmembers, can fit inside the blimp.

The yacht is an impressive feat of design in its own right — it offers 22 guest suites and multiple decks with indoor and outdoor pools on the rear. It also had space on its deck for a helicopter pad, a typically grand feature that pales in comparison to the blimp. Up to 44 guests and 20 crew members can enjoy the yacht.

While only still a conceptual design, the Colossea would cost an estimated \$1 billion to construct.



“The Colossea mega-yacht is an itinerant floating docking station for the detachable airship.”





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# BOAT SHOW SEASON *IS UNDERWAY....*

Coming out of the Auckland Boat Show in  
mid-March, I received mixed responses on  
show results and sales feedback.

It seems the numbers attending were affected by several factors. Firstly, the clash in dates with the Kubota Fishing Competition, now officially The World's Largest Billfish Tournament, this would have certainly taken some boat show numbers away, with 420 boats entered and about 2,500 attending the Whitianga event, all chasing the close to \$2 million prize pool. Secondly was the conflict with the Motorhome and Caravan show in Greenlane. Although having both shows in Auckland may have brought some out-of-towners to both shows. The last complication for the show was the unreliable footbridge, which offers pedestrian access between the Wynyard Quarter, Viaduct, and downtown, including the ferry services - out of action once again. The show organisers did everything they could to approach the council to have it repaired but ended up having to offer bus transport to move patrons the extended distance around the broken bridge.

In general, it seems trailer boat market sales struggled a little. I guess this is the entry-level end of the market, where buyers may have to seek finance and with interest rates still a little high, many are a little reluctant to splash out. With the OCR sitting tight, it will take a little time before the rates start to come down. Many were hoping with the 2023 election behind us there would be a little more confidence, inflation would settle, rates would start to come down and things would improve again for the under-10-meter market.

The 10-meter-plus market seemed to have some good interest from what was believed to be well-qualified purchasers. I am guessing, the buyers at this end of the market are mainly cashed up, a little more mature, and possibly still in the Post Covid mentality of Bugger it - let's just do it !!

With the NZ Hutchwilco Boat Show now just weeks away (16th – 19th May) and being predominantly a trailer boat show, the outcome will reflect and confirm just where the Kiwi Trailer boat market is at. Let's hope the change is for the better. With the Sanctuary Cove International Boat Show the following week (23rd – 26th May), we will soon see the stance of the Australian Boat Market.

If you are passing by  
the Hutchwilco NZ  
Boat Show, be sure to  
call by our stand (298).  
We will have some great  
subscription offers, gifts,  
and a chance to win  
the Ultimate Boaties  
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Happy reading...  
Doug Dukeson  
Publisher.







**RIVIERA**  
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## IN A LEAGUE OF THEIR OWN

### The Riviera Sports Motor Yacht Collection

Outstanding offshore and extended cruising capability are just two of the key characteristics of this range. Six individual blue water yachts offer signature sport looks, sports performance and a sporting cockpit all with the utmost of luxury. Engineering excellence and smart technology merge to make boating easier and more pleasurable. The Sports Motor Yachts are uniquely Riviera and are created for your ultimate boating experience.



72



68



64



58



50



46

[RivieraAustralia.com](http://RivieraAustralia.com)





# HAINES HUNTER GOES AMPHIBIOUS

## WITH THE NEW OVERLANDER 725

The ride has just gotten even better with the release of the new Haines Hunter Overlander Pursuit 725, Haines Hunter's first amphibious craft.

The release of the Overlander configuration expands Haines Hunter's flagship 725 range, and sees the new model combining Haines Hunter's award winning 21° deep V hull, and the New Zealand designed and manufactured Anura amphibious system - the Overlander is the ultimate adventure machine. Capable of over 44 knots with a 350hp four stroke outboard, the Overlander has a supremely comfortable, quiet, and dry ride, as well as all of the amenities onboard for a perfect day on the water.

Powering the Anura S25 all-wheel drive amphibious system is their new Electric Over Hydraulic (EOH) motor. The EOH features a 48V, 28kW electric motor with

12.4kWh battery pack, which produces maximum drive torque of 3500nm and enables the Overlander to travel at 9km/hr on land. With a hardtop and a spacious open plan layout, the Overlander can be spec'd for game fishing, diving, or escaping to your favourite bay. The Overlander comes with an impressive range of standard features and can be optioned up with enclosed head (toilet), fridge/freezer, galley and full length V-berth.

To accommodate the Anura system, Haines Hunter has replaced E-Glass with carbon fibre in some areas of the hull and transom - (E-glass fibre - also known as electrical glass, is the standard glass composition used in the construction of Haines Hunter boats



for superior strength and stiffness). The use of carbon fibre has added structural strength for the system while maintaining the same overall weight. This, combined with structural composite floors gives the same Haines Hunter ride.

**HAINESHUNTER.CO.NZ**



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**S15**



4.0 to 5.0m

**S20**



5.0 to 6.0m

**S25**



6.0 to 7.0m

**S35**



7.0 to 8.0m

**S45**



8.0 to 9.0m

Come talk to us about our full range of amphibious systems at the Hutchwilco Boat Show (16-19 May). You will find us in Hall 2.

Learn more at [anura.nz](http://anura.nz)

 **ANURA**  
AMPHIBIOUS TECH NEW ZEALAND





# TRULY NO COMPROMISES - ON SPACE, SAFETY & COMFORT

With an overall length of nearly 12 metres, the Sargo 36 boasts two spacious cabins, a full galley and seating for five. Every detail has been considered creating a uniquely versatile boat.

The 36 has lockers in the bow, behind and under the aft deck seating and various options for storage in the engine room. Cabin stowage encompasses hanging space, lockers, shelving, and large wells for stashing items under the berths. The helm position features a very large chart locker in addition to drawers under the seat. No space goes unused.

With a total displacement of nearly nine tons combined with Sargo's signature deep V hull, the Sargo 36 is robust in all conditions. Engine options range from

540hp up to 880hp giving the 36 the capability of over 40 knots or a most efficient cruising speed of 28 knots.

Sargo 36's are 100% hand-made in Finland, built using heavy-duty construction to withstand rough seas. They are tough, sporty and exhilarating with a wide walk-around one level deck – no steps. The stylish flybridge (option) is spacious enough for five persons to enjoy that breathtaking view while an ingenious CAD-designed wind tunnel minimizes the draught.

Sargo 36's cabins and cockpit have the unmistakable Scandinavian flair of clean lines, well-tested ergonomics, a palette of cool colours and an array of brilliant practical details. It's hard not to notice and appreciate the overall quality of this stately yacht.

A cosy, modern and luxurious Scandinavian design of the 21st century!

**SARGOBOATS.NZ**





# The Ultimate Cruising Yacht



The new Fleming 85

## The Ultimate Cruising Yacht

Fleming Yachts represent the point at which adventure and luxury converge. From the efficient performance that offers unmatched range, to the durability of the construction, to the impeccable comfort found throughout our interiors, Fleming is the Ultimate Cruising Yacht.

Learn why at [FlemingYachts.com/Research](https://www.flemingyachts.com/Research)



[www.flemingyachts.com](https://www.flemingyachts.com)





# THE HUTCHWILCO NEW ZEALAND BOAT SHOW – ALL SET FOR 16-19 MAY

The latest news out of The Hutchwilco New Zealand Boat Show includes the launch of two new powerboats including the new Strata 750 RIB Model brought to you by Smuggler Marine and a new release from White Pointer based on the 730 Sports Cruiser.



The new Strata 750 RIB is an all-new Gen 2 console designed to perform. While retaining the Smuggler's proven 27-degree deep vee hull delivering incredible rough water performance it also boasts a Yamaha F250hp four stroke outboard and is easily capable of 50 knots. With upgraded seating and a re-designed Targa top and stainless structure, it also has the addition of new removable side clears to provide extra protection from the elements as well as seating at the helm with two Captain style seats, lift up seat bolsters and foldable armrests. In addition, you will find a toilet located under the helm console and an onboard refrigerator under the helm seat.



Also to be released in time for the Hutchwilco Boat Show is the new 745 Sport Cruiser from White Pointer Boats. To celebrate three decades of custom alloy boat building and craftsmanship, White

Pointer Boats is releasing this new 30-year anniversary model. More than 600 boats have left their Gisborne factory over the last three decades, so White Pointer Boats is excited to bring one of their most popular models, with a "significant upgrade" to the show.

Based on the company's popular 730 Sports Cruiser model and with input from customers and the team of boat builders at White Pointer, the new model is a culmination of 30 years of expertise from Briant and his team of alloy craftsmen. "Our 730 model has been one of our most popular boats in the range, and over the years has seen every conceivable option fitted, we wanted to showcase its versatility and take it to the next level with this new model," says Pointer Managing Director, Max Briant. The new 745 Sport Cruiser has been designed and built to be the perfect size for offshore game fishing expeditions as well as family water sports and just cruising and exploring in the lakes and coastlines in both New Zealand and Australia. White Pointer has also continued its traditional method of shaping the hull skin over a predetermined interlocking frame and girder type structure. Combined with a welding sequence that can produce a rounded compound curve hull shape that squeezes the water out rather than slapping over the top. Add to that, the new 745SC has White Pointer's standard 10-year hull warranty.

Come and check out the new Strata 750 RIB and 745 Sport Cruiser at The Hutchwilco New Zealand Boat Show from Thursday May 16 to Sunday May 19 at the Auckland Showgrounds. Smuggler Marine will be located at stand #570 and you can find White Pointer Boats at stand #315.

**BOATSHOW.CO.NZ**



## THE SURTEES/ YAMAHA GRAND PRIZE BOAT

– Drawn at the upcoming show!

One lucky attendee at the 2024 Hutchwilco New Zealand Boat Show will score the ultimate prize: a jaw-dropping Surtees/Yamaha boat package worth over **\$300,000!**

Plus, all tickets purchased online before midnight on 15 May will be eligible for a BONUS entry into the draw.

### HERE'S HOW TO ENTER:

- Buy your Hutchwilco New Zealand Boat Show ticket (online for double entry!).
- Attend the show and register your ticket.
- Scan your ticket at ALL designated spots before 4pm on May 19<sup>th</sup>.
- Double your chance: Buy tickets online before May 15<sup>th</sup> for a bonus entry and to save \$5 per ticket.





# 35<sup>TH</sup> SANCTUARY COVE INTERNATIONAL BOAT SHOW MAY 23-26

The much-anticipated 2024 Sanctuary Cove International Boat Show (SCIBS) is shaping up to be one of the most exciting yet, with almost 100 launches from some of Australia and the globe's most popular and luxurious marine lifestyle brands.

This year will see a host of marine businesses launching their latest and greatest products at SCIBS including Airbeth Boat Lifts, Australian Marine Centre, Blue Diamond Marine, BRP, ePropulsion, Australia, E-Yachts, Honda, Horizon Yachts, JSW Powersports, Leigh Smith Yachts, Multihull Central, MW Marine, Nautical Marine Network, Northside Marine, Riviera, Short Marine, Sports Marine, Steber International, Surf Coast Marine, Sydney Marine Brokerage, Outdoor Connection Partners, TMG Yachts, The Yacht Sales Co, and Yacht Domain.

"There's no doubt SCIBS is an unrivalled showcase for those in the marine industry, with an economic impact of \$400M+ with manufacturers and distributors from around the world keen to secure space," said Mulpha Events General Manager Johan Hassler. "From superyachts and luxury motor yachts, to trailer boats and personal watercrafts (PWC), to marine gear and gadgets, SCIBS 2024 is the place to see everything the marine industry has to offer."

As well as the overwhelming array of luxury products on display, visitors can also expect to be dazzled by the all-new Lagoon Beach Club VIP Experience, a brand-new elevated precinct offering a luxury beach club vibe overlooking the resort's lagoon pool and award-winning marina, added Mr Hassler.

A magnificent showcase for luxury yachts Lovers of luxury yachts will be spoilt for choice at this year's SCIBS with some of the world's most sought-after boats making their sensational debut here. Among them

is an impressive line-up from The Yacht Sales Co, with the stunning Cora Cat 48 Power Catamaran being seen for the first time globally, the Absolute Yachts Navetta 48 from a leading prestige Italian shipyard enjoying its first Australian release, and the Dufour 41 Sailing Yacht making its Southern Hemisphere debut. Making a splash at this year's Show will be the latest addition to the industry-leading Quintex lineup, the groundbreaking Freestyler X, said Mr Wyatt.

Attendees should get ready for yet another exclusive, world premiere from luxury motor yacht builder, Riviera, with their Festival of Boating owners' event part of a record 12-model display. "This will be a magnificent showcase for Riviera and will be our only boat show display in Australia in 2024," said Riviera Australia owner Rodney Longhurst. "Excitingly it will include the world premiere of a yet-to-be-announced, exceptional new luxury motor yacht." Showgoers will also be able to inspect Riviera's fine fleet, which represents the very latest in world-class design, from the Riviera long-range and luxurious Sports Motor Yacht, sophisticated Sport Yacht, adventurous SUV, the flagship Motor Yacht and the classic elegance of the Belize collections. Riviera's 900-strong workforce now builds approximately 150 yachts each year, with entry level yachts starting at around \$1 million and top of the range models over \$6 million.

Another Australian-first at SCIBS will be an innovative eLite electric outboard motor. The eLite created for the tender and smaller boating market, represents a



new era in clean, quiet and eco-friendly marine propulsion. Said David Kentish, of ePropulsion: "SCIBS is an important event as we select Sanctuary Cove to be our annual brand 'hero' event.

Jack Ludemann, of Sports Marine, also praised SCIBS for consistently delivering for Sports Marine and its continued growth of its Nimbus Boats brand in Australia. "Being crowned Nimbus Boats Dealer of the Year for 2023, we believe SCIBS 2024 is the perfect platform to showcase the latest offering from Nimbus, the Weekender 11. The relaxed atmosphere, perfect weather, and wide range of boats on display create an environment like no other.

New product launches aren't the only area in which the Show is breaking records. SCIBS 2024 – the 35th edition of the annual event – has seen a record number of applications from exhibitors and, as well as the addition of the luxury Lagoon Beach Club VIP Experience, will see significantly increased space within the Sports Leisure Fishing precinct for trailer boats. This includes expanding the footprint of the show to include the Sanctuary Cove Resort grounds, including the new Marina Boulevard Hall overlooking the superyacht arm of the marina.

**SANCTUARYCOVEBOATSHOW.COM.AU**





## HORIZON YACHTS ENTER INTO **PARTNERSHIP WITH LEXUS**

At the 2024 Horizon Yachts Open House Gala Dinner on March 5<sup>th</sup>, an announcement was made by Horizon Yacht Chief Executive John Lu, that Horizon Yachts had entered into a partnership with Lexus, to build the new Lexus LY 680, the new flagship and the most exquisite Lexus sport yacht to be built - A further development of the Lexus LY 650 sport yacht introduced back in 2019.

Doug Dukeson of *Powerboat* magazine attended this event among others, where they were told by a Lexus executive that the 68-foot, Lexus LY 680 will embrace the luxury and performance associated with the brand. The partnership formed with Horizon Yacht, a company known for their quality in luxury motor yachts, will deliver the expected Lexus-associated quality. The first Lexus LY 680 is expected to be completed in late 2025, or early 2026.

**HORIZONYACHT.COM**

**LEXUS.COM.AU/ABOUT-LEXUS/CONCEPT-VEHICLES/LY-650-YACHT**



## SEALEGS DELIVERS A LUXURY AMPHIBIOUS THAT CAN **TAKE YOU ANYWHERE**

When it comes to exploring our magnificent and at times remote coastline in luxury and style, you have to go a long way to beat Sealegs International's latest offering. Recently launched, the range topping 12-meter Sealegs Cabin RIB (12RC) is an explorer's dream. Add to that the significant convenience having an amphibious craft offers, and you have nothing short of a game changer in terms of size, convenience, luxury and of course functionality.

Adding to the excitement – this will be the owners fourth Sealegs craft, a craft he plans to circumnavigate the coastline of New Zealand in over the summer of 2024/25. The craft will aptly be named 'Kupe' in honour of the early Polynesian navigator. First launched back in 2022, the range topping 12RC provides an enviable large-format amphibious platform. Measuring in at 12.3 meters overall length with a beam of 3.6 meters, the 12RC provides a mountain of space for all manner of activities, be they overnighting, coastal exploring or serious fishing expeditions out wide - this craft will take you there.

Nicholas Glanfield, Sealegs GM of Sales & Marketing noted "To say power on the most recently launched 12m is 'plentiful' is nothing short of an understatement ... this, the latest 12RC is being supplied with a pair of Mercury 600HP V12 outboards - that's 1200 horsepower on a 40' craft". Rigged with the latest in electronics including Starlink internet, digital switching throughout, integrated electronic steering as well as Mercury's Skyhook digital anchoring system, this 12m beauty is built for adventure... and as you can imagine performance is guaranteed to be nothing short of exhilarating!

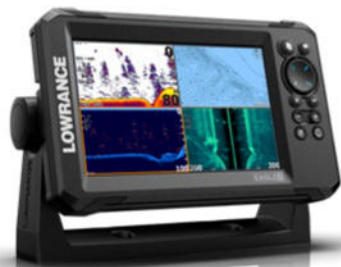
Sealegs CEO David McKee Wright said "This, the latest 12RC build further defines a new standard of freedom, luxury, comfort ... and performance in an amphibious craft. The size of the platform enables customers the freedom to use their Sealegs in nearly all-weather conditions in style and comfort". Further adding to the comfort factor are dual electric sunroofs and an electrically operated divider providing even more space between the cabin and cockpit. The 12RC is available in several layout options including a galley, up to 4 berths and a bathroom. The amphibious enablement system is Sealegs' proven System100 kit based on existing Sealegs patented technology. It is the result of a three-year development project to upscale and commercialise the amphibious capability for much larger professional craft.

**SEALEGS.COM**



# NAVICO GROUP TO SHOWCASE RANGE OF PRODUCTS AT THE 2024 HUTCHWILCO NEW ZEALAND BOAT SHOW

Navico Group, the world's leading supplier of integrated systems and products, will have a presence at the 2024 Hutchwilco New Zealand Boat Show May 16-19. Located in stand number 244, Navico Group will showcase a range of products including:



## NEW Lowrance Eagle -

Lowrance's new entry level fishfinder, Eagle features newly designed high-definition enhanced sonar, with FishReveal technology and detailed C-MAP charting including Genesis Live.

## NEW Simrad NSX

**ULTRAWIDE** – The Simrad NSX ULTRAWIDE is the world's first fully-featured ultrawide marine display. Delivering all the benefits of dual screens in one place and providing a more streamlined and immersive experience resulting in an elevated dash aesthetic that unlocks new possibilities and a superior charting experience.



## HDS PRO with

**ActiveTarget 2 and Active Imaging HD** – Lowrance's next generation of fishing electronics that provides anglers the complete package of the latest tools that helps them find and catch more fish.

## Simrad Yachting's new HALO 2000 and 3000

**Open Array Radars** – The HALO 2000, and HALO 3000 both feature higher power pulse compression and improved detection ranges to offer the most powerful Simrad HALO radars on the market.

## Mastervolt and CZone

– Mastervolt and CZone Products will be on display within a helm station showing the integration between Mastervolt power solutions, CZone digital switching, and Simrad multifunction displays, as well as integration between Mercury Marine.

Additionally, Simrad Brand Ambassadors Adam Clancy and Flynn Jack will be making appearances at the Navico stand.

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PACIFIC POWERBOAT \_ NEWS



## **HONDA'S NEW BF350 V8 - ON WATER OPPORTUNITY**

Honda's BF350, an all-new five-litre V8 outboard, was proudly displayed at the recent Auckland Boat Show, with the added opportunity for show patrons to experience the new engine on the water.

The flagship BF350, the first V8 for Honda Marine, is Honda's most powerful, technologically advanced outboard to date.

The BF350, a five-litre V8 outboard, delivers 350hp at the propeller shaft at 5,500rpm. VTEC (Variable Valve Timing & Lift Electronic Control) is an exclusive Honda technology incorporated into the BF350 outboard. VTEC uses a mild cam profile to operate intake valves at low rpm and engages a high-output cam profile for higher rpm operation, resulting in offering a broader, flatter torque curve and smooth power delivery throughout the rev range.

According to Honda, the BF350 four-stroke, single overhead camshaft engine boasts high speed, strong acceleration, and excellent fuel efficiency through their Honda Lean Burn Control technology, which automatically adjusts the air/fuel mixture for speed and load while maximizing power during acceleration. This combination of features optimizes fuel efficiency in cruise mode (2,000 to 4,500rpm).

Since it has just been released on our shores, we look forward to experiencing the all-new Honda BF350 V8 on the back of one of our upcoming boat reviews.

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# RAYGLASS BOATS LAUNCHES THE **ALL-NEW** **LEGEND 3000**

Rayglass Boats, one of New Zealand's largest GRP boat builders has just announced the launch of the newest and most versatile model in its Legend Series, the Legend 3000.

The multipurpose cabin cruiser comes fully equipped with premium features and is the perfect crossover for boaters looking to entertain family and friends, spend the day fishing, or take a weekend getaway. "Most models we see in the market today are either fully fishing focused or designed solely for entertaining. The Legend 3000 fits in the hybrid sweet spot, combining comfort, ample space, and customizable options for all-in-one trips," said Dean Harris, President, Rayglass Boats. "The adventures are endless with this model."

The Legend 3000 is the first in its category



to incorporate modern elements from the Rayglass Protector range like the sleek hardtop and sharp-design hull. The ergonomic helm station is outfitted with the latest Simrad technology including the 19-inch NSO Evo 3 multifunction display and 600W Totalscan Transducer. Noteworthy features for anglers include the live bait tank, bait board, easy access cockpit storage lockers, Mercury QSD 350hp diesel or twin Mercury outboard engines, and option offerings like electric reel outlets, tuna tubes, dive tank racks and more. Standard features that make the Legend 3000 the ultimate in entertaining and comfort include a large sunroof and two-way sliding glass side windows on the hardtop, a cockpit table, port and starboard king and queen seats and a transom bench seat, hot and cold freshwater stern shower, a galley with an electric refrigerator

and freezer box, twin hob gas cooker, a large separate toilet, and top of the line upholstery throughout.

Additional features and model specs include premium captain seats with soft rider pedestals, advanced controlling features for ease of use like Zipwake automatic trim tabs and optional bow thruster, optional seat configurations like a sunlounger, and fold out cockpit seats for easy entertaining and a spacious flat foredeck with easy walk around.

Length: 9meters/29.5ft, Beam: 2.5m, Inboard - 270-370hp, Outboard: 400-600hp, Fuel Capacity: 320 Litres.

The Legend 3000 made its boat show debut at the recent Auckland Boat Show, with both the inboard and twin outboard models on display. A single-outboard option will also be available later this summer.

**RAYGLASS.CO.NZ**

## ELECTRIC JET RIB FOR ZERO COMPROMISE BOATING

The innovative and award-winning **EJET 330 electric jet** combines Highfield's performance and strength as the world's leading manufacturer of aluminium RIBs, with ZeroJet's efficient and powerful electric system.

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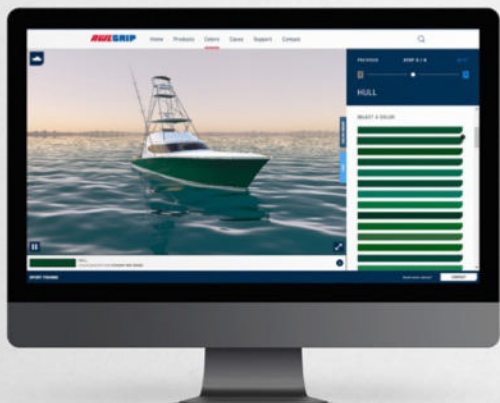
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## AKZONOBEL'S AWLGRIp BRAND LAUNCHES **REVOLUTIONARY 3D COLOR VISUALIZER**

Awlgrip®, the renowned yacht brand under AkzoNobel, introduces a revolutionary 3D Colour Visualizer on its website. The innovative and industry leading tool is designed to empower boaters and applicators by simplifying their journey to find the perfect colour for their boat. Boat owners, applicators, boatyards, and builders now have at their fingertips a cutting edge 3D Colour Visualizer, offering instant access to tens of thousands of colours from the extensive Awlgrip colour database.

Whether it's a sailboat, sportfish, cruising powerboat, or a superyacht, users can select their vessel type and explore various colour options for the hull sides, deck, cabin, boot stripe, and including the fouling control solution for their region. Through AkzoNobel's expertise in colour and utilizing unique algorithms, boaters are now able to gain a visual representation of what their boat could look like in a 3D virtual environment, then download their project scheme to discuss with their retailer or client. Unlike traditional 'flat' panels, the user can manipulate the virtual boat to view colours from different angles, providing a lifelike impression of how complex curves and angles will appear.

Matthew Anzardo, Global Segment Manager of AkzoNobel's Yacht Coatings, said: "The introduction of our innovative 3D Colour Visualizer signifies another step in the way we use digital technology to support our customer experience. Extensive data analytics, investment in our colour portfolio and capability while adapting new trends and technology are key foundations which help us stand out when it comes to colour selection and performance in the boating industry."

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## SMUGGLER'S NEW RELEASE — **STRATA 750 RIB**

Smuggler Marine have released their new Strata 750 RIB, with a number of improvements and appointments over the previous generation model.

The new model now features Smuggler's all-new Gen 2 console with a toilet located under the helm console and an onboard refrigerator under the helm seat. Other changes include upgraded seating, a re-designed Targa top and stainless structure, as well as the addition of new removable side cleats to provide extra protection from the elements. Seating at the helm is now comprised of two Captain's style seats, with lift up seat bolsters and foldable arm rests. The 750 retains passenger seating and a sun pad in



the bow area, as well as aft corner seating in the cockpit. Not short of storage, there are underfloor lockers forward and aft, as well as storage under the helm seat, and in the transom. Designed to perform, the new Strata 750 retains Smuggler's proven 27 degree deep vee hull delivering incredible

rough water performance. With a Yamaha F250hp four stroke outboard the 750 is easily capable of 50 knots. See the new Strata 750 Centre Console at the upcoming Hutchwilco New Zealand Boat Show, 16-19 May.

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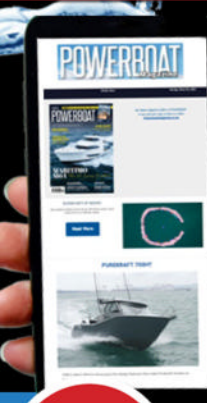


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## THE WAIT IS FINALLY OVER! **CRUISE CRAFT BOATS EN ROUTE TO NZ**

Cruise Craft Boats are en route to New Zealand, and Farnley's Yamaha couldn't be more thrilled to announce they are now the official dealer!

Their first E695HT Cruise Craft was scheduled to arrive in-store on April 25th and will make its debut at the Hutchwilco Boat Show, showcased at their stand #330. Following this, they will host an on-water demonstration event. With just a few remaining build slots for 2024, this premium product is in high demand.

**FARNLEYSYAMAHA.CO.NZ**



## STELLA CELEBRATES **21 YEARS**

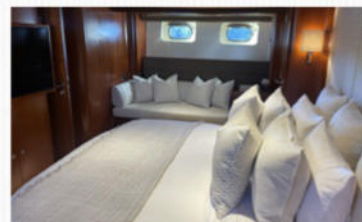
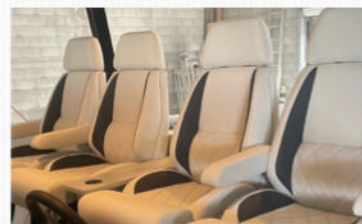
Since their establishment in 2003, Stella has remained committed to engineering, manufacturing, and distributing premium marine equipment for the global market, setting standards of excellence and innovation. In 2011, they achieved a significant milestone by diversifying into manufacturing with their very own product line of Stella Watermakers.

This marked the beginning of a new chapter for Stella, as they expanded their capabilities and product offerings to better serve their customers. They now manufacture in-house a range of Watermakers, Hydraulic Swim Platforms, Helm Chairs, Tender Chocks, and Davits, whilst also maintaining strategic distribution partnerships to widen their product offering even further.

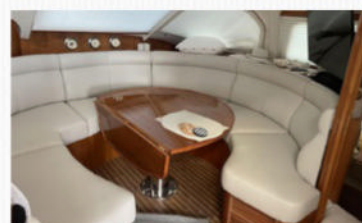
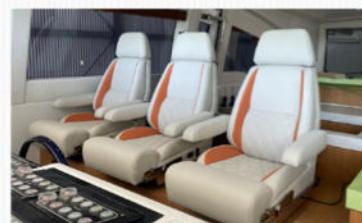
Founder & Managing Director of Stella, Gary Cooper commented "Celebrating Stella's 21st anniversary is a significant milestone for our company as we reflect on two decades of engineering, manufacturing and distributing premium marine equipment for the global market. As we celebrate this milestone, we recognise that none of our achievements would have been possible without the dedication and hard work of our team here at Stella."

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# QUICK USA SELECTED AS **ABA SUPPLIER OF CHOICE** FOR WINDLASSES CONTRACT WITH AMERICAN BOATBUILDERS ASSOCIATION RUNS UNTIL 2027



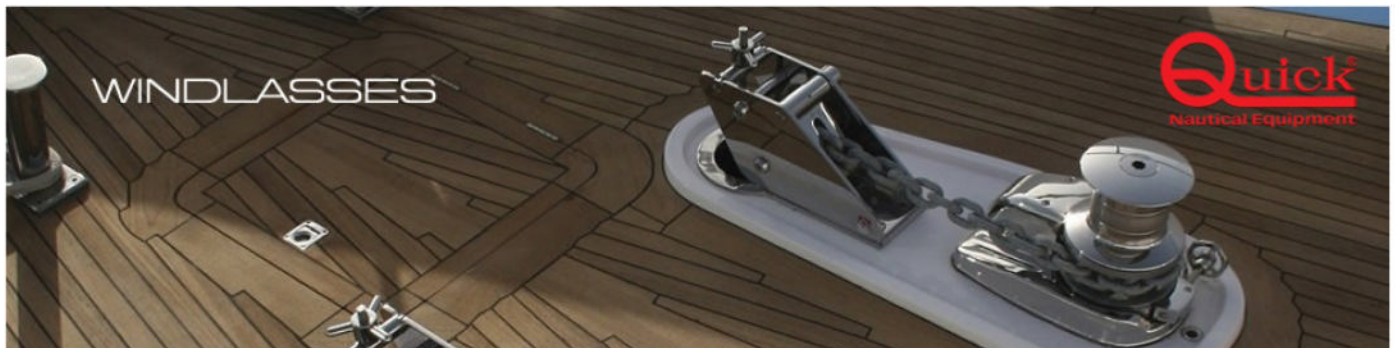
The American Boatbuilders Association (ABA) has chosen Quick USA, the Italian-headquartered marine equipment manufacturer, as its Supplier of Choice for windlasses. The contract will run from 1 July 2024 until 30 June 2027.

ABA is a coalition of 26 leading independent US boat manufacturers, covering 21 facilities across 12 states that produce approximately 34,000 boats annually – including nearly a quarter of all fibreglass boats above 16ft built in America. The decision to select Quick USA stands as a recognition of Quick Group's commitment to

product quality, reliability, low failure rate, ongoing R&D, and comprehensive aftersales service and support. "The selection of Quick USA as a Supplier of Choice by ABA is another major step forward not only for the Quick brand but also for our growing branch Quick USA," says Marco Santoro, CEO of Quick USA. "The trust that the industry has for our products lies in our commitment to excellence in every stage of the chain, from the detailed design and engineering of our equipment lines to rigorous testing, advanced production and manufacturing capabilities, a highly focused after-sales and service offering. Quick Group has established itself as a

cornerstone of high-quality equipment for the global leisure marine market, spanning several different categories of products from tanks and water heaters to thrusters, lighting, anchoring systems, stabilisation and more. Following the acquisition of the Florida-based Service Centre in January 2024, Quick USA solidified its operations in the United States. This strategic move enhances Quick USA's capability to provide end-to-end solutions to customers and ABA partners, encompassing everything from equipment supply to comprehensive service offerings. Quick is distributed in New Zealand by Tenob.

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# EYACHTS SET TO SHOWCASE IMPRESSIVE LINE UP AT SCIBS

Leading European yacht distributor in Australia, Eyachts, is thrilled to announce its impressive line-up for the upcoming Sanctuary Cove Boat Show. Eyachts will be premiering some of the most cutting-edge vessels in the industry, including the much-anticipated Axopar 29 Sun Top, Axopar 45 Sun Top, and the ground-breaking RAND Supreme 27 Electric.



**Axopar 29 Sun Top:** Renowned for its sleek design and exceptional performance, the Axopar 29 Sun Top is a beacon of innovation and versatility in the world of adventure boating. Redesigned to perfection, the 29 Sun Top sets a new standard for sub-30-foot boats, offering the new opening Sun Top roof, a forward cabin with ample storage and convertible sleeping area, and a social bow area with seating for up to 8 guests. The driver-focused helm and customizable aft deck layouts further enhance the Axopar 29 Sun Top's appeal.



**Axopar 45 Sun Top:** With space and light on a scale never before seen on an Axopar, the Axopar 45 Sun Top features comfortable and social bow and cockpit seating areas and versatile aft layout options. Stepping into the luxurious cabin reveals seating for up to seven people, with multifunctional design allowing for quick conversion into a spacious bed. The stand-up head and shower offer convenience, while the aft cabin provides ample space for relaxation or sleeping quarters for two. Equipped with three roof racks, the 45 is perfect for transporting outdoor gear for any adventure. Ranked among the most versatile boats in the market, with triple 300hp outboards and Axopar's renowned fuel efficient and performance enhanced hull design, you can be confident to venture anywhere, making it an ideal choice for extended explorations.



**RAND Supreme 27 Electric:** Making its debut as the first electric in Australia from this category, the RAND Supreme 27 Electric represents a significant milestone in sustainable boating. With zero emissions and whisper-quiet operation, this eco-friendly vessel offers a glimpse into the future of yachting. Like nothing else in its category, RAND Supreme 27 is a spacious, comfortable, and sporty bowrider. The aft sun lounge offers comfort and panoramic views, complemented by a spacious locker for wakeboards, water skis, and other essentials for your day on the water. Meanwhile, the cockpit chaise lounge provides an ideal spot to unwind, while the optional kitchen and bar serve as the hub for entertainment and socializing. Additionally, the onboard enclosed and private toilet adds convenience to your boating experience.

In addition to these premiering boats, Eyachts will also be showcasing a selection of other impressive models, including the Axopar 37 Sun Top and 37 Cross Cabin, the RAND Spirit 25, and the Greenline 39.

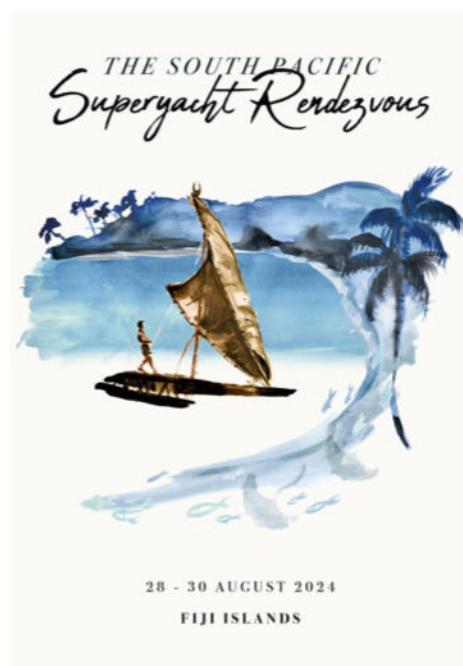
**EYACHTS.COM.AU**

## SOUTH PACIFIC SUPERYACHT RENDEZVOUS TO BE HELD IN FIJI THIS AUGUST

South Pacific-based organisation The Superyacht Gathering is set to host its inaugural Rendezvous in Fiji this August. The program will feature friendly regattas raced around the Fijian islands, interspersed with barefoot beach parties to allow owners from Oceania and further afield to meet.

The event is open to sailing and motor yachts 22 metres and above, with \$500 from each yacht entry being donated to the Fiji Yachting Association's Kids Sailing Program. The Fiji Yachting Association has also deeded the historic 1997 President's Cup as the winning prize and will be running the races in partnership with Australia's Southport Yacht Club.

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Leigh-Smith Yachts are excited to announce the addition of a new stock yacht set to be delivered to our shores in 2024. Labelled as "80 feet of yacht in a 68 foot hull" by our friends at BoatTest.com, the four-stateroom, four-head E680 cruises effortlessly at 10 knots in absolute luxury. Comfort on-board is at the heart of the E680's conception, offering users a functional layout and an interior brimming with the highest quality finishes. With extraordinary sea-keeping ability, twin 1,136hp CAT C18's on straight shafts and an 8,000L fuel capacity, the E680 is ready to comfortably tackle any journey.

  
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# COUNTDOWN TO **55<sup>TH</sup> SYDNEY INTERNATIONAL BOAT SHOW** HAS BEGUN

The Sydney International Boat Show attracted an attendance of almost 47,000 visitors in 2023, with crowds immersed in a spectacular showcase of hundreds of boats and marine products, world and national launches, ground-breaking marine technology and show stopping entertainment.

With only months to go until the 2024 Show and consumer demand across the boating industry buoyant, there has never been a better opportunity to participate and connect brands with highly engaged, qualified visitors. Presented by the Boating Industry Association Ltd (BIA) in conjunction with event delivery partner Mulpha Events, the four-day event will

take place from August 1 to 4 2024 and will be set amongst Sydney's iconic Darling Harbour.

The Show will present the best of the Australian boating lifestyle. From the large fleet of powerboats and sailboats on the purpose-built event marina on Cockle Bay, through to a host of premium exhibitors displaying the latest trailer boats, personal watercraft, and marine technology in the exhibition halls of the ICC Sydney.

BIA President, Adam Smith said that following the opening of exhibitor registrations last month the 2024 Event is already off to a strong start. "The interest for this year's Show has been positive with many previous exhibitors and industry already signed-up, including a cohort of international brands, plus new manufacturers and distributors joining in on the action. We have also heard some exciting national and world launches are in the pipeline as well," he said.



The event marina on Cockle Bay will play host to some big names including Collins Marine, Ensign Yachts, Eyachts, Fleming Yachts, Horizon Yachts, Multihull Central, Pacific Boating, Raymarine, Sacs Marine, Short Marine, Sundance Marine, TMG Yachts and Yacht Domain. After strong visitation last year, 2024 is set to be even bigger, with highlights to include an on-water display with more than 200 boats, 19,000sqm of indoor exhibitor space, and a host of popular entertainment and activities, such as the popular fishing masterclasses, watersports demonstrations, and boating and marine education, all aimed at appealing to both the novice boatie to seasoned marine enthusiasts.

**[SYDNEYBOATSHOW.COM.AU](http://SYDNEYBOATSHOW.COM.AU)**

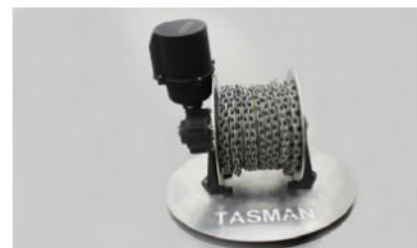


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# 125 YEARS OF PANTAENIUS - FOUNDED ON TRUST

Hamburg-based insurance broker Pantaenius celebrates 125 years, a foundation upon which Harald Baum and his family continue to build Europe's leading yacht insurance experts.

The Hamburg-based insurance specialist Pantaenius celebrates its 125th anniversary. Today, Pantaenius Versicherungsmakler GmbH serves approximately 5,000 medium-sized companies from five locations: Düsseldorf, Eisenach, Kiel, Munich and Hamburg. The Hamburg location has characterised Pantaenius from the very beginning. In 1899, Johann C. Pantaenius founded a brokerage firm for marine insurance in the Free and Hanseatic City. His successor expanded the business in the 1920s to include property and life insurance. In 1963, Harald Baum joined the company,

and today, his children Daniel, Martin and Anna are at the helm.

Harald took over Pantaenius in 1970. He developed a new type of hull insurance for yachts. His innovative approach revolutionised the yacht insurance business. Over the following decades, Pantaenius expanded its business to ten locations in Europe and Australia. At the end of the 1990s, the yacht insurance business was

separated from the traditional brokerage business into a separate company.

Today, in addition to the yacht insurance branch, the Pantaenius Group encompasses the surveyors office Marine Claims Service, the yacht management company Zucker & Partner - and Pantaenius Versicherungsmakler GmbH, which has been in operation since its founding in 1899.

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## BARBER BOATS LOOK TO BUILD A ROGER HILL DESIGN

Greg McDonald, Keely Landon-Lane, and their team are excited to introduce you to their new brand Barber Boats. Barber Boats is the new build division of Tots Marine Coatings Ltd. “We have been working with suppliers and boat designers and look forward to creating some beautiful GOP boats,” says Greg McDonald.

Greg at Barber Boats has been in the industry for 30+ years, and been involved with the building of many GOP boats at Careys Boatyard in Picton. Barber Boats can assist with designing your perfect



boat, providing practical solutions and advice as to what will and won't work in a boat. The Barber Boats brand will allow custom-made, quality-built boats designed around each customer's wants and needs. The Greymouth-based boat building business released the boat designed by Roger Hill at this year's Auckland on Water Boat Show. “Greg is and always has been passionate about boats, and started working for Jack Guard in Nelson after school and

school holidays. Then in 1993 started a boat building apprenticeship at Carey's boatyard in Picton, working there until they closed in 2012. Having been involved in the building of at least 20 boats, Greg and his team are very keen to carry on with high end custom made Glass Over Ply boats. “Whether it's for fishing, private, or charter, get in touch and we can discuss your requirements. We want to turn your dream into reality.”

**BARBERBOATS.CO.NZ**

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## INTRODUCING THE ALL NEW **PRINCESS F58**

This exceptional range of Flybridge yachts is the epitome of elegance, innovation, and exhilarating performance on the water and the F58 is no exception. Featuring elegant lines, exceptional space and a level of specification and standard of finish normally reserved for much larger craft, she is unmistakably Princess.

The exterior spaces of the F58 have been designed with sociability and relaxation at the forefront. The expansive flybridge has been designed to maximise guest space, while allowing whoever is at the helm to feel connected to the engaged with the festivities onboard. The generous cockpit flows seamlessly and down on to the bathing platform which is itself equipped with seating and an optional BBQ to create a mini beach club adjacent to the water. The saloon is flanked by large windows filling the space with natural light and connecting

effortlessly to the outside. The fully equipped galley is situated aft of the saloon and links the cockpit and interior dining spaces making this a highly sociable layout. On the lower deck are three beautifully detailed cabins including a spacious forward VIP guest cabin, a twin to starboard, which can be converted into a third double, and a full-beam owner's stateroom featuring a 'superyacht' style ensuite bathroom and walk-in wardrobe which also make full use of her generous beam.

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## SMARTGYRO JOINS THE **POWER EQUIPMENT FAMILY**

Power Equipment, one of Australia's leading engine suppliers, is excited to announce that Smartgyro, a global leader in marine gyroscopic stabilization technology, has joined the Power Equipment stable of brands.

This move marks a significant milestone for Power Equipment, reinforcing its commitment to providing cutting-edge technology, a full suite of marine solutions and unmatched support to their customers. Combining Smartgyro's growing global presence and Power Equipment's renowned reputation across the entire Australasian marine industry, it's a winning partnership!

The range of Smartgyro marine stabilizers help to eliminate boat roll, and maximise vessel's efficiency and overall performance in just about any sea conditions. With six models in the range, Smartgyro stabilizers are suitable for boats from 13m right up to 29m in length. Commenting on the new partnership, Luke Foster, CEO of Power Equipment remarks "We are extremely pleased to add Smartgyro to our line-up, it gives us the ability to fully service and provide a full range of propulsion, on-water power, propellers and stabilisation products to our vast network of marine dealers and our customers." "With our world-class parts and warehouse infrastructure, along with our highly experienced marine team and vast dealer network, we are well placed to grow the Smartgyro brand throughout Australia and New Zealand." This collaboration is not only an opportunity for growth for Smartgyro but also strengthens their presence and partnership with another trusted brand in the YANMAR family. Australian customers have the opportunity to explore Smartgyro's solutions at Sanctuary Cove International Boat Show in Queensland on the 23rd – 26th May, where Power Equipment will be showcasing their newest range of gyro stabilization units.

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## DREADNORT V4250CC – JUST LAUNCHED!

Transformarine and Dreadnort Boats are excited to announce the recent launching of a new boat - The new V4250 Centre Console which comes on a custom aluminium trailer.

They worked with the owner on the design, bringing in all the features and styling that he wanted.

This was a slightly different build where the owner had his 'not so old' donor boat with a near new engine, in which they transferred the engine and certain fittings over onto the new hull.

The owner, designer and builder are extremely happy with the performance and stability right out of the box!

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## WORLD'S FIRST 'INVISIBLE MOUNT' ROD HOLDERS

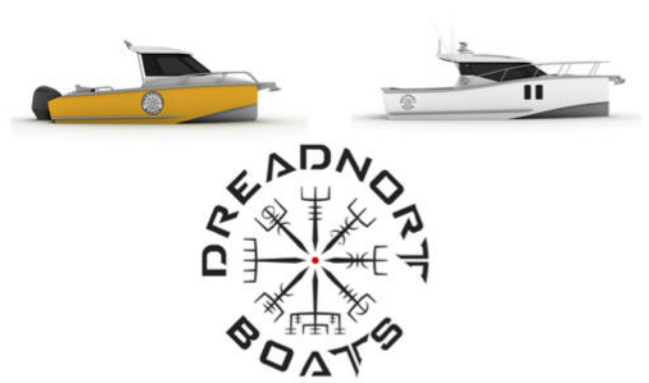
Available now through Lusty & Blundell

Exploding Fish's innovative new patented Streamline Series of flush-mounted rod holders feature a first of its kind "no-visible-mounting-screws" design that is both stylish and functional. Exploding Fish's new Streamline Series "invisible mount" rod holders are available as either Streamline Pro rotating mounts or Streamline Edge fixed mounts.

With just the push of a button, the incredibly versatile Streamline Pro enables a rod to rotate up to 360 degrees in 5 degree increments. This allows anglers to quickly and easily fine tune their rod's position to account for changes in wind, tide, current and wave action. In addition, Streamline Pro has three integral sleeve angles (0, 15 and 30 degrees) enabling fishers to configure the fishing gunwale to match their desired fishing styles and vessel use, whether deep dropping, trolling, drifting, fishing at anchor or bottom fishing.

As with the Streamline Pro, the new Streamline Edge fixed mount rod holders, with no visible mounting screws, are equally stylish and attractive.

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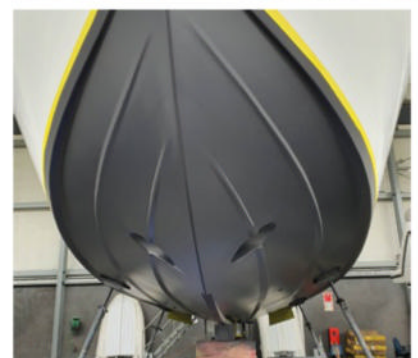


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# ILIAD CATAMARANS AWARDED **MULTIHULL OF THE YEAR**

ILIAD Catamarans continues to enjoy international acclaim with its ILIAD 53F power catamaran announced as 2024 Multihull of the Year in the MultiPower category.

The impressive flybridge motor yacht beat an elite field of nominees from long-established brands and is a glowing testament to the model's outstanding quality and features. The awards were organised by Multihulls World / Multicoques Magazine with the winners announced at a special ceremony on April 3 at the La Grande Motte International Multihull Show in France.

ILIAD Catamarans general manager Michael 'Nod' Crook said the award was an exciting validation of the ILIAD 53F's remarkable features that have seen the

model enthusiastically embraced by buyers across the world since its 2023 launch. "We're thrilled that the ILIAD 53F has been recognised in these prestigious awards, particularly as ILIAD Catamarans is still a relatively young brand in the power catamaran market with our first model launched in 2019," Michael said. The ILIAD 53F is part of the shipyard's ILIAD 53 Series, which also comprises the ILIAD 53S sedan version and the ILIAD 53E electric/hybrid version. The ILIAD Catamarans range also includes the impressive ILIAD 62 and the new flagship ILIAD 75 luxury power catamaran.

Since the company's inception in 2016, it has constructed 25 vessels that are now cruising predominantly throughout Asia Pacific, with numerous new orders currently in production. ILIAD Catamarans expanded to the North American market in 2024 following extremely strong demand from this region, and the brand has been swiftly embraced by US buyers. The ILIAD 53F will be on display at the major 2024 Australian boat shows, including the Sanctuary Cove International Boat Show in May and the Sydney International Boat Show in August.

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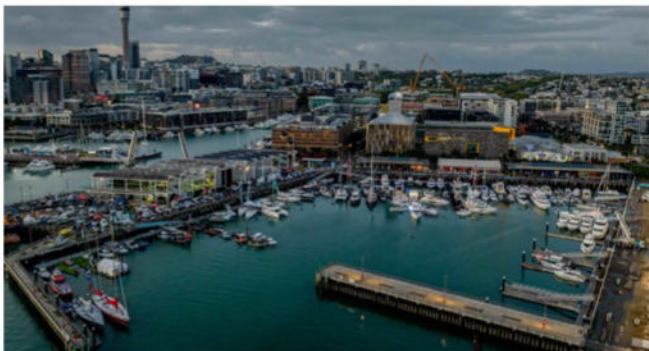
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## AUCKLAND BOAT SHOW **WRAP UP**

The Auckland Boat Show wrapped up for 2024 and, in an industry facing challenges, New Zealand companies have risen to the challenge and kept selling boats while Mayor Wayne Brown added his support.



"This is what it means to be in Auckland," said Mayor Wayne Brown to the New Zealand marine industry companies gathered at the Auckland Boat Show. The Mayor of Auckland was speaking to the assembled marine representatives during the show, New Zealand's largest boat show on water, which ran from 14th to 17th March. "It's events like this that make Auckland unique. We're here celebrating the playground of Auckland - the Hauraki Gulf - and what it means to be in Auckland; out enjoying its waters."

Mayor Brown's speech came as the marine industry presented its new releases, technology and innovation at the 2024 show, with a larger number of new releases than had previously been seen at an Auckland Boat Show.

"Like many industries, we have our challenges at the moment," said Auckland Boat Show organiser, Stacey Cook. "However we're meeting them head on. The Auckland Boat Show gives our industry an opportunity to show its products in the way they're meant to be experienced; on the water." The show, which is held in the Viaduct Events Centre and Jellicoe Harbour, is the only boat show in New Zealand where boats can be viewed on the harbour. As New Zealanders' appetite for the marine world grows, the show has grown and this year featured 180 trailer boats and RIBS with a further 130 large boats berthed in Jellicoe Harbour to be explored.

Boats were also selling within the show's on land section. Graeme Heaphy, Makaira Boat's sales manager, travels with the aluminium boat brand from its Northland factory. "We've sold a boat because of the show. The show demonstrates our wares so well, and it's great to come and get the temperature of the industry. We love this show, we wouldn't miss it." The Auckland Boat Show's footprint spreads to the Viaduct Events Centre, with a number of stands inside the VEC demonstrating New Zealand innovations. "The work post-boat show will keep us busy for a month," said Richard Cleave, of HullWell. HullWell creates advanced antifoul and substrate protection for aluminium, steel, composite, and timber.

The Auckland Boat Show will run again in March 2025, bringing showgoers in contact with New Zealand's, and the international marine industry.

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# SIROCCO MARINE, THE ULTIMATE IN RIBS AT SCIBS 2024

At this year's Sanctuary Cove International Boat Show, 23 to 26 May, Sirocco Marine will have a massive line-up of Rigid Inflatable Boats (RIBs) from the world's leading brands. Occupying their traditional space along Masthead Way, Sirocco Marine dealers from all over Australia will present around 30 boats in total, representing the most popular models from BRIG, Zodiac and Williams.

"Visitors to this year's SCIBS will be able to inspect a wide range of RIBs from Zodiac and BRIG, including the larger models in the 6 and 8-metre segment," said Sirocco Marine Managing Director, Neil Webster.

Visit Sirocco Marine on Masthead Way at the 2023 Sanctuary Cove International Boat Show, 23 to 26 May 2024.

**SIROCCOMARINE.COM.AU**



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## MAST ACADEMY GRADUATION

It has been a time of connections and celebration for MAST, the marine industry partners and importantly, the apprentices. Marking the completion of their apprenticeship, graduates were recognised for their achievements at the MAST Graduation on 14 March at Auckland's Royal Yacht Squadron.

Celebrating alongside our graduates were all who have supported them throughout their training to obtain their trade qualification, including the MAST Training Advisors. "It's a journey of opportunities and challenges – all of which shape their personal and professional growth" says MAST Training Advisor Robert Howatson. "We're extremely proud to shake their hand as they receive their qualification certificate."

The strong presence of marine-related industries (including composite and industrial textiles) at graduation, highlighted the interconnectedness and collaboration essential for developing skilled trades people in our sectors. "It was a fantastic evening celebrating the achievements of our newest industry graduates! Recognising their hard work and the diverse talent across the trades in front of 220 guest and industry peers was extremely rewarding for those that have supported their journey. It's reassuring to know that the future of the industry's is bright with such talent." - Chris van der Hor, MAST CEO.

MAST graduates are from a diverse range of marine industries covering areas of boatbuilding, composites, marina operations & marina facilities, marine systems engineering, outboard servicing, powerboat rigging, industrial textiles, marine coatings, marine interiors and sail making.

Before presenting the special awards, guest speaker and one of New Zealand's

most respected sportsmen, Rob Waddle inspired graduates and guests alike with key areas of his success and motivations. Each award sponsor spoke of the winners outstanding attributes and recognised for their forward thinking and mentorship were the winners of Outstanding Marine Graduate, Jay MacDonald from Gulfland Marine and Outstanding Composite Graduate, Joshua Court of Buckland Marine.

The Dale Carnegie Emerging Leader Award went to Ethan Holland of Makaria Boats for his determination and commitment to producing high-quality work. MAST Training was proud to sponsor one of the two Rotary Youth Leadership Awards (RYLA) which were awarded to Courteney Fox. The second RYLA award for the week-long leadership programme was given to Hunter McKay-Coombe by Lesley McLagan of the Rotary Club of Highbrook. In addition, MAST recognises those who train within the workplace, the supervisors and leaders who mentor support and encourage the continuity of quality. This year's Workplace Trainer Award went to Gavin Bickers from Stabibuild in Warkworth.

The MAST graduation was not only a celebration of individual achievements, but an occasion to recognise and appreciate the collective efforts of all those involved in developing talent and fostering excellence within our marine and specialised technology industries.

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## MARITIMO ANNOUNCES **NEW BLACK EDITION**

Leading Australian luxury motor yacht builder Maritimo introduces a series of updates to its revered line of cruisers. These enhancements add yet another level of refinement and style to every Maritimo, and are aptly labelled the Black Edition.

The Black Edition is borne of Maritimo's objective to constantly perfect and improve even its best-selling models. The company's meticulous review of onboard style, comfort, and functionality has

resulted in new elements of elegance and sophistication. All of this is accomplished and integrated with the unparalleled engineering and performance Maritimo yachts are known for.

The Black Edition includes all the features and functions of preceding models but with deeper refinement and styling to their Enclosed Flybridge Motor Yachts - M55, M60 and M600 Offshore.

Within the enclosed flybridge, the Black Edition helm brings the enhanced styling and layout of the flagship M75 into the new models. The low-profile dash features a totally redesigned multifunction and engine screen pods, with enhanced ergonomics for easy access to all the necessary controls. The upgraded fully electric helm seats complete the space to make it a comfortable zone for travelling long distances. The Black Edition also upgrades the existing cabinet

to a two and three-door wet bar, as well as an entirely new lounge seat with storage options, adding comfort, functionality and even more style to the Skylounge.

Current model Maritimos are renowned for their performance and handling in any conditions. The placement of their engines and tanks increase stability, and low shaft angles provide incredible efficiencies. The new Black Edition Maritimos maintain the engineering and design forged from over twenty years of building enclosed flybridge motor yachts.

The Global Launch of the Maritimo Black models will take place at the 2024 Sanctuary Cove International Boat Show, 23 to 26 May in Queensland, Australia, followed by the U.S. debut in Fort Lauderdale, Florida, in October 2024.

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## CEO OF SUZUKI NZ RETIRES

Ian (Tom) Peck would probably describe himself as a Suzuki aficionado above all else, after all when you spend nearly 50 years of your life with one brand it's not just a job. When Tom retired on 8 April he left some fairly big boots to fill and took with him a wealth of knowledge spanning more than 38 years of continuous service at Suzuki New Zealand Limited.

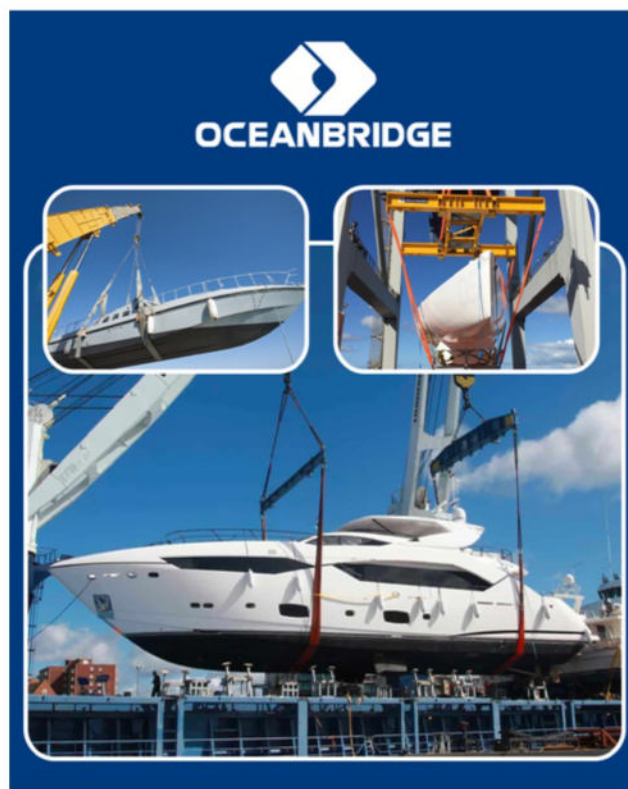
His career started as a fresh-faced motorcycle apprentice to the Colemans group who at that time operated stores in several centres including Hamilton where Tom fell in love with motorcycling. It wasn't long before Tom had set his sights on some loftier goals eventually finding himself at head office in the role of service manager across motorcycle, marine and automobile. His love for all things mechanical shone through especially the development and engineering of road race motorcycles.

Working with some of our best road racers saw riders like Andrew Stroud take 10 titles for Suzuki and the support was not only for the riders but also for event sponsorship such as the Suzuki winter road race series and Boxing Day Cemetery Circuit. Motocross didn't miss out and it was a very young Josh Coppins that first signed to Suzuki in a contract penned by Tom. Josh became a world title contender narrowly being pipped for a second spot during the 2002 World Motocross Championships.

In 2003, Tom expanded the marketing responsibilities to also include developing the motor vehicle division. It was also during this time that the Suzuki Swift became a success story for the motor vehicle department with sales improving not only market share but the dealer network across the country. In 2011 Tom was promoted to CEO and guided Suzuki New Zealand through some difficult post-GFC territory. Suzuki New Zealand is one of the few company-owned distributors that do not have a resident Japanese staff member which reflects the confidence and trust they had in Tom's management.

In 2018 Marine made a welcome return to the umbrella of Suzuki New Zealand following a 20-year absence. Since the change in distributor, market share has more than doubled under his management. Retirement for Tom will be the start of a new adventure as he uproots and moves to be closer to his two daughters in Australia.

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## 22M CARBON FIBRE FOIL ASSIST **HIGH PERFORMANCE POWER CAT**

Roger Hill Yacht Design and DEMEY Yachts proudly announce their latest collaboration, unveiling an exceptional 22-meter hydrofoil assisted Power Catamaran concept for a North American client seeking speed, safety, and social versatility, with the Gulf of Mexico being its intended playground. With a length of 22 meters and a beam of 7.7 meters, this design represents a seamless fusion of cutting-edge technology and elegant design. Its foil-assisted configuration ensures

unparalleled stability and efficiency, making it a perfect choice for leisurely cruises and swift medium-range passages.

This model, tailored to meet the specific needs of its North American client, features a rear-open fixed 'beach club' configuration, ideal for social gatherings and onboard entertainment. Additionally, clients can customize their vessel with a tender garage and swim platform configuration, further enhancing its versatility and functionality. A powerhouse of performance, this catamaran is powered by twin V12 MAN diesel engines through

Hamilton Jet drive units, enabling it to reach a top speed of 48 knots. Accommodating up to 8 guests and two crew members, the interior of this vessel is meticulously designed to provide the utmost comfort and luxury.

Constructed from infused carbon fibre composites, this Power Catamaran combines strength and durability with lightweight efficiency, ensuring optimal performance and structural integrity in any conditions.

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# AN IMPROBABLE TRIP **AROUND** **THE WORLD**

## **PART TWO**

What started as a 4-month cruise to Mexico turned into a made-for-Hollywood, 13-year voyage around the world. As told to Daniel Harding Jr.

BY **DANIEL HARDING**, POWER AND MOTORYACHT

### **Fiji**

Fiji was an amazing, amazing place. To get a cruising permit in Fiji, you have to go through a class on how to respect the native Islanders there, because they own the water. So you have to go ask for permission to anchor. And the way you do that is you bring a gift of kava, which is a pepper plant root that they make a drink out of. And you present that to the chief of that village, and they give you permission to stay.

That was a license to meet all kinds of cool people and to embrace their culture. I had a guest on the boat, who's a good friend of mine. Who was our physician. And we go to this kava ceremony. So we go into this hut, grass hut. A lot of the villagers are circled around. The ladies are on the outside, the guys are in the middle and they've got this ceremonial kava bowl, which is a wooden carved bowl. And they take the pepper plant root, this kava, and they pound it into a powder, put it in a sock, literally a sock. And then they knead

the sock in the water to get the kava to dissolve. And it looks like dirty dishwater. Now here are these socks that don't look that clean. Then they take an old artillery shell with a steel rod to pulverize it. And then these guys, if you looked at their hands, they hadn't been to the groomer, hadn't had their nails done recently and they're kneading this and I'm sitting next to this doctor. Who is like, "Roger? You are not going to drink this. You're not going to drink this." And I said, "I've got to." I couldn't insult them. So, the chief comes to



me with this, and of course the bowl is half a coconut. So, he asks if I want "half tide or full tide?" Do I want a half a bowl or full bowl? So of course, I say, "full tide." So anyway. So, John, the doctor, he's cringing. He says, "You can't do this." And of course I did. And I had some reaction to it the next day.

## Bali

In year two of the trip, we went to Bali and we stopped at almost every island. And we had to make arrangements to go see the Komodo dragons. They've got them in a park. It's kind of an open park, but it's a designated area. So, we decided we would buy a small goat because the dragons love goats. Eating them, that is. So, we've got a guy that's taking us up there and he's got the goat over his shoulders. We bought the goat, we went up there with three or four people. And as we're going up, the guy's got a stick and he's controlling these 12-foot lizards. I mean, they look like alligators. But they're lizards. And we get up to the pen, it's maybe 18-inches tall. And we go inside the pen, and then he takes the goat and very delicately puts a palm leaf over its throat and cuts the throat of the goat and then gives it to the Komodo dragons. That goat didn't last 20 seconds. It was amazing. These things are just plodding along. And then they went feverishly and everything bones, fur, everything gone. Ate the whole thing. So that was feeding the Komodo dragons.



**ROGER MOORE**



## New friend from Djibouti

Djibouti is at the mouth of the Red Sea on the east side. Very small French territory and I went with Samantha into a little store and I see on the floor this little monkey that's got a little belt around its waist and we're looking around the store. I asked the guy, "How much is the monkey?" He says, "The monkey is mine, it's not for sale." I said, "Man, I really like that monkey. It's really a cute little baby monkey." It was a Vervet. Cutest little white face and whiskers. Really cute monkey. Fifty dollars later, I leave with the monkey. We had the monkey about four and a half years, but what a four and a half years. That monkey was a riot. It really was fun. We named her Djibouti where she came from.

## Saudi Arabia

We arrive and ask to seek refuge. They've got a brand new, 50-million-dollar control tower that looks out the Red Sea and we're at the base of this thing, beautiful facility, not a yacht facility, no other boats. We're there about five minutes and a forklift comes out and deposits a guard shack about 50 feet from the boat and there's a military guy there with a machine gun.

About 20 minutes later, up pulls this big Oldsmobile and two guys get out with the whole Saudi get up. I find out this is the secret police watching the military watch us. This is crazy. This is really, really crazy, but again, no intimidation, no nothing. They ask, "What do you need? Why are you here?" I told them, "We're running a little low on fuel and water. We hit some bad weather on the way up here."

They deliver fuel to us. It looked like

**"I'm sitting next to this doctor. Who is like, "Roger? You are not going to drink this. You're not going to drink this." And I said, "I've got to." I couldn't insult them."**





Roger and Samantha enjoyed all kinds of adventures at sea, but their time in Saudi Arabia feels plucked from a Hollywood script.

champagne. No charge. They fill up the boat. I asked if I could get a couple of drums and I got a couple of extra 55-gallon plastic drums. They filled those up for me.

It was so nice of them to do that. Meantime, I'm up there sitting down, eating with the guards, with your hands out of the common bowl and all that sort of thing. The captain of the port police says, "Hey, Commander Byers of the U.S. military is here." This was just after Desert Storm. He said, "He saw your American flag and would like to know if he could come down and visit?" We said, "Absolutely. Come on down." Commander Jamie Byers comes down to visit us and he says, "Let me see if I can get permission for you to come up and use our host phone." I said, "What's a host phone?" He says, "The Saudis give us a phone line and a phone so that we can call home anytime we want. I'm sure you haven't been able to get to a phone for a long time." Of course, we've been doing ham radio the whole time, so Samantha and I get permission and go up there and we call all our friends and family and all this and say, "Hey, we're in Saudi Arabia."

We've been there for four or five days now and our hosts were winking at me saying, "Samantha, don't you need to go visit; she had a little eye problem. Don't you need to get your eye taken care of? Maybe we can get you into Jeddah into the clinic to take a look at that eye." They got a medical reason for us to go in and we toured around Jeddah on the way to the clinic and then back to the boat and we decided, "We've imposed on these people enough." They were really nice people so I said, "We're going to depart." They said, "No, no, give us another day"

They send the secret police out to interview us and the guy comes up to the boat. The monkey's tied on the back deck. They've got the thobe and ghutra and the

monkey pulls up his skirt, the thobe, and starts pulling the hair on his legs and he's dancing on the back deck, laughing and having fun with this monkey. He comes in the boat and I figure, well, that just shot all our chances, but they were in love with the monkey. We start talking and he's asking us, "What are you doing here, why, where have you been, where are you going?" Nicely, respectfully asking these questions and they said, "We've got good news for you. When will you be ready?" I said, "Ready for what?" "Prince Nayfe has made a reservation for you at the Hyatt Regency Hotel. You're guests of the Saudi government." I said, "What? We can't accept." They reply, "It would be very rude of you not to accept." Samantha interrupts and she says, "Whenever you want, we'll be ready."

They posted guards to take care of the pets and they take us to the Hyatt Regency Hotel. A suite, as guests of the Saudi government, the two secret police guys are now our tour guides.

"What do you want to see? Where do you want to go? What do you want to do?" They said, "Tomorrow morning, we're going to take you to a tailor, if it's all right with you, Mr. Moore. We're going to take you to tailor and we're going to have a thobe and ghutra made for you and an abaya for Samantha. You don't have to wear them, but we're going to take you to some places where you'd be less conspicuous if you didn't. It's up to you." I said, "Let's go." They take us to the tailor. They fit us out with lovely thobe and ghutra and abaya and the black thing for that. We can't pay for anything. We go into the store. We want to pick up a couple of things. Can't pay. We are Saudi hospitality. I never understood the term. We're doing all these things with them. We've been there for four or five days and they said, "Is there anything else you'd like?" I said, "I understand that

the Kuwaiti's ruled from Taif up in the mountains. Could we see that?" We go up to Taif and they show us all around, up in the mountains there. They said, "What else would you like to do?" I said, "I'd love to ride camels in the desert." Next day, they rent a Jeep, they pick us up and we're driving, driving, driving, and here's this Bedouin tent. They drive up near the tent. They get out and they said, "You wait here, Roger", and they go over and they're talking to the Bedouins because there's a bunch of camels there.

I'm in the thobe and ghutra. I'm tan. I had a black mustache and I looked Saudi. I should have been Roger Moore. I should have been a spy because I can be Mexican, I can be Saudi. I can blend in and all of those different things and they want to know what tribe I was with and why was I out there? Bottom line is, we get to go for a ride on the camels. We get to drink camel milk and do all this stuff. It was really a hoot and by now we'd been there a couple of weeks and starting to feel really embarrassed that we're consuming all this time, but it was fun. I said, "We're going to leave. We appreciate all of you and we would like to invite you all to dinner." We had all of these people that helped us as our guest at a restaurant and still I couldn't pay."

## Winter in Israel

We're about 20 or 30 miles from Tel Aviv and a patrol boat comes out. They radio us and say, "Everybody on deck, let's see your hands." They circled the boat and there's a guy with a 50 caliber machine gun in the front. It's serious. So they said, "Where are you going? Where are you from? What are you doing?"

We said, "Well, we're going to Tel Aviv."

"Okay. Follow us in." So we follow them in. And again, the Cheoy Lee was pretty big for the port of Tel Aviv. So, we're at the police



dock. They're obviously on high alert at all times. So I'm on the back of the boat. There you get customs, immigration, health, police and the bomb squad. So all of these guys are descending on the boat. So here we are. I'm on the back deck filling out all these forms. Do you have any weapons? No. Do you have any ammunition? No. Do you have pets? Yes. Dog and monkey.

And we're filling all this out and the other guy says, "Can I look inside the boat?" I said, "Absolutely. Samantha take them through the boat." So they're going into the boat. And they go down to the master cabin, open a cabinet and they take out a briefcase that I had there. And the briefcase had 12 gauge shotgun ammo in it because I had a SPAS semiautomatic shotgun. I had a couple of weapons very well hidden on the boat that we never declared because it's really a problem to declare them. If you declare them in one place and you leaving from another, you have to go back and get them.

So, the guys opens up the case and it's full of ammo and I'm on the back deck just signed I don't have any ammo. And Samantha says, "Rog, come on down." She didn't even have her glasses on. So she didn't know what was in there. So I walked

down and here's this guy with a case open with a couple hundred rounds of shotgun ammo in it.

He asks, "What is this?"

I said, "Shotgun ammo."

He says, "You just signed that you didn't have any. Why?"

I said, "Because I lied. I'm sorry. We've never declared them. We have them for self-defense."

And he says, "Go back upstairs." So I go up, they all leave. They say, "Do not get off the boat." And they had a 40-foot ocean container there that was an office right on the dock. And I'm sitting there with Sam and I know they can confiscate the boat. They can arrest me. This is really serious stuff. So I'm waiting 10 or 15 minutes. Seemed like an eternity. I got off the boat. I walked up, opened the door to the police thing. I fell to my knees literally. And I said, "I can't stand it any longer. What are you going to do to me?" Then they all started laughing.

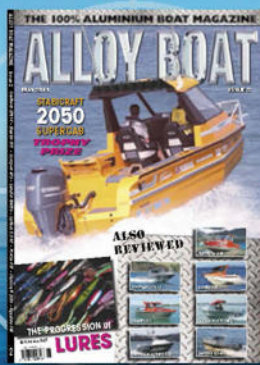
So they said, "You really shouldn't have done that. Bring the guns up here, take the ammo back. We don't have room for it." And oh, the thing I missed is they said, "Where's the gun? I'm trying to think of

"where is the gun that isn't next to another gun?" So, I go to the place where there's a nice Remington pump 12 gauge. I pull that out and one handgun and give it to him. I had an Uzi with a silencer and all this other stuff.

That's the end, that scary part. And we spent the next five months, six months on the police dock, not under arrest and we absolutely loved Israel. The monkey, everybody loved the monkey. The monkey ended up starring in a movie there. 🐒

**EDITOR'S NOTE:** After 13 years, Roger and Samantha returned to Ft. Lauderdale. He says that their assimilation back to life in the states easy but that many years of wear on the boat was anything but. The Cheoy Lee would undergo a major refurbishing and would eventually be sold. Boating, and his trip, has become a permanent part of his life. He still loves aboard a boat to this day and finds the most pleasure when helping to bring new people into boating.

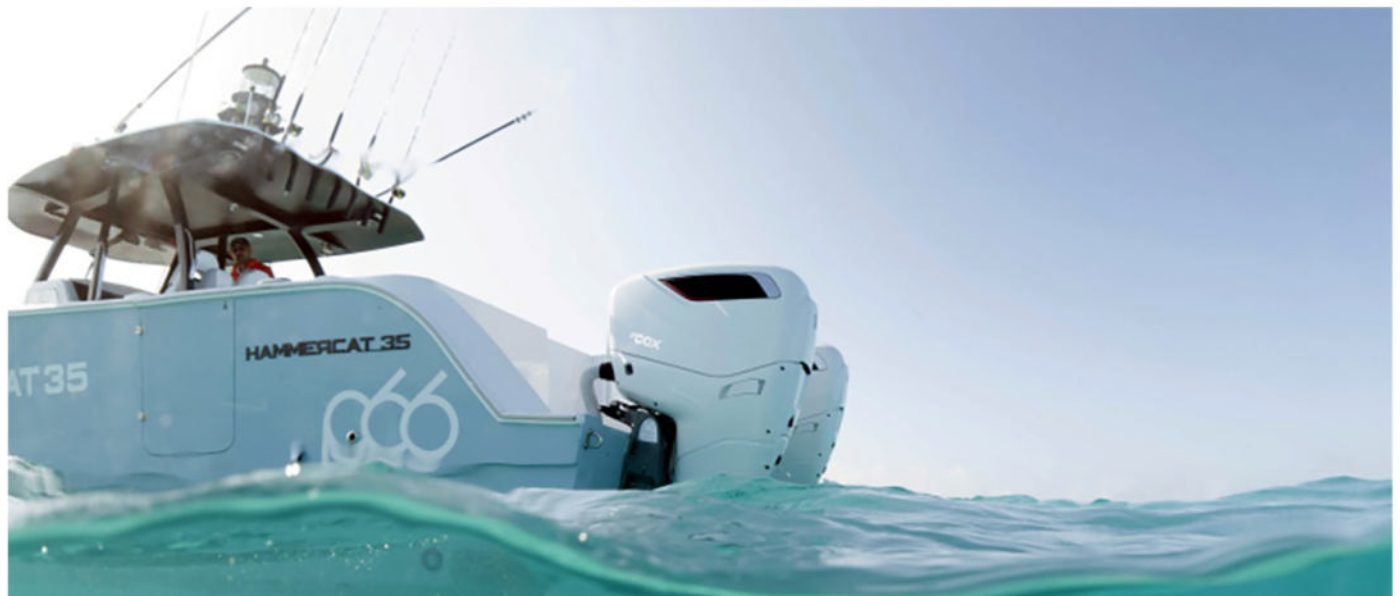
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## COX MARINE INTRODUCES NEWEST MEMBER **THE COX MARINE 350**

The 'Here's to the Pioneers' recently launched campaign identifies twenty-one inspirational people from the past and present who have created the kind of "Hell, Yeah!" moments for which Cox Marine is increasingly known - it celebrates noted individuals who win on water or in life. It also marks the proud introduction of the latest addition to the Cox Marine product line-up, a 350-horsepower variant of their flagship V8 outboard. While the pioneers feature some expected names, including Amelia Earhart, Neil Armstrong, and daredevil Evel Knievel, more unexpected personalities, such as tennis powerhouse Serena Williams and ground-breaking composer and conductor Jon Batiste, are included. A moving and inspirational 60-second film was created and premiered at the recent Miami International Boat Show. The British outboard manufacturer Cox Marine was co-founded by David Cox, who firmly believed that the days of unsafe gasoline outboards were numbered. "The launch of our first product, the Cox Marine 300 - a 4.4 litre, twin-turbo, 300-horsepower V8, made that vision a reality. With that, Cox Marine introduces the newest member of its product line-up, the Cox Marine 350, the latest in The V8 family - an outboard that sets new standards in fuel economy, power delivery and safety.

Gavin Wesson, CEO of Cox Marine says, "The new 350 allows us to power higher displacement vessels efficiently across both the recreational and commercial sectors. This enables us to work with new customers and enhance our from-factory offering to existing partners. Building on our tried-and-tested V8 architecture, the Cox Marine 350 is a testament to the capability of this platform, the technology within and its growth potential."

Already proving its performance credentials, the Cox Marine 350 outboard propelled Cox forward in breaking its speed record, powered by alternative fuels, in October last year. Adam Gurr, Cox Marine's Product Director, notes, "The creation of the V8 represented the start of a new generation of outboard technology, offering the only alternative propulsion solution purpose-built for the marine industry. The V8 meets the understandably increasing demand for a propulsion option that provides equal levels of performance, convenience, time, and economy." The launch of the Cox Marine 350 marks the next chapter in Cox Marine's ambition for cleaner, safer seas for everyone.

**SPORTSMARINE.CO.NZ**

## ZF INTRODUCES NEW **ZF AT 90 THRUSTERS**

The ZF launches the AT 90 thruster, which supports a variety of commercial vessels up to 2,651hp. The new set-up can be customised to vessels and enable auto-trolling. The entire AT thruster series now available for tugs and ferries, in addition to inland waterway vessels.

This new well-mounted, Z-Drive thruster is compatible with a wide range of commercial vessels, supporting maximum power of 1,978 kW at 2,651hp, increasing the power and thrust capabilities of the thruster product line. Fully customisable to nearly any hull shape or vessel profile, the ZF AT 90 is one of the most flexible products available on the market. It also supports auto-trolling, and the combination with ThrusterCommand ensures precise and efficient propulsion control. As is true of all thrusters in the AT

series, the ZF AT 90 can be executed as part of a hybrid or fully electric system, requiring reduced engine power during vessel operation, full electric sailing, dynamic positioning, and slow cruising while in electric mode, and more. Operators who install the AT series aboard vessels are one step closer to earning a CLEANSHIP class notation. The ZF AT 90 comes standard with an 18-month warranty, with extended warranty options available.

**ZF.COM.AU**

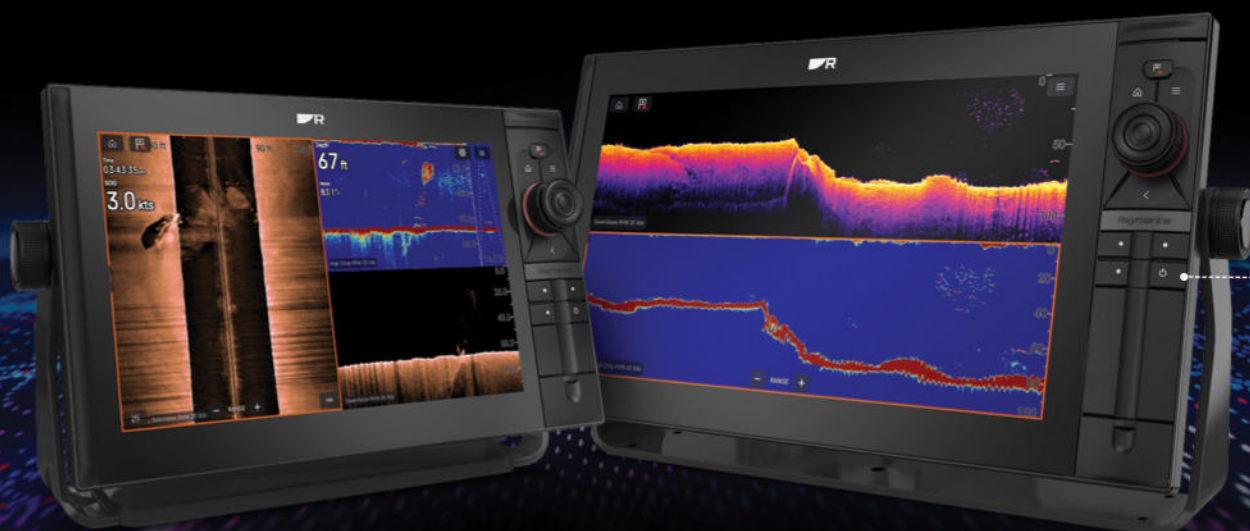




# Raymarine

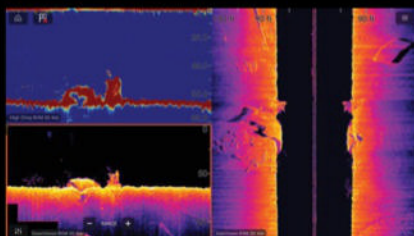
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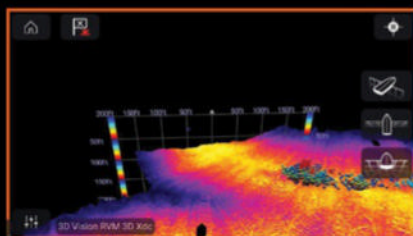


GAMEFISH VIEW – stalking bait

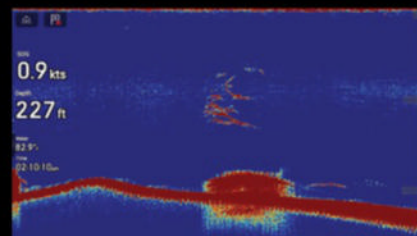
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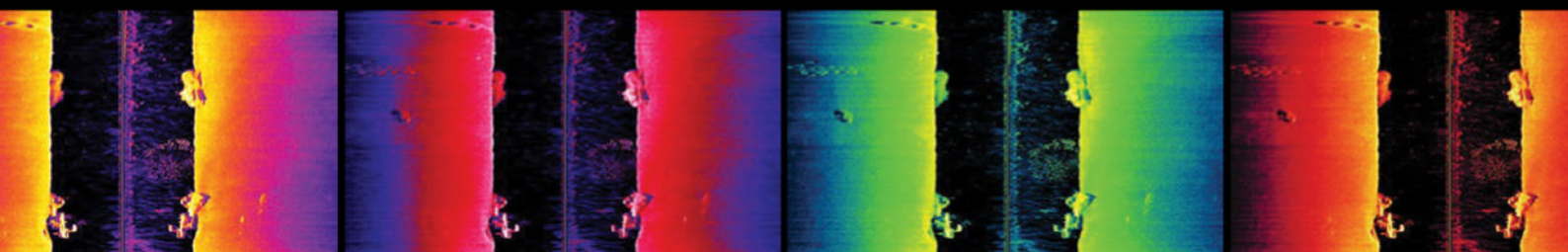


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## SCANSTRUT'S NEW STARLINK POWER TOWER BRACKETS **A NEW RELEASE FROM LUSTY & BLUNDELL**

Scanstrut's stylish and practical new APT-150-SL-01 brackets for Starlink's Flat High Performance Power Towers are now available in New Zealand through Lusty & Blundell. The new Starlink brackets allow boat owners to install their Starlink PowerTower anywhere they wish on their cabin top, T-top, flybridge or radar arch.

The brackets, which are 150mm high and constructed from the best marine-grade aluminium, guarantee the Starlink PowerTower is placed clear of any obstacles and positioned at an ideal 8° angle for optimal connectivity. Designed for the harsh marine environment, the APT-150-SL-01 brackets are quick and easy to install with pre-drilled holes allowing secure fastening directly to the tower. The built-in Scanstrut Cable Seal ensures a watertight connection and eliminates the need to remove Starlink connectors during installation. The bracket's paint finishes comply with Scanstrut's renowned unique 4-step marine paint system, no marine sealant is required and a range of accessories, including light bars, can, if wished, be bolted to the back of the PowerTower.

**LUSTY-BLUNDELL.CO.NZ**



## FLIR THERMAL CAMERAS' **SUPERIOR IMAGE QUALITY NOW AVAILABLE ON ALL MAJOR MFD BRANDS**

While the increasing-popular range of FLIR thermal and low light cameras perform at their very best when paired with Raymarine MFD systems, the latest FLIR models can now also seamlessly connect to all major MFD brands. This means FLIR thermal cameras can now be easily and intuitively controlled direct from all major brands of MFD screens (previously this was only possible with Raymarine MFDs, others needed a joystick). They can also now be simply connected using ethernet, meaning greatly improved image quality and reliability, and less components required for their install, a great advantage for those wanting to upgrade their older electronic systems with a FLIR camera.

"It is fantastic that more boat owners are now able to enjoy the advantages of FLIR thermal cameras," says Mark Milburn, managing director of FLIR distributor Lusty and Blundell. "However, it is important to realise there are additional benefits that are only available with a Raymarine system. "These include Raymarine's revolutionary ClearCruise™ (which proactively identifies targets of interest) and ClearCruise™ AR (Augmented Reality). This allows skippers to overlay vital navigational and AIS information directly onto their FLIR high-definition (HD) video feed, helping them make quicker, smarter and safer decisions, especially in crowded waterways."

**LUSTY-BLUNDELL.CO.NZ**

## LOWRANCE INTRODUCES NEW EAGLE FISHFINDER **DESIGNED FOR HASSLE FREE FISHING**

Lowrance, a world-leader in fishing electronics since 1957, have announced Eagle, the latest offering in the brand's entry level fishfinder/chartplotter lineup. Featuring newly designed high-definition enhanced sonar, with FishReveal technology and detailed C-MAP charting including Genesis Live, Eagle is Lowrance's most accessible fishfinder yet.

"Eagle brings Lowrance's high-definition sonar to our most easy to use fishfinder, providing the ultimate tool for weekend anglers," said Jeremiah Clark, VP and General Manager, Fishing Systems at Navico Group. "Developed to make fishing simpler and more enjoyable, Eagle is quick to install and features enhanced autotuning sonar and comprehensive C-MAP charts. Eagle's C-MAP embedded inland and coastal charts for New Zealand and Australia allow anglers to spend more time fishing than searching. It also provides the ability to create custom half foot contour maps of local lakes or uncharted water – in real time – with Genesis Live, giving anglers all the details needed to discover and navigate to the best fishing spots more efficiently. The Eagle fishfinder is available in 4-inch, 5-inch, 7-inch and 9-inch display sizes.

**LOWRANCE.COM**







## SMARTGYRO ANNOUNCES SEAMLESS INTEGRATION WITH NAVICO GROUP MULTIFUNCTION DISPLAYS NEW.

Smartgyro and Navico Group, a global leader in technology for marine, RV, and specialty vehicle industries, announce official integration to enhance the onboard experience. This strategic partnership seamlessly integrates Smartgyro's cutting-edge stabilization technology with Navico's multifunction displays (MFDs), creating a synergy that promises unparalleled marine navigation and control.

Smartgyro's mission to deliver a comfortable, safe, and seamless onboard experience to ensure boaters can live out their dreams aligns with Navico Group's commitment to shaping the future of boating with advanced navigation solutions and intuitive technology. This new integration not only signifies a union of two industry leaders but also provides captains, crew, and boat owners with a comprehensive overview and effortless control of their SG series gyro stabilizers through state-of-the-art MFDs such as Lowrance®, Simrad, and B&G®. Options include the ability to monitor in real time the behaviour and boat-roll reduction performances of one or more SG units installed on board. Users can also switch from day mode to night mode, check for alarms and access a password-protected installer/service section through which they can run diagnostics and tests.

**NAVICO.COM**

## MERCURY'S JOYSTICK STEERING FOR SINGLE-ENGINE VESSELS

Mercury Marine, a division of Brunswick Corporation have recently introduced Mercury Joystick Steering for Single-Engine Vessels, compatible for use with the Mercury Verado® family of V8, V10 and V12 outboard engines from 250 to 600hp. Enhanced by electric steering, Joystick Steering for Single-Engine Vessels rounds out Mercury's suite of joystick systems, delivering effortless command and control to owners of vessels powered by sterndrives, inboards, Zeus® pod drives, multi-outboard installations, multi-outboards with an integrated bow thruster, single-engine pontoons with deployable thrusters, and now, boats with only a single outboard engine for propulsion.

Joystick Steering for Single-Engine Vessels eliminates the need for boaters to use both hands to throttle, shift and steer during low-speed manoeuvres like docking. When Joystick Steering for Single-Engine Vessels is integrated with a compatible multifunction display (MFD) incorporating GPS and Mercury SmartCraft Connect, it also offers autopilot features.

**MERCURYMARINE.COM**



## LIGHTHOUSE UPDATE NEW FEATURES, IMPROVED PERFORMANCE & STABILITY

The latest update to Raymarine's renowned Axiom LightHouse operating system includes a number of new features as well as improved performance and stability.

The just-released LightHouse 4.6.103 software update includes a handy new fuel range overlay that graphically illustrates how far the vessel can travel at its current speed before running out of fuel.

The new update also gives control over Mercury Marine's Bow Hook, Sky Hook and Drift Hook functions from the side bar and generators that come with a compatible remote controller can now be started or stopped from the display within the Dashboard app. Among the numerous other practical improvements is expanded

AIS target data within the chart app, allowing up to 200 targets to be viewed; exhaust gas temperature data able to be viewed in the dashboard, sidebar and data overlay (under the engine category); route distance remaining readings available in the dashboard and sidebar and improvements to the storage and recording of RealBathy data.

The latest update to Raymarine's LightHouse 4 operating system is now available and free to download using the Axiom's software update feature or from

[raymarine.eu/multifunction-displays/lighthouse3/](http://raymarine.eu/multifunction-displays/lighthouse3/).

**LUSTY-BLUNDELL.CO.NZ**





# WHAT A GAS!

'Replace the lot,' I told a gas fitter shortly after I bought my boat. The existing installation of gas bottle, gas stove and oven was probably safe, but I wanted to start brand new.

After a hefty bill of around \$1200, my boat was ready for a signed certificate of compliance – almost. It needed to have a non-combustible material fitted around the perimeter of the gas stove because it was within 200mm of the flame. When I had that sorted, the gas fitter would issue the certificate. Unknown to me, the gas fitter had just breached the rules because he left the job in a non-compliant state – but that's open to interpretation.

Roll forward a year or so and I hadn't got around to fitting that non-combustible material. I was planning a two-week cruise and wanted to fill the gas bottle. I shouldn't admit to this, but I undid the wrong part and stripped the thread of the regulator. Since the boat was at a different location, I contacted a different gas fitter to install a new regulator. The second gas fitter declared that the entire installation was non-compliant for multiple reasons, including:

- the flexible hose from the gimbalbed stove to the gas bottle was longer than 600mm and should be replaced. He recommended a plastic-covered copper pipe;
- the gas sensor was in the gas locker. Instead, he needed to install a sensor beneath the stove and another in the lowest part of the interior accommodation;
- a solenoid was required so that the new gas detector would shut off the gas if gas was detected.

The second gas fitter installed new copper pipe, with a flexible connection to the stove, and fitted non-combustible material around the stove. He arranged for an electrician to fit the solenoid and install the sensors, and confirmed he would issue a certificate. I was onboard for much of the work and could see why it took around five hours. Even so, ouch! for the invoice of \$2700.

At such times, I always comfort myself with this: what would I pay for a liferaft on the showroom floor and what would I pay as the boat disappears beneath the waves?

Having spent around \$4000 on my gas system, I am confident it is safe as long as I follow safe practices such as turning off the gas at the bottle when not in use. But to play the cynic... If the first guy was right, I had wasted \$2700 on the second guy. If the second guy was right, I had wasted \$1200 on the first guy. I decided to read the AS/NZS 5601.2:2020 standard regulations. I could download a copy from Standards New Zealand as a pdf for \$186.30 or a hard copy for \$207. It was more than 100 pages and a quick scan online failed to answer my questions. Yeah... nah.

I went back to the first guy and asked for his comments. He said that his installation did comply. Regarding the hose, he quoted Section 2.11.2 as it applied to boats: 'Hose may be used for one appliance installation as corrosion considerations would favour such installation'. Regarding the gas detection system of a solenoid and a sensor, he quoted Section 7.6 which states that a gas detection system is required if you have a continuous burning flame; eg, an LPG-operating fridge, and if there is no low level ventilation. Since I did not have a pilot light; ie, a continuous burning flame, it seemed I did not require a gas detection system. Regardless of the rules, I wanted a gas detector and had assumed that my boat's existing detector was fully compliant.

I related all the above to the second guy. In his interpretation, the flame on my stove was continuous when it was alight. Hmmm, I could see his point. For me, it wasn't about right and wrong. I was interested that two qualified gas fitters had such different views about what was compliant – and could that difference represent a large safety margin for other boats? I tried calling Plumbers, Gasfitters and Drainlayers Board, but I didn't hear back, probably



*A gas hob with a suitable surround to meet the rule that all surfaces within 200mm of the flame be non-combustible.*

because they exist for plumbers, gasfitters and drainlayers, not journalists. Then I contacted Mike McKinstry of Auckland Gas Services Limited, who regularly works on gas installations on boats. He blogs about his work and gives some plain English explanations of what is required. He acknowledges there is significant scope for interpretation in the regulations, but ultimately it's about the safest installation for each boat, including those imported new into New Zealand. He tells his customers: 'This is how I see the regulations in regards to your boat and what I intend to do before I issue a compliance certificate.'

That's a good place to start – understanding how your gas fitter interprets the rules and where he sits on the safety scale. If I'd been better informed, which is ultimately my responsibility, I probably would have gone for the Gucci system that I ended up with. I just wish I'd got there the first time. For boat work, it is clearly important to check that your gas fitter regularly works on boats, which have specific regulations from residential and commercial installations.

Until 2010, it was permissible for anyone to install gas systems if the gas bottle was 15kg or less. Every gas fitter I talked to said they regularly see horror installations, most of which pre-date 2010. With that in mind, if that describes your installation, it might pay to get it checked.

**REBECCA HAYTER.CO.NZ**



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# FISHING **101**

Over the holiday season we made quite a few trips to gather kai moana (fish) for the evening repast. To be upfront, we usually only catch 2-3 keeper fish per trip as 'fresh is best'. What was apparent was how much more time and effort was required to catch 3 legal fish, and how Snapper was the only fish appearing on the menu.

This may be due to my preference for letting the fish sleep in the mornings, or go to sleep early of an evening, or perhaps due to only fishing through the turn of tide with less sinker weight, which eases the work load on the retrieve. There appear to be plenty of Snapper in the water but most were 27-28cm and were returned gently into the habitat from which I had rudely ripped them just moments earlier! Often there were many like fishers nearby doing similar things, and my mind turned to just how much fish is caught by recreational fishers. The commercial fishers suffer public lambasting for the decline in the Hauraki Gulf stocks, bottom trawling and by catch statistics, but how much do we contribute? I looked it up!

Google has a plethora of reports, statistics, guesstimates and outright biased numbers. Most reports were Industry or Govt aligned and funded, and trawling through the biomass of data led me to assume that despite my initial conceptions, the recreational fisher is a significant pillager. Many reports are over 5 years old, so are essentially out of date. NIWA had one great report, until I noticed it was produced in 2008. MPI do surveys every 5-6 years, with the latest over the 22/23 season. I cannot find the results for that yet. What their previous 3 reports indicate is that the recreational catch take in the greater Hauraki Gulf area has tripled over 10 years. MPI estimated that 66% of the total take is now recreational. Launching ramp surveys are notoriously inaccurate. Perhaps MPI should include something in the Census questionnaire! Of commercials' remaining 34% share, only @ 20% of that is apparently via bottom trawling in the Gulf, the greater take (@49%) is via long line methods. I do wonder what methods create the other 31%! Bear in mind these averaged figures do not include the many tons secreted away in the bottom of small recreational boats (est that only 1-100

get caught), or the tons 'accidentally' lost from a caught or split commercial fishing net. I cynically used to wonder how a net could catch on a foreign object when it is supposedly being dragged through a known trawl friendly zone!

Industry trawl surveys, admittedly done by Fisheries, using the same boat and bottom trawl methods each time, actually indicated an increase in Snapper abundance over 3 reports, with the proviso that the biomass concentrations seem to have moved closer inshore. I may have read the reports wrong but they then 'spread' this catch concentration through all the areas fished, to even the playing field, so to speak. It is accepted that fish move about, so there will be times they are just not there! One could argue the 'Trawl corridors' proposed as part of the Hauraki Gulf fishing plan fall quite nicely into where this biomass is now concentrating.

The proposed HPAs', (High Protection Areas) for the Hauraki Gulf and Eastern Coromandel, created a storm of negativity over the loss of 'Freedom to Fish' wherever they were mooted in the Hauraki Gulf Marine Park, especially with the Customary Take allowance excluded from the restrictions. Respected Ak University fellows have endorsed these proposals strongly. I hear some Iwi don't like that proviso, and should the HPAs be set up, they will forgo their customary rights to better align with the NZ recreational catch limits and rules.

As I fumbled through my admittedly surface deep research, I did notice that the vast bulk of the reports,

estimates, surveys and guesses were 'Snapper Centric'. Other fish seem to have vanished during the estimating. Any recreational fisher will admit that Gurnard, John Dory, Porae, Trevally and Bluenose are pretty rare nowadays. Those few caught are usually much smaller than the 'olden days'. In many HG areas the only fish which are seemingly sustaining their biomass are Snapper and Kingfish. The once hugely abundant Kahawai and Trevally schools are all too infrequent nowadays. Given that the bulk of the above mentioned fish are usually swept up bottom trawling, a technique which purportedly only takes 20% of the (industry) reported fish caught within this Mixed Fin Fish Assemblage, maybe they form part of the missing 31% from the above estimates... purse seining is perhaps a culprit? My elementary schoolboy calculus stumbles at this point.

Further enquiry allowed that there are fairly accurate figures that show the NZ recreational fisher catches around 14,000T of fish in total around NZ, with only 1500T in the South Island, and the rest around the mainland. These figures also show the Recreational and Commercial inshore fishing catch stats for the North and East coast of the North Island allow @ 4000T is being caught by each. Commercial fishing reports @ 350,000T is being taken by the industry in total, so relatively speaking recreational fishers with their constantly eroded catch allowances are doing their share. Doesn't help my \$/kg cost per fish much though!!

*Disclaimer: Scott Macindoe, of fishing advocate group LegaSea is the writers Brother in Law. We don't always share the same thoughts!*





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**Chef's tip:**

This dish also works well with Blue Nose and Kingfish.



# HAPUKA / GROPER STEAK

with Julienne vegetables and Individual Potato Stacks & Cream Sauce

The Hāpuku also known as groper, is a wreckfish of the family Polyprionidae, found around New Zealand, Southern Australia, Southern South America and South Africa at depths between 30 and 800 m. Hāpuku are a highly rated eating fish, reaching top value on both the local and international markets.

## INGREDIENTS

- 4 x Hapuka / Groper steaks
- 1 x leek sliced into Julienne
- 1 x carrot sliced into Julienne
- ½ yellow / red capsicum Julienne
- 1 x brown onion Julienne

### Potato Bake (Pommes Anna)

- 4-5 medium size potatoes, sliced 1cm thick
- 300mls cream
- 1 x tbsp sour cream
- 1 x small onion, finely sliced
- Sea salt & freshly ground black pepper to taste
- 2 x cups Grated cheese (Parmesan or Gruyere)
- Rosemary & Avocado Oil
- Light Coconut & Avocado oil

### Sauce

- ½ cup cream
- ¼ cup white wine (Anchorage Family Estate - Sauvignon Blanc)
- ½ tsp Dijon mustard
- 1x tsp lemon zest
- 2x tbsp chopped flat leave parsley to garnish

## METHOD

### Potato Bake

1. Preheat oven to 180C (160c fan-forced)
2. Wash and par boil potatoes, drain and set aside.
3. In a large bowl add cream, sour cream, diced onion, Sea salt, and freshly ground peppercorn Medley whisk together.
4. Add 1x1/2 cups of the grated cheese, mix until all combined.
5. In a greased tray, (We use A Muffin Tray with the Rosemary oil) layer your potatoes & onion then evenly pour the mixture over the potatoes.
6. Spread the last 1/2 cup of cheese over the top.
7. Bake in the oven for 20 minutes.

### Hapuka

1. Melt the Light Coconut & Avocado Oil in a fry pan add in carrot, leek and capsicum, sauté or gently fry until crisp but cooked around 5 minutes.
2. Remove from the pan and set aside on kitchen paper.
3. Brush the Hapuka / Groper with Rosemary & Avocado oil then season well with sea salt & freshly ground peppercorn medley.
4. Grill the Hapuka / Groper on the BBQ or Grill Pan then allow to rest for 5 minutes.
5. Into the same pan that cooked the vegetables, add the cream, wine mustard and zest then simmer to reduce to sauce consistency around 2 minutes. Do not allow to boil.
6. Finish with chopped flat leaf parsley.

## PAIRING PERFECTLY...

The 2023 Anchorage Nelson Chardonnay complements Derek's groper steaks beautifully. The wine's rich, buttery notes and subtle oak integration can balance the firm texture and mild flavour of the groper, enhancing the overall dining experience.

Enjoy!

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# COMPACT & PRACTICAL

BY DOUG DUKESON

It has been a few years since I wrote a review on a Buccaneer; in fact, the last one would have been our Buccaneer 685 Exess Hard Top, which we used as our *PowerBoat Magazine* photography boat about five years ago. Therefore, I was familiar with Buccaneer hardtops and was quite excited to get out on the water to trial Buccaneer's latest release, the Buccaneer Five Seven Five HT.





**SCAN THE CODE  
TO WATCH  
THE VIDEO**





*The Mercury 115 Pro XS CT Four-Stroke was a great match, offering a respectable top speed of 36 knots (66 kph), burning just 45 LPH.*

*The bolstered helm chairs are comfortable and also have a great feature where they can be spun around 180 degrees to the reverse position.*

**T**he Buccaneer brand, which has been around since 1976 (having built over 6,300 boats), would likely have New Zealand's largest selection of GRP boat models, offering 22 models across 5 ranges. The hardtop range alone offers 8 different models in the Exess, Billfisher, El Dorado, and the new HT range. The newest additions to the HT series are the Buccaneer Six Fifteen HT and this reviewed model, the Buccaneer Five Seven Five HT, which has been designed with functionality, weight, and trailer manoeuvrability at the top of their wish list. Designer Gerry Gerrand aimed to keep the boat and motor package sitting on a single-axle trailer, enabling the (1620 kgs) rig to be towed behind an average-sized car and easily stored, which is significant for those with today's smaller sections who still want a hardtop option. These two new models now fill the gap in the Buccaneer hardtop range.

On board the boat, I was immediately impressed with the feeling of volume it gave. On several occasions, I had to remind myself that we were on a boat only 5.75 meters in length; it certainly felt much larger. Our drone operator, at a height of 6'2", cleared the hardtop - impressive on a boat just 5.75 meters long. Designer Gerry Gerrand attributes this to the raised Carolina sheer line, which creates more height in the hardtop. Also impressive is the skill of the designer and boat builders to achieve the right balance, look, and proportions aesthetically for a boat of this size. Starting forward in the cabin, there are vee berth bunks. Adding the infill provides enough room for two of me, at 5'8", to lay stretched out, with perhaps a small child fitting in between for an overnight stay. Two large side lockers run the length of the cabin, offering good storage. There is also storage space between the bunks or a position for an optional portable toilet under the forward bunk, discreetly tucked away. Stepping back up into the SeaDek-covered cockpit, there is seating for five, or six at a push, with two smaller bottoms placed on the padded chilly bin (the boat is CPC rated for six). The bolstered helm chairs are comfortable and also have a great feature where they can be spun around 180 degrees to the reverse position, great for comfortable fishing under the protection of the hardtop or creating a social feel with others seated in the cockpit area. At the helm, visibility is good through the newly designed front windscreen. The twin pane front setup has a slightly commercial look but is quite unique. The frame is made in-house by Buccaneer and sent to Sandbrooks for glazing. The frame is glazed flat in a jig to give a better finish. Stocking pre-glazed front and slider units reduces vessel construction time. The arrangement offers good visibility all around and the sliders provide great ventilation and airflow which is essential with a hardtop. The instrumentation is well laid







*The hard top has room for a solar panel if needed.*

*The 22.5 degree Transom deadrise.*

*The cabin side-mounted rod holders are ideal for rod storage and easy access to gaffs and nets.*

*The instrumentation is well laid out with controls and helm feeling comfortable, ergonomic, and accessible.*

out, featuring a Raymarine 12" Element HSV, positioned prominently and clearly visible below the Mercury engine gauges. On either side of the Raymarine MFD are the Maxwell RC6 Anchor winch switch panel to the left and the Electrotab Trim tab toggle to the right. Found lower on the helm are the BEP accessory switch panel, a 12-volt USB charger, GME Stereo, and VHF. The controls and helm feel comfortable, ergonomic, and accessible.

The balance between the cabin and cockpit is well proportioned with enough workspace area for three or four in the working deck space. There is plenty of cockpit storage by way of generous side trays with rod storage options on either side. Just behind the 165-litre underfloor fuel tank is a generous underfloor locker (which could also be used for water storage if overnighting). There are an additional two storage lockers under the moulded aft seats. Between these is yet another locker that houses the battery, with provision for a

second battery if one is required. Above the battery storage, there is a Manta bait board with four-rod holders. Other rod holders are located within the coamings, and cabin side-mounted rod holders are on either side, ideal for rod storage and easy access to gaffs and nets.

Stepping through the transom is effortless, and thanks to the telescopic boarding ladder mounted on the port swim step, allows easy access on and off the boat.

The side decks allow access to move up front. Even Richard, at 6'2", had little trouble moving forward to capture drone footage. With a Maxwell RC6 anchor winch installed (as standard), there was little need to head up to the foredeck, but if working a big kingi around the boat, the access is there if needed. There is also a Cule hatch in the cabin, allowing access through to the anchor locker and foredeck.

The transom was fitted with a Mercury 115 Pro XS CT Four-Stroke (with an 18" Inertia three-blade prop). I felt this to be an

excellent match for the Five Seven Five HT, offering good performance out of the hole and a respectable top speed of 36 knots (66 kph), burning just 45 l/ph. I could imagine those wanting a little more performance possibly looking at a 130, 140, or 150hp option. Designer Gerry Gerrand believes those not striving for top-end performance could run a four-blade prop, which would offer better out-of-the-hole performance, at the cost of just a little top-end performance, which in the case of a Hard Top, makes perfect sense which in the case of a Hard Top, makes perfect sense. (Since our review the Buccaneer team tested a 17" four-blade prop, and reported, that the boat got up on the plane quicker, was stronger mid-range and burnt about one litre per hour less at top end).

## Out on the water:

Launching at Gulf Harbour, the morning conditions were reasonably flat. We took staff members Carla and Holly out for a





*The cockpit work area offers space for 3 to 4 fishermen.*

*(Below) Adding the infill to the vee berth bunks provides enough room for two adults and one child. There is also storage space between the bunks or a position for a portable toilet discreetly tucked away under the forward bunk.*

run, so we could experience the boat four-up and also to improve the quality of photographic models onboard. Four-up, 80% full. The Five Seven Five, powered by the Mercury 115 Pro XS CT Four-Stroke, had plenty of power to get up and out of the water and ran well in our relatively flat conditions. It was a great opportunity to get the boat dialed in. Learning the boat, I found it preferred a little trim out, with just a slight trim tab down to have it set up nicely. Later in the day, it chopped up a little, and we took the Five Seven Five HT out into the chop, this time, three up with our 6'2" drone operator Richard onboard. Richard was 'good enough' to stand aft and move from side to side while out in the small chop, making me give the tabs a real workout. Again, this is a 5.75-metre boat with a 22-degree deep vee – so there was always going to be some movement. With a little

trim out and bringing the tabs into action, helped to counter his 'circus-like' antics in the back. Personally, if I were spending the dollars on a new boat with such a deep vee, I would look to spend just a little extra on a set of auto tabs, taking the work and thinking out of trimming the boat. Maybe I'm getting lazy in my old age! Deep vee boats are great in rougher conditions but generally introduce a little tenderness. These tab systems take much of that away, offering the best of all worlds, great performance in the rough, adding stability with no compromise.

The boat's construction, like the rest of the Buccaneer family, is a full stern-to-bow fibreglass hull liner (a hull-within-a-hull with foam filling). This produces a rigid hull with minimal wood in the construction, significantly increasing the boat's longevity while offering a quieter and softer ride. For peace of mind,





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The rear of the cockpit offers seating and plenty of storage.

Buccaneer backs all of their range with a 5-Year Hull Structural Warranty. They are Coastguard-approved and are built to the New Zealand Boat Building CPC Standard.

The Five Seven Five HT (and sistership the Six Fifteen HT) had been close to moving from the Buccaneer drawing board, then came Covid, followed by the surge of orders for two years following Covid... with this period behind them, the Buccaneer team worked hard to present these two new hard top models, two of the first Kiwi GRP boats to hit the water post-Covid.

We are glad she finally made it; we all enjoyed our day out on the water (must take bait next time). I believe there will be much interest in the Five Seven Five HT, particularly from those wanting the benefits a Hardtop brings, with the ability to be towed behind a medium-sized vehicle with easy storage, especially those living in built-up suburbs with limited parking or a dogleg driveway like mine.

To conclude, in addition to the ease of launching and retrieving, this compact hard top model will make a family's time on the water a lot more comfortable, offering protection from the elements, both in protection from the scorching sun in the hot summer months and also extending the boating season into the cooler months. ⚙️

SPECIFICATIONS

- Maker & Model Buccaneer Five Seven Five HT
- Price as tested \$126,225
- Priced from \$116,625
- Type Hard Top
- Construction GRP
- LOA 6.28m
- Hull Length 5.75m
- Beam 2.34m
- Deadrise 22.5 degrees
- Trailer Enduro Braked Single Axle
- Height on trailer 2.750 m
- Length on trailer 7.8m (engine tilted up)
- Trailerable weight 1620 kg (120 litres of fuel)
- Test Power Mercury 115 Pro XS CT Four-Stroke
- Propeller 18" Inertia Three Blade
- Power options Single Outboard
- HP Range 115hp-150hp
- Fuel Capacity 165L
- Manufacturer Buccaneer Pleasure Craft Ltd
- BUCCANEER.CO.NZ

STANDARD OPTIONS:

- Maxwell RC6 Winch, Electrotab Trim Tabs (complete with auto retract and indicators), SeaDek Flooring
- Helm Wiper , Bolster Seating



PERFORMANCE DATA

RPM	KNOTS	L/h	L/NM	RANGE
700	2.0	1.4	0.700	210
1000	3.2	2.2	0.690	210
1500	5	3.8	0.760	190
2000	6	5.9	0.990	150
2500	6.7	9	1.400	100
3000	10.5	11.8	1.200	120
3500	15	15	1.000	140
4000	20.5	17.3	0.850	170
4500	24	23.8	1.000	140
5000	28	27.2	0.980	150
5500	32	35.2	1.100	130
6000	35.8	45.1	1.300	110



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# POWER CATS

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As power catamarans thrive as one of the fastest growing sectors in the boating market, it's timely to consider the variations of power catamarans, their hull types, performance capabilities and the features they offer new owners in their boating lifestyle.

Power catamarans, once considered a niche within the boating world, are steadily comprising a bigger slice of the market. They offer a wide range of options in performance, comfort and interior & exterior layouts. From sleek planing vessels to efficient displacement hulls, the power catamaran market delivers a large variety of designs to meet the needs of a wide variety of cruisers in New Zealand and Australia. Brands around the world specialise in producing hundreds of production power cats every year including Fountaine Pajot, Iliad and Aquila. As we featured in a company profile last year, the Aquila brand for example offers eight power catamaran models in three categories from 9.38m to 21.26m.

Ranging from 10m to more than 30m, power catamarans from overseas and local designers can be configured for applications from coastal cruising to adventurous long-range voyages. With that in mind, it's helpful to identify your goals and the attributes that will best help you achieve them in regards to comfort, cruising times, fuel budget, and even the relationships of those onboard – a family with children, teenagers or grandchildren; several couples; a skipper and deckie with charterers; bare boat charterers; a group of young surfers or retirees on their

swansong – all will have different preferences in cooking styles, accommodation, watersports, time constraints, sleeping options, and preferences in the boat's motion at anchor and at sea. With local and overseas designers and builders contributing to the expanding power catamaran market, there are plenty of options.

In the mid 1970s powerboat designers started creating boats in which the galley was 'up' not 'down'. They drew windows larger to create light, spacious-feeling interiors. Ventilation improved and equipment such as marine hot water systems, electric toilets, marine refrigeration and gas stoves became available at more realistic prices.

However, accommodation was still a limiting factor. Only the bigger boats had choices with spacious cabins. For the smaller boats, with narrow hulls compared to modern boats, sleeping accommodation was more like camping or caravanning, with little privacy and don't even think about ensuite. Crews tended to be groups of guys or one family per boat. But while onboard comfort was improving rapidly with modern developments, for some there was still a major factor in whether or not they would go boating: the powerboat's motion and its effects on sensitive stomachs, particularly at anchor.





## Stability on power catamarans

For many, stability is a major attraction of the power catamaran and most power catamaran owners will proudly have a bowl of fruit on the saloon table, just because they can. In particular, the beamy non-planing power catamarans demonstrated greater stability underway and at anchor.

## Increased deck space

The power cat's generous beam creates expansive deck space and interior volume, especially because this generous beam extends forward almost to the bow and aft to the stern. This consistency of beam creates a lot of deck space in terms of area and usable space. Imagine viewing a cruising power catamaran from above - it is almost rectangle in shape, with just a small taper going forward.

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## Large internal volume and accommodation

The interior volume of the power catamaran and its twin hulls provides plenty of options for private cabins. Often there is a cabin in each corner; ie. for'ard and aft in the port and starboard hulls.

This option is ideal for the bareboat charter market where privacy is important as the charter cost is often shared between four couples on holiday. This also works well for multi-generational family groups with kids taking one corner and adults the other. In shared boat ownership, a cabin or entire hull can be locked off when one of the owners is not on board. A 12m power cat with a flybridge can have four sleeping cabins with two shared ensuite bathrooms and a 13-14m power cat could have four cabins with ensuites if desired.

Modern boaters love interior volume, which is why most production boats, monohulls and multihulls, have plumb stems, and wide and high-sided hulls to provide large cabins. These features are not always advantageous offshore, but when comparing boats at the marina or boat shows, interior volume can be a big factor in making a sale. The wider individual hulls of these planing coastal cruising power cats provide large floor space for bunks and bathrooms, and higher static stability than narrower, more fuel-efficient hull designs.

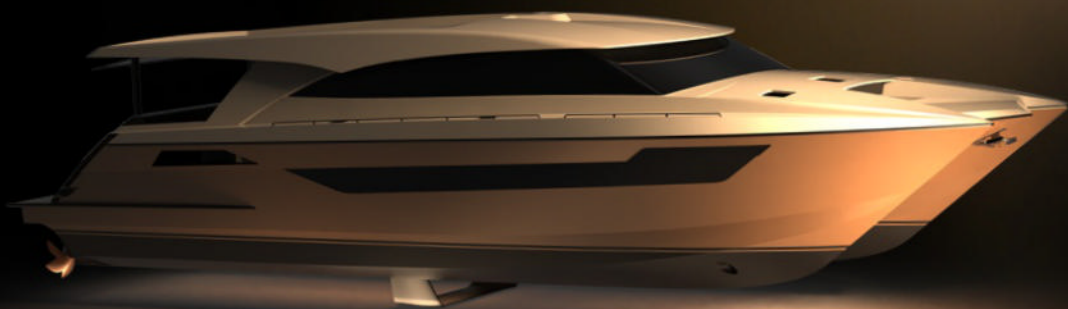
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## Going cruising

In New Zealand, unless you leave the country, all cruising is coastal and the distances between refuelling facilities are relatively short, therefore the planing type power catamaran will be acceptable as it will have the range at sprint speed to make ports and avoid the type of conditions for which it is suited.

With Australia's extensive coastline, these planing type boats generally need to cruise at displacement speed to get the range required between refuelling facilities.

For this reason, they need to plan their trip carefully around weather patterns to minimise the risk of being caught out at sea, as they do not have the range at high speed to outrun them. We therefore see a greater and more consistent demand for the long range cruising power cats in Australia, which leads us to the characteristics of different hull forms.

This is not to say that production planing power catamarans cannot undertake longer passages; it just means they will have to do so at displacement speed. Likewise a power catamaran designed and optimised for long range offshore cruising will still

make an excellent coastal cruiser, however it will generally have less internal volume for accommodation.

## The hull story

At the heart of every power catamaran lies its hull form, which dictates its performance characteristics. There are three primary hull types: displacement, semi-displacement and planing. Each type addresses different priorities, from fuel efficiency to speed and stability.

## Planing Powercats - the need for speed

Planing power cats are designed for exhilarating performance, featuring medium to high deadrise hulls that skim across the water's surface. These vessels prioritise speed, utilising hard chines to reduce wave drag and achieve impressive speeds. Notable examples include Pachoud Yachts' Voodoo foil-assisted power cats, renowned for their high-speed capabilities and sleek design. Planing powercats can and do successfully undertake ocean passages; for example, the trans-Tasman crossings of

the Roger Hill-designed, 17.5m Voodoo which covered the 1229nm in 53.5hrs @ 23 knots average in 2023.

## Semi-Displacement Cats - balancing speed and comfort

Semi-displacement power cats offer a blend of speed and comfort, making them ideal for leisurely cruising and extended voyages. With their good sea-keeping abilities and moderate speeds, these vessels prioritize fuel economy and spacious interiors. Models like Fusion Marine's Prowler 10.8 and Fountaine Pajot's Cumberland 47 exemplify this balance, providing comfortable accommodation and efficient performance for cruising.

Later in 2024, we anticipate the launch of two de May Spaceship 18m semi-displacement power cats, both semi-bespoke custom builds, from the drawing board of Roger Hill Yacht Design, built by Nic de May Yachts using hi-tech materials and systems. *(Check an issue of Powerboat magazine later this year for the full review).*

*Kiwi Peter Brady has been designing and building power cats for over 20 years and rates Rehab as his crowning achievement.*





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**XF75**

**Length (m/ft): 22.5m / 75ft**  
**Area (m<sup>2</sup>/ft<sup>2</sup>): 275m<sup>2</sup> / 2960ft<sup>2</sup>**  
**Sprint Speed: 37-45knts**  
**Cruising Speed: 30-37knts**  
**Range @ 30knts: 1,100nm**  
**Range @ 8knts: 4,000nm**



Explore more at [voodooyachts.com](https://voodooyachts.com)

P: +64 7 578 8252

M: +61 21 026 36362



## Displacement Cats – prioritising stability and economy

Displacement power cats prioritize stability and fuel efficiency over speed, offering a steady and economical cruising experience. Designed with long, narrow and easily-driven hulls, these vessels excel in seaworthiness and comfort. Notable examples include the Horizon PC60 and the Peter Brady-designed Rehab, renowned for their economic performance and excellent sea-keeping capabilities.

As with any displacement boat, it pays to experiment with different speeds in different conditions to find what is most comfortable on the day. It's possible for displacement cats, provided they are long enough, to run upwards of 25 knots with standard underwater running gear. The late Kiwi designer Malcolm Tennant enjoyed considerable success over the years, especially with his displacement catamarans. His approach was the 'long and thin' style of easily driven, round bilge, minimum wetted surface hulls that gave great performance and sea keeping capability with excellent fuel economy.

*Roger Hill Yacht Design and DEMEY Yachts have recently announced their latest collaboration, unveiling an exceptional 22-meter hydrofoil assisted Power Catamaran concept for a North American client.*

## OTHER TYPES OF POWER CATAMARANS ON THE MARKET

### The Sports Fishing power catamaran

With its shorter coast line, the New Zealand sports fishing cats are more likely to be of the planing hull type, whereas in Australia where long range is more important, they are often displacement hulls. Either of these hull shapes make an excellent sports fishing boat for their stability at rest and narrow transoms which allow them to back down fast if required. They differ from the volume type of power cat in their aft decks or cockpits which are designed around fishing rather than sun bathing. Expect to see multiple rod holders, bait boards, kill tanks, live bait tanks, ice makers and usually generous refrigeration to handle the beer and the fish.



## Looking for the ultimate in a comfortable long-range cruising power boat? Look no further.



Multi award winning designer Peter Brady offers a unique service from "concept to cruising" through plans from his design company Pathfinder Power Cats and construction by his boatbuilding company Pacific Power Cats or your local boatbuilder.

Drawing on his 51 years of boatbuilding and design experience, Peter has become a world leader in fuel efficient displanning power catamaran design with innovations such as his CVD (Controlled Vapour Dampening) ride control features and his latest AR (Air Ram)

With over 150 boats on the water including 125 power catamarans up to 20m, Peters design experience is as diverse as superyacht tenders to steam boats. Recent projects or designs include a 12m trailerable extending width outboard powered cat, a 12.3m sailing cat, a 15m trans-ocean long-range cruising power cat and a 15.3m sports fishing catamaran featuring his AR System. His latest project is the conversion of an ex-IACC America's Cup boat to a wheelchair suitable power trimaran as part of his 3R's project to Reinvent, Recycle or Repurpose existing yachts into power trimarans to give them a new lease of life.

For further information contact  
Peter Brady on +617 3393 5077 or visit  
[pathfinderpowercats.com](http://pathfinderpowercats.com)

**Pathfinder Power Cats**  
LEADING BY DESIGN

Pathfinder Power Cats and Pacific Power Cats – where traditional values and service combine with innovative design and construction technology





## BORN OF **INNOVATION** AND **EXPERIENCE**

Aquila Power Catamarans is the world leader in producing high quality, innovation-filled and exceptionally-performing power catamarans. No other vessels on the planet offer more features, reliability, durability, and value than our world-class lineup.

**SEE THE AUSTRALIAN & NEW ZEALAND DEBUT OF THE NEW AQUILA 42 YACHT**  
**Sanctuary Cove International Boat Show | May 23 - 26, 2023**



ON DISPLAY 36 SPORT



ANZ DEBUT 42 YACHT



ON DISPLAY 54 YACHT



28 MOLOKAI | 28 MOLOKAI CUDDY | 47 MOLOKAI

32 SPORT | 36 SPORT | 42 YACHT | 44 YACHT | 50 YACHT | 54 YACHT | 70 LUXURY

[aquilaboats.com.au](http://aquilaboats.com.au)





*Fountaine Pajot's MY44.  
The catamarans made by Fountaine Pajot are becoming more and more liked because of their intrinsic design characteristics, design quality and construction.*

## **The high speed foil assisted power catamaran**

This type is a relatively new development; it is a small market on the cutting edge of technology and materials. Because of the need to keep the hull bottom and particularly the foils clean and smooth, these boats will need to be well looked after to perform as designed. Their foils may be vulnerable to debris damage which may restrict their operating areas. They have proven that, with the right weather window, they can make ocean passages.

## **Long-range offshore cruising versus coastal cruising**

In comparing power catamarans for different types of cruising, consider these qualities for a long-range offshore power catamaran:-

- Generally narrower, more fuel efficient hulls for a high cruising speed over long distances;
- Raked bows for a softer, drier ride;
- Large fuel capacity and usually old school, mechanically-injected diesel engines that are more tolerant to low-quality fuel – sometimes a concern at remote, foreign ports;
- Large engine rooms with, preferably, internal access so that deck hatches do not need to be opened in rough conditions to check the engines;



*Phoebe, a Voodoo XF60 anchored up in NZ's far north. Running immersed propellers she exceeded 45 knots on her first day on the water!*





*A luxury power catamaran, the Horizon PC60 offers a blend of elegance, stability and efficiency.*



*Fusion Marine's Prowler 10.8 Sports Fisher. While the Prowler Powercat has been around for many years, it has morphed into various forms, with each new model improving the last.*



*Catamarans International's CI-6500 - a 20 metre 4 cabin vessel, for sale today!*

## SUMMARY

### The attraction of power catamarans

For many boaters, stability and comfort are paramount when choosing a vessel. Power catamarans, with their wider beam and dual-hull configuration offer good stability, which is a factor in reducing seasickness, and a manageable platform for passengers of all ages. For this reason some power monohulls are available with stabilisers and fins which enhance stability underway and at anchor. Of course, some people prefer the motion of monohulls and the ability to steady yourself from hand-hold to hand-hold in rough conditions, whereas there are often wide spaces between hand holds on the power catamaran.

When floor space is important, the spacious layout of power catamarans allows for versatile interior configurations. From expansive saloons to private cabins and outdoor entertainment areas, these vessels offer ample space for relaxation and socializing, above and below deck.

The performance of a power catamaran reflects its power-to-weight ratio and hull design. While planing vessels prioritise horsepower for high-speed planing, displacement cats rely on hull shape for efficient cruising. Understanding these dynamics helps boaters choose the optimal power configuration for their vessel, balancing performance with fuel efficiency. It is a matter of considering hull length, displacement, power requirements, accommodation, comfort and speed when selecting the most suitable boat for your requirements. ⚙️



*Aquila 47 Molokai*



*A beautiful sunset  
over the Miro Bay*

# MARLBOROUGH REVISITED

## **BLUE COD HEAVEN**

Dawson Charters have a reputation for providing personalised fishing and diving charters with a difference - packed with humour and above all providing an experience that you'd struggle to find on any Marlborough charter.

**H**aving relished two previous Dawson Charter expeditions, we were eager to share the magic with three of our five children (and their partners). Greg Dawson, the charismatic operator, and his delightful wife, Kath, orchestrated a seamless beginning to our adventure, personally fetching us from Blenheim Airport. Two vehicles stood at the ready, setting the stage for a journey that promised excitement and unpredictability from the get go!

Our inaugural stop took us through the scenic vineyards around Blenheim, where we indulged in some of the tasty local Riesling, Pinot Gris, and Sauvignon Blanc wines. Departing from the vineyard's grace, we made our way to Havelock for a 'quick interlude' at the Slip Inn, enjoying a couple

of drinks that set the tone for the adventure ahead. Soon after, we boarded "Ohana", a 250hp Yamaha powered Southern 770, destined for Dawson Charter's Marlborough haven in Miro Bay, in the Pelorus Sound.

The home base, two charming Kiwi-style bach's (known as cribs in the South Island), sit cradled in a beautiful bush location in the Bay, welcomed us with open arms, offering all the amenities one could need. A deep-water wharf granted easy access to the tide, while a trusty quad, stood ready to assist those finding the initial stretch of Dawson Charter's escapade a touch strenuous. The newer separate, two-bedroom house on the property, catered to larger groups, boasting a lounge, kitchen, and bathroom.

Our first day was a leisurely affair, complete with a sound sleep and board games, as the weather played coy with some wind and showers. No qualms for the weary travellers; it served as a perfect initiation to settle in and acquaint ourselves with our new surroundings. We were well aware that pristine weather awaited us for the next 3-4 days, ideal for fishing and boating, anticipation was running high.

The subsequent days unfolded with thrilling escapades on the water. Some members of our crew, novices in the art of fishing, were a joy to witness as they discovered the delights of the experience. Blue cod, plentiful in the area, graced our haul alongside snapper and gurnard, with (for excitement only), a shark and Barracuda muscling their way into the action. Swiftly





Marlborough Sounds, with its many spots to pause and rejuvenate, beckoned us to explore both the beauty of the landscape and the essence of maritime serenity. At Te Rawa Resort in Wilson Bay, we refuelled both the vessel and ourselves, indulging in snacks and some well-deserved drinks. Recent upgrades by the new owners have transformed Te Rawa into a popular hub for boaters in the area.

From fantastic fishing, water sports, tramping, exploring Marlborough has a lot on offer....

Combined with the excellent host skills of the Dawson's it is a break to rejuvenate and enjoy the adventure.

As the inevitable moment arrived to bid adieu to this slice of paradise, reflections on an exhilarating six days and seven nights enveloped us. Safely returned to catch our flight back to Auckland, we carried with us a trove of stories and cherished memories (not to mention blue cod and mussels). The prospect of a return trip looms on the horizon, and who knows, perhaps we'll extend the invitation to even more fortunate adventurers next time, ensuring that the saga of Marlborough continues to unfold with each passing expedition. 🌟



reaching our daily limit, we set off to procure fresh mussels from the generous mussels supplies throughout the Sounds. Evenings transformed into seafood extravaganzas, with sumptuous feasts of ocean bounty, while the remaining meals hailed from the skilled hands of the local butcher of Renwick.

Our explorations extended to the outer islands and bays of the Marlborough Sounds, culminating in a venture across the notorious French Pass. Anchoring beside its entrance, with the tide roaring at an impressive 7 knots, we found ourselves in the company of the most voraciously hungry fish. Each drop of the line resulted in an instant blue cod – one bite, one fish! To heighten the fishing experience, barracudas occasionally tried to claim our cod on the ascent, but our skilful manoeuvres thwarted their attempts.

French Pass, named by Dumont D'Urville in 1827, or Te Aumiti in Maori, offered a historical backdrop that added depth to our journey. The

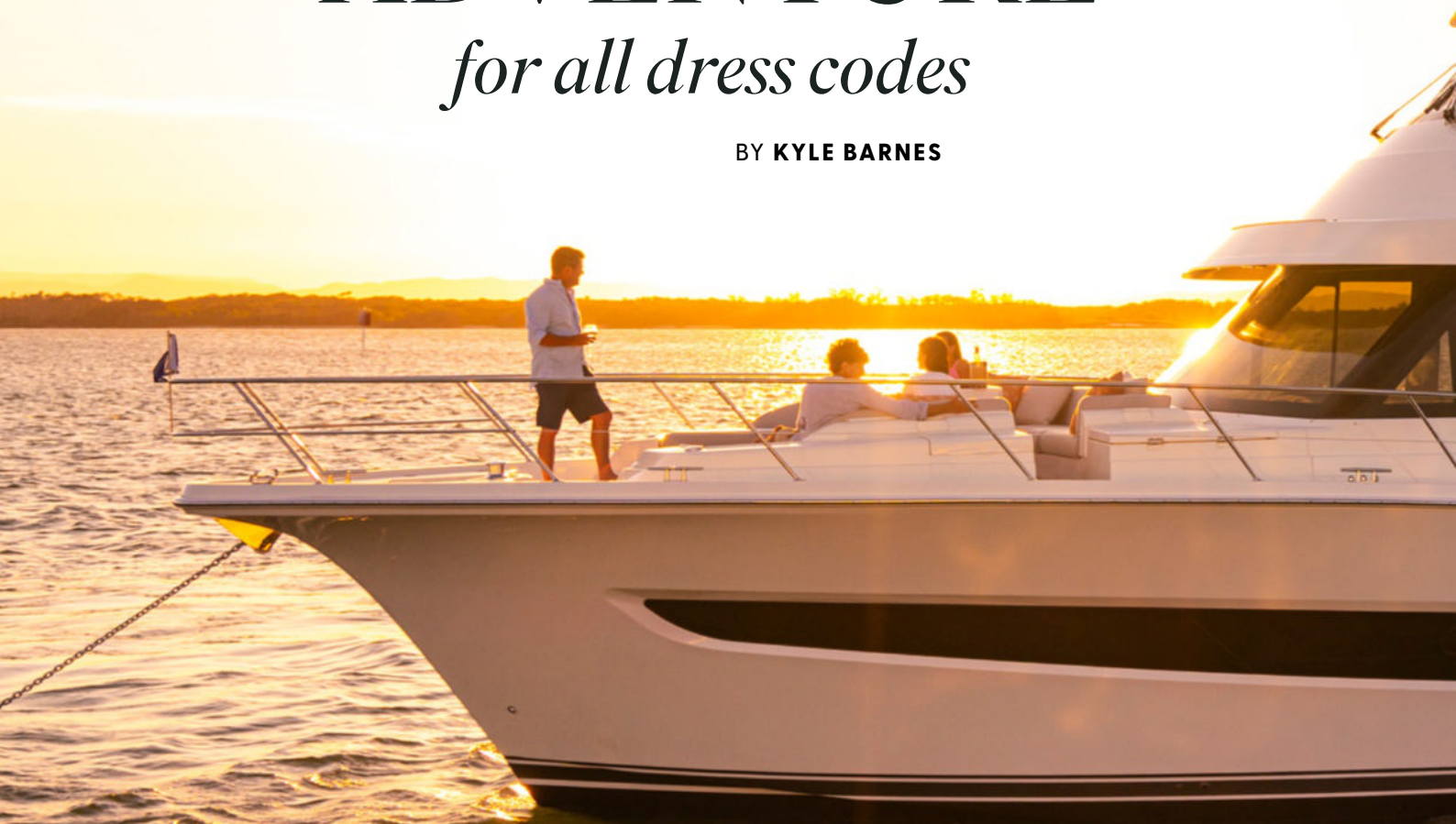




# LUXURY ADVENTURE

*for all dress codes*

BY KYLE BARNES



South East Queensland's Southport Yacht Club is a fabulous spot to start our journey of discovery of the Riviera 58 Sports Motor Yacht. A true gentleman's club with a dining room that pushes out onto the Broadwater among the giants of gleaming gelcoat - it really gets the juices flowing. Riviera Marine's Dealer Relationship Manager for Australasia Peter Welch, a 22-year veteran of the boat builder, meets me at the club to take me onboard.





It was an unusual day on the coast. Its usual sparkle had been dulled by a week's worth of rain and moderate-to-fresh at times south easterlies had us wondering if we were going to get out through the seaway. The day was for ducks, adrenaline junkies and, as it turns out, mad fishermen in tiny boats chasing the birds. And it's not that this maiden of the sea didn't look like she could eat up a good sea thrashing before breakfast, but it wasn't a factory boat and there was an abundance of respect for the proud new owner.

## *BLUFF AND SINEWY*

The lines on this sports yacht are hard to make out dockside, she is bluff and sort of sinewy at the same time, with a bow that flares out and upwards. So, I was interested to see if we could put it to sea. Still, alongside the dock, we did a walkthrough starting with the stern with her optional 450-kilogram lift platform through to the same level cockpit.

This struck me as a utility space, a sort of Swiss army knife-style thing. If out cruising, you could have a decent-sized tender

floating in a matter of minutes to get into that picnic spot or dock that's been taken up by undeserving boaters who have pipped you at the post for a lunch spot. With the removal of the tender and the stanchions neatly placed out of the way the platform becomes denuded and the rods come out and the action begins, converting the back deck into a game boat.

## *GAME FISHING*

The cockpit comes complete with all you need for the sport of game fishing. It is





*Another alfresco area which seats around six, linked to the saloon by popping up the large galley window and rolling open the doors.*

completely washdown and separated by a few steps up to the saloon level where your audience can watch the action. And if it's this sort of fishing you are after, and you have never been game fishing before, you have to give it a go. Riviera have put a sort of a paired-down helm station on the starboard side and very aft of the flybridge, so the skipper can see what's what. The cockpit is also completed with an ice maker and heaps of refrigeration, as well as kill and live bait tanks and a plethora of underfoot storage.

Now don't get me wrong, this rig is not designed as a blood and guts game boat, that is just one of its many metamorphoses. It is fundamentally a flybridge sports cruiser that is just as at home in a suit or overalls. Finishing off in the cockpit is the hidden BBQ, the port and starboard fixed joysticks and control units, which make a total of four steering positions talking to the twin Volvo IPS1350 D13 735kW/1000hp units in the engine room.

## ALFRESCO LIVING

Moving up the stairs, once again at saloon level, there is another alfresco area which seats around six and is linked to the saloon by popping up the large galley window and rolling open the doors. I would think this would be the place to break bread as it becomes indoor/outdoor and is handily wedged between the port side BBQ and the starboard galley.

## IMPRESSIVE GALLEY

The galley is also impressive. A Smeg convection microwave oven, a four-burner hotplate, a Fisher and Paykel dishwasher and Corian bench tops in your colour of choice. Two Vitrifrigo drawers can operate independently as a fridge or freezer and there's also a 120-litre fridge with another fridge/freezer drawer. Did I mention the dedicated wine fridge?

## THE ENTERTAINER

Further forward as we explore the main saloon there is another dining table arrangement complete with a pop-up flat screen television on the starboard side, again for a party of six if you prefer your dining climate-controlled. Because it is sans a helm down in the saloon, the area presents as a large volume space making this boat the perfect entertainer. On the port side and punctuated with plenty of leather-wrapped chrome handholds is the staircase to the flybridge, but I'll get to that soon. The portside boasts a serious chrome, watertight door that takes you out and forward along the gunwale to another large lounge area. This looks as if it would house around a dozen or so sunbakers and for those with a more sensitive complexion a shade sail tent can be erected using uprights that slip into the deck and are stacked away in less time it takes to refill your glass.





## LOVE MY TENDER

This deck space has another trick up its sleeve in the form of a dock for the tender. A davit and tender cradle can be installed still leaving space for the lounge ensemble. It's just a matter of taking out a middle cushion so the outboard has room to poke out the back. And the forward cabin skylight isn't even affected as the clever buggers have made two smaller hatches rather than one large one, so the tender keel sits on the deck solidly. These forward deck tricks are just another couple of iterations of this motor vessel.

## LIVING QUARTERS

My journey takes me forward into the first of the triple cabin layout on the waterline deck. Well, not actually waterline for the owner's suite, sort of knee-deep at that end of things. Right up the bow is a decent-sized guest's island bed complete with a head, and heaps of storage - as you might expect with this brand by now, every inch of space in these vessels has something that pops up or out.

Back down the companionway on the portside is a couple of large single bunks that draw together by flicking a switch creating another couple's bedding arrangement. This reveal of storage space, clever beds and a plethora of other intelligent ideas is replicated many times as you walk through the vessel. Like doors that don't just sit against walls but back into housing specifically designed so you have maximum walk-through space and discreetly backlit features including

back on deck the fuel and water fillers which are located on both sides, balanced and with gauges next to the filler pipes so you know how much you are loading. These are obvious decisions and inventions made from hundreds of thousands of sea and boatbuilding experience - and owners' wish lists. Across the hallway is the day-head, which also has a full-sized vanity and shower obviously catering to the occupants of the first cabin as well as the day trippers.

I now head aft down a couple of steps into the owner's cabin a super quiet and sound-deadened space with

*The 58 Sports Motor Yacht combines design innovation and superior levels of luxury.*

*The foredeck offers a large lounge area which would house around a dozen or so sunbathers with a shade sail option.*







*The galley is impressive with Smeg and Fisher and Paykel appliances and Corian bench tops in your colour of choice.*

*The owners generous ensuite with full sized shower.*

*Owners cabin in deluxe scandi-style with a chaise lounge, a nice place for coffee.*

a deluxe scandi-style design, once again with its own full-sized bathroom with the shower with room to spare and easily accommodating this 187cm, 100+ kilogram writer. The master bed is an opulent king-size and walk around on the starboard side is a chaise lounge, a place to have a private coffee, easily prepared at your own in-cabin breakfast bar.

## UTILITARIAN

Further aft is the walk-in robe and you're through a door to the large utility/laundry room behind the owner's headboard or a space sometimes referred to as a cofferdam. Which according to Google, is the space between two watertight bulkheads or decks within a ship. So, this space is more of a semi cofferdam having only one watertight bulkhead which takes you through to the engine room. But what the space (regardless of what you call it) does is to further insulate engine-room noise from the main suite. When you walk through the watertight door to the engine department you are met with a not so lofty

space, but everything was well put together and in its place. I do stand over the six-foot mark and I certainly wasn't crawling around, just a little hunched. Which isn't a bad thing, after all I can't imagine why anyone apart from engineers and people with diagnostic equipment would want to hang out in there. But if you do need to slip down to the space, you are presented with a very clean space and nicely mapped out for most boaters to understand.

## THE RIDE

As we cast off from the yacht club, the wind has subsided a bit and the tide has started to come in, which meant the resulting seas through the seaway have started to smooth out.

The flybridge is accessed by the comfortable internal stairway that runs from the saloon. And it's not the sort of situation you feel like going backwards down, it's a beautiful fit-for-purpose staircase with tonnes of those leather-bound, chrome handles everywhere.





The flybridge itself has the starboard side command centre, consisting of two side-by-side sturdy helm chairs. There are plenty of things that go “ping” but nothing too hard to wrap your head around. Three heads-up 22-inch screens have all your information so you can customise the look and priority. And apart from a couple of communication devices, night vision and a bow thruster, there wasn’t too much to take your attention away from the job at hand. I must admit boats seem to have hit their peak in terms of bridge instruments and as long as you can access all the feeds to the one place there is no need to overdo things with huge ostentatious screens and too many of them. I am a great fan for the ‘less is more’ theory and this craft’s bridge has it in spades.

## KEEPING DRY

So, without further adieu, we head down the Broadwater and out into the brine in what I can best describe as a sloppy day, with the sea not coming from anywhere in particular. But as we rode through the

seaway humps, I started to put together what I had seen alongside in terms of this vessel’s bluff, and sort of sinewy at the same time, lines. With a bow that flares out and upwards the penny was starting to drop in terms of her ride. Even though we were coming down off some eight-foot plus rollers at around 14 knots the foredeck remained dry and so did the windshield in the flybridge. Apart from the fresh water being delivered from the heavens, she is an extremely dry boat, even when the speed was backed off and we were in the slop. Of course, the stabilisers must have been doing overtime below wiggling around in the brine trying to keep us upright, but throughout the whole sea trial, there was very little over the bow which absolutely knocked the socks off this seadog.

## QUIET TIMES

After a pleasant stint at the helm, I went downstairs as Peter headed for home. There was a bit of rock and roll and I did notice that once you dismount the helm seat for a couple of steps due to the flybridge skylight

*In the main saloon there is a dining table arrangement complete with a pop-up flat screen television.*

*On the portside is a couple of large single bunks that draw together by flicking a switch creating another couple’s bedding arrangement.*

*Right up the bow is a decent-sized guest’s island bed complete with a head, and heaps of storage.*



Her lines are bluff and  
sort of sinewy at the  
same time.



as there is nowhere to hang on to until you reach the side of the stairwell. Once I headed downstairs, firstly to the saloon, the sound-deadening engineering stood out, we were clipping along at 17 knots in the rough and it was easy to talk to my companion using a quiet inside voice. This quietness is replicated throughout the rest of the interior, especially doubled down in the owner's suite where I snuck in to get an idea of the ride - and what a view through the windows! The scene of the wash sensationally running halfway up and across the windows with the Gold Coast's high rises in the background.

LUXURY ADVENTURES

The 58 Sports Motor Yacht combines design innovation and superior levels of luxury in its accommodation and many living and entertaining spaces. If you are after unlimited adventure, absolute luxury, engineering excellence and a smooth ride, this vessel has your name on it. ⚙️



SPECIFICATIONS

**Boat Design Name** Riviera 58 Sports Motor Yacht  
**Price** Available on Request  
**Style** Sports Flybridge  
**Builder** Riviera Australia  
**LOA** 19.71m  
**LOH** 17.90  
**Beam** 5.67m  
**Draft** 1.7m  
**Displacement (Dry)** 36,500 kg  
**Fuel Cap** 4,500 litres  
**Water Cap** 800 litres  
**Standard Engine** Volvo Penta D13 IPS 1350 (x2)

RIVIERAAUSTRALIA.COM

PERFORMANCE DATA

RPM	Fuel	Speed	L/nm	Range
600	5.6	12.5	2.23	-
800	7.4	25.0	3.38	1598
1000	8.8	44.5	5.06	1068
1100	9.3	59.5	6.40	844
1300	9.9	94.0	9.49	569
1500	10.3	158.0	15.34	352
1800	18.7	208.0	11.12	485
2000	22.4	264.0	11.79	458
2100	24.2	302.0	12.48	433
2400	30.9	377.0	12.20	443
2470	31.9	385.0	12.07	447

Range is based on 90% of available fuel

The flybridge has the starboard side command centre with plenty of things that go "ping" but nothing too hard to wrap your head around.



# ALTEX LAUNCH ELITE REFINE SPECIALISED MARINE COATING



There has been a growing demand in the market for a superior interior finishes system, specifically in low sheen and semi-gloss options.

The launch of Altex Yacht & Boat Paint's new Elite Refine 250 Low Sheen & Elite Refine 450 Semi-Gloss is designed to meet this demand head-on.

## TOP FEATURES OF ELITE REFINE SERIES:

1. Enhanced Durability: Altex finishes are engineered to withstand everyday wear and tear, maintaining their quality for longer periods.
2. Low VOC Formulations: They prioritize environmental responsibility by offering low Volatile Organic Compound (VOC) formulations that comply with regulatory standards.
3. Versatile Applications: Whether it's for Topsides, Cabins & Decks, or other interior surfaces, Masts & Fittings, Heads & Galleys, The Elite Refine Series cater to a wide range of applications, giving you the flexibility needed for various projects.
4. Aesthetic Appeal: The Altex Elite Refine Series offer a stunning finish that enhances the visual appeal of any space while maintaining a professional look. Allows a competent brush painter to restore their boat to a high level of finish and performance.



## Top Coats Range

WET LOOK GLOSS TO  
LOW SHEEN FINISHES

### DIY OR PROFESSIONAL APPLICATION

Choose the right coat to protect your boat, reflecting your hard work.



**ELITE® DEFENDER**  
Professional grade / luxury marine finish – Slick wet look gloss.

**REGATTA®**  
Quality, easy to apply single pack enamel with multiple standard colour options.

**ELITE® 239**  
Easy to use 4:1 mix. Spray application, high gloss recoatable finish.

**ELITE® REFINE 450**  
Easy to use 3:1 mix. Spray or brush application, Semi gloss recoatable finish.

**ELITE® 321**  
The brushable professional finish. Easy as 123.

**ELITE® REFINE 250**  
Easy to use 3:1 mix. Spray or brush application. Lowest sheen gloss recoatable finish.



Brilliant Coats for Brilliant Boats

[altexboatpaint.com](http://altexboatpaint.com)



# A HISTORY OF **KIWI TRAILER BOATS BY THE DECADES**

PART FOUR: The 1980's

BY DOUG DUKESON,  
PETER MORGAN &  
HOLLY DUKESON

*In 1988, Bluefin  
launched the 490, an  
Alloy Hull and GRP  
Cabin Deck combo*



In the development of New Zealand's trailer boat industry during the 1980s, several transformative trends reshaped the local trailerboat scene, including a pivotal shift towards fiberglass and alloy construction. This marked a departure from traditional wooden hulls, in response to advancements in materials and manufacturing techniques. This era also witnessed the increase in the popularity of recreational boating, fuelled by increasing disposable incomes and an increased appetite for leisure pursuits. Many prominent brands (read on) emerged, many still here today. Each contributing distinctive designs and features to cater to diverse preferences. Innovations in design, not only to improve performance but also to facilitate overnight

stays, expanding the opportunities for recreational activities. The spectrum of trailer boats expanded significantly, encompassing small runabouts to spacious cabin cruisers, offering versatility for fishing, water skiing, and family outings.

At the same time, technological advancements in marine engineering, exemplified by more efficient outboard engines and navigation equipment, improved the performance and safety standards of trailer boats.

In addition, New Zealand's trailer boats gained traction on the global stage, with exports to destinations such as Australia and the Pacific Islands further contributing to the industry's growth, it certainly was exciting times.



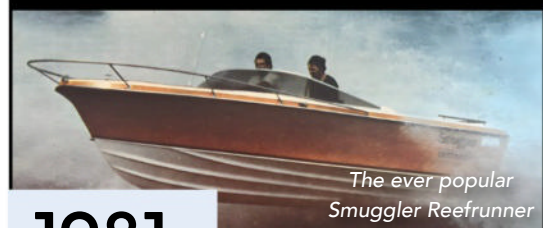




A young Lionel Sands at the helm of one of the first Haines Hunter SF700s

## 1980

- Les Miller, owner of Miller Moyes Boating Centre, had enjoyed a long friendship with Sandy Sands, whose company Seacraft Ltd had grown, after its founding in 1946, from wooden boatbuilding to manufacturing some of its own fibreglass models. Les was approached by Sandy with a proposal to merge their two companies, to make the best use of their complementary skills – Sandy's in manufacturing and Les's in retailing. Whereby he and Sandy Sands would form a new company, Miller Moyes Seacraft Ltd, to take over the Haines Hunter moulds from Fibreglass Moulders Ltd and started manufacturing and retailing Haines Hunter boats in New Zealand, with their first model being the Haines Hunter SF700.
- Markline became New Zealand's largest production boat builder of large cruisers and launches, although eventually stepping away from the trailer boat market, it did start in the small boat arena. One of the early boats was the Markline 776 Express Cruiser that had the same hull as the original Marksply 22. With a \$45,000 drive away price tag in 1980, it was aimed at the top echelon of the trailer boat market.
- The Buccaneer 5.6m Runabout was introduced.



The ever popular Smuggler Reefrunner

## 1981

- Buccaneer Pleasure Craft Ltd introduced its 4.9m Runabout and Cuddy models.
- Sea Nymph launches the popular Commander.
- The Smuggler Reefrunner was voted Australian Powerboat of the year.

Steadecraft 166, selected by the best



Buccaneer 5.6m Centre Console

## 1982

- Buccaneer Pleasure Craft Ltd introduced the 5.6m Centre Console and 5.6m Cuddy.
- New Zealand Water Ski Association and the New Zealand Barefoot Association both choose the Steadecraft 166 for their tournament boat.



Westhaven Boat Harbour

## 1983

- Marco Boats, builders of aluminium runabouts, and later cuddies and hardtops, was set up in Morrinsville, where it remains to this day.
- Aluminium boats increased in popularity and slowly began to take more market share from fibreglass as a powerboat construction material.
- Auckland Harbour Board's redeveloped Westhaven boat harbour was officially opened, costing \$9.7 million.





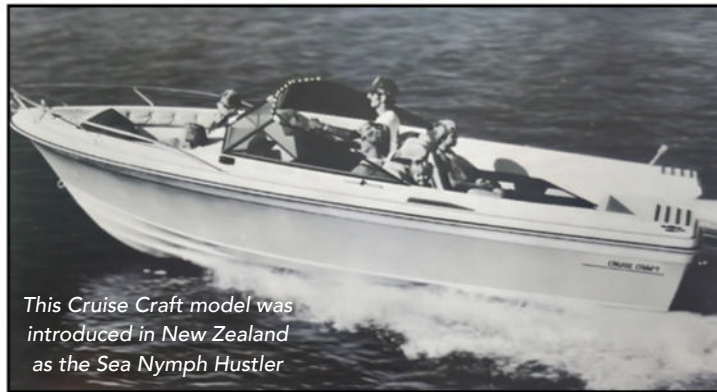
Haines Hunter 565L

## 1984

- Miller Moyes/Seacraft Ltd introduced the Haines Hunter 565L, a family cuddy cabin boat suitable for outboards of around 140hp. It proved to be very a very popular model.
- After the devastation in the powerboat industry caused by the infamous Muldoon 20% sales tax imposed in July 1979, Peter Gribble and Kim McDell resurrected Sea Nymph by revamping some of their old models and after doing a deal with the Nicholls brothers of Queensland, four of the Nicholls' Cruisecraft models. These were the 5.06m Stinger runabout and the Regal cuddy cabin, and the 5.67m Hustler bowrider and Explorer cuddy cabin. They sold well and re-established Sea Nymph as a major brand in the NZ powerboat market.
- Gavin Child started building Lazercraft Boats in Dunedin, the brand still lives on through Family Boats.



Lazercraft Boats  
originated  
in Dunedin



This Cruise Craft model was  
introduced in New Zealand  
as the Sea Nymph Hustler

The Suzuki 150hp  
and 200hp 2.7-Litre  
V6 outboards  
were released

## 1985

- After four years of R&D, Suzuki introduced its new 150hp and 200hp 2.7-litre V6 outboards at the Auckland Boat Show in October. Previously, Suzuki's range had topped out at the 4-cyl.-in-line 140hp model.
- Kiwi powerboat industry was thriving, experiencing its highest level of trading in a decade. Sea Nymph Hustler was one of the many new models released over this period.
- Ramco Boats was founded in 1985 by Bill Mackrell, a Waikato plumber wanting to produce affordable aluminium boats. The brand today is built by Icon Marine in Rangiora.



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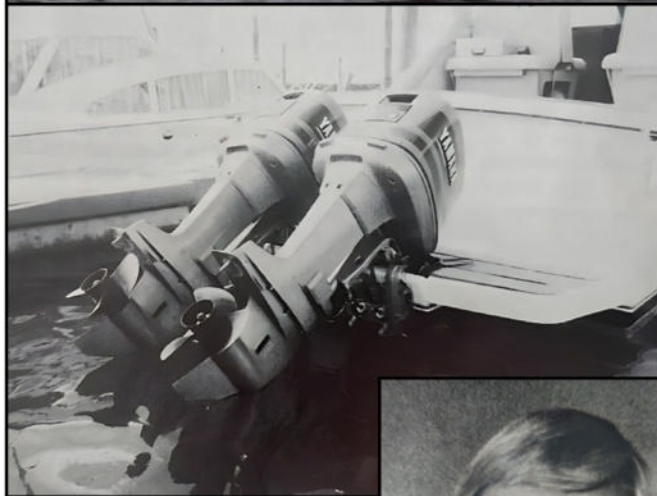
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*Thompson and Urquhart win the World Class III D Offshore title**The worlds first counter-rotating outboards from Yamaha**A young Barry Thompson in the 1980s*

## 1986

- Our own, late Barry Thompson, and Glen Urquhart took their twin Mercury-powered catamaran Class III powerboat racer Sunday News to the UK. When their European and Argentinian competitors saw the pitch of the Kiwis' propellers was, at 32 inches, four inches greater than they were running, they were amazed. The Kiwi boat, with its motors mounted considerably higher than those of its competitors, easily won the first two races, whereupon team manager Ron Archer calculated that they needed only to come fourth or better in the third race in order to take the World Class III D title. So, Thompson and Urquhart took it easy, making sure they finished, and came third, taking the title easily. The team from Argentina came second, for a Southern hemisphere domination.
- On 11 December, Barry Thompson and Glen Urquhart's Class III powerboat racer Sunday News nosedived at 150km/h and flipped on Auckland's Waitemata Harbour during the second race of the World Offshore Powerboat Championships. Thompson was critically injured, suffering multiple injuries including a fractured skull. The Auckland Star reported "Thompson was sedated for almost a week and woke the Wednesday after the accident. "I've probably come as close as anyone to death," he said. "I died in the rescue helicopter and again when I got to hospital." The hospital doctors told his wife that he had only a 50% chance of survival.
- Buccaneer Pleasure Craft Ltd on a roll with their new models, introduced the 490 Sport.

- OMC (Johnson & Evinrude) introduced the world's first production V8 outboard, a loop-charged carburetted 2-stroke producing a then-massive 275hp.
- 1986 saw the release of the Haines Hunter SF535 - considered by some to be NZ's biggest selling trailer boat ever.
- Yamaha introduced the world's first counter-rotating pairs of outboards; available models were either 150hp or 200hp carburetted V6s.
- In 1986, having seen a need in the recreational boating market for high performance composite craft, Seaforce™ set about refining their first design. The result was the successful 16ft Seaforce™ Utility.

*Haines Hunter's SF535 one of NZ's true favourites**The 16ft Seaforce Utility**'Ally Duck' the first Stabicraft - a 3.5 dinghy*

## 1987

- Lance and Bronwyn Fink started Tristram Marine in Hamilton. They named their company after their first son, who was born that year. The first boat they manufactured was the Tristram 28, an 8.53m long x 2.49m beam, cedar-cored sandwich hull with epoxy fibreglass skins both inside and out. It was finished with teak decks and interior trim and was powered with a Volvo 200hp diesel duoprop sterndrive. It sat on a triple-axle trailer and its towing weight was 4.2 tonnes.
- Steve McLay, who had a manufacturing engineering business in Milton, Otago, having made a one-off aluminium boat for himself, decided to start manufacturing aluminium boats. First came the McLay B1800 (5.5m). McLay Boats have become one of the most popular alloy brands on the market today.





Tristram Marines  
first boat, the  
Tristram 28

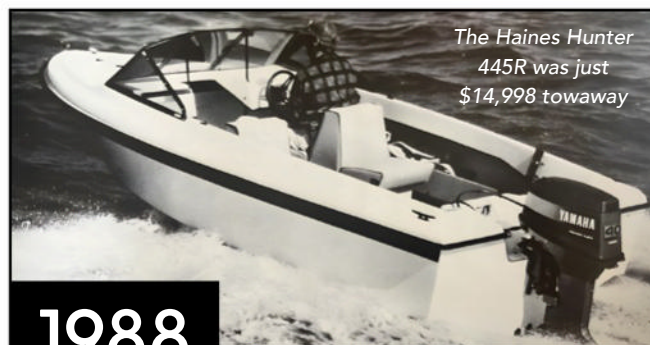


McLay launches the B1800

- Well-known powerboat racing identities Ian Gallop, Ron Archer and Gary Selby teamed up to produce the Exocet 24, a 7.3m deep-V cuddy cabin V6 outboard-powered sports/fishing boat. They had used as the hull plug the race boat Raro, a Formula 233 made in Australia by the Haines brothers. The Formula 233 was designed by Walt Walters of Miami and produced by Thunderbird Products Corporation in Miami from the early 1960s. Its hull has been 'flopped' (copied) more than any other in the history of fibreglass powerboats worldwide.
- Reflex Products Ltd teamed up with John Haines of Brisbane to build "Haines Signature" boats under contract. By 1990 Reflex products had secured the full manufacturing and distribution rights for "Haines Signature" boats in New Zealand.
- Buccaneer Pleasure Craft had a very busy year, introducing no less than four new models – the 450 Cabin ET, the 450 Sport ET, the 450 Sport Cabin ET, and the 560 Cuddy Sport ET.
- In a backstreet workshop in Invercargill, New Zealand, Paul Adams and Bruce Dickens built the first rigid hulled aluminium chambered boat - a Stabicraft 3.5 dinghy called the 'Ally Duck'.
- Rayglass was taken over by Tony and Vicki Hembrow and production began on the first-ever and popular Rayglass Sports Cruiser 670.



The first Rayglass -  
The Sports Cruiser 670



The Haines Hunter  
445R was just  
\$14,998 towaway

## 1988

- Roger Jones built alloy runabouts for several years, earning a renowned reputation for uncompromising quality. His latest addition to the Bluefin range was a highly successful blend of the trusted 490 alloy hull with a brand-new GRP cabin deck. Bluefin Boats are still around today and available through Sportcraft Marine.
- Haines Hunter unveiled the 445R at a total price of \$14,988, which included a 40hp Yamaha outboard and trailer, ready to tow away.
- Westpark, Gulf Harbour and Pine Harbour marinas open.
- Yet another busy year for Buccaneer Pleasure Craft, releasing the Buccaneer 510 Sport ET, the 510 Cabin ET and the 560 Cabin ET.
- The Kiwi-Kraft brand grew from one man's love of diving, fishing and hunting - his name is Rodney Harris. In 1988 Rodney saw a need for a safer, better performing aluminium boat. One that also appealed to the eye Kiwi-Kraft was born. The brand originated in Invercargill and is still built there today.
- Southern Pacific was founded and started production, the fabric was glued together by hand, transoms were crafted from plywood, and the yard operated out of Browns Bay.



Kiwi boatbuilders have exhibited  
at the Sanctuary Cove International  
Boat Show since it started in 1989

## 1989

- McLay Boats introduced the B1650 (5m) and later that year the B2000 (6.1m).
- Buccaneer Pleasure Craft introduced two new models – the Buccaneer 605 Cabin ET and the 605 Cuddy Sport ET.
- Sanctuary Cove was selected as the venue for the 1989 Queensland International Boat Show, the event continues at the same location under the name Sanctuary Cove International Boat Show. Over the years, numerous Kiwi trailer boat manufacturers have showcased their products at this prestigious event.







# GEN 2

It has been a staple of the Smuggler range for 20-years, and now, the Smuggler Strata 750 has had somewhat of a birthday. Freddy Foote steps aboard to experience the Gen 2 of this hardcore blue water performer.

BY **FREDDY FOOTE**

*Smuggler Marine have released a 'Gen 2' version of their Strata 750.*





*Storage, seating, and a bait station is aft.*

*A large 56L removable Icy-Tek chilly bin is behind the helm.*

*A large lounge area is located forward.*




If you are in the market for a high performance RIB, Smuggler should always be at the top of your list. The family owned, Henderson based company has been building the range here in New Zealand for over 20-years, and in that time over 70 of their 750 Strata models have been built for clients all over the world. With the hull shape remaining the same, the new model 750 now features Smuggler's all-new Gen 2 console with a toilet located under the helm console and an onboard WAECO refrigerator under the helm seat. Other changes include upgraded seating, a re-designed Targa top and stainless structure, as well as the addition of new removable side clears to provide extra protection from the elements.

"It's been a successful model for us, but like anything we're always looking for ways to make it better, so we've made some styling and functionality improvements throughout the boat," says Smuggler Marine Managing Director, David Pringle. "The Strata 750 appeals to a wide variety of buyers. We've sold a lot offshore, as high performance super yacht tenders, or chase boats for sailing syndicates. In fact, there are a few clients we've never met. But it also appeals to those who want a high performance RIB for fishing and diving excursions. A number of Strata 750's have also gone to Western Australia." As with most of the Strata range, the internal layout can be customised to suit an owner's needs. Step aboard, and you'll notice that the

seating at the helm is now comprised of two Captain's style seats, with lift up seat bolsters and foldable armrests. However, should you wish, the traditional bench seat with the moveable back rest bolster is still available. Aft, three lockers are set into the base of the transom. In the port corner is a live bait tank, which is accessed from above. When not in use, a squab fits over the top and makes a seat for passengers. A pull out salt water wash down hose is also available. There is an option for a freshwater washdown, which is supplied via an 80-litre onboard tank. In the starboard corner is additional storage space for miscellaneous items, while the middle hatch houses water pumps and fuel lines/filters.





*The Strata 750 has Smugglers proven 27-degree hull.*

Under the cockpit floor is a large storage area, which is self-draining and is ideal for wet gear, or your days catch. This boat also came with a 56 litre Ice-Tek removable chilly bin, with a fish measure on-top finished in U-Dek. The U-Dek is also a finish throughout the boat.

Despite all the underfloor storage available, the 750 still boasts a healthy 300-litre fuel tank, and with a modern high-tech outboard, is going to provide plenty of boating on a tank of fuel. In the bow area there is a forward facing seat, with a sun pad further forward of that, as well as another underfloor storage locker.

The helm was neat and stylish, and housed a large 12" Simrad multifunction display, however there is room for twin 12" display should be required. As well as the regular engine instruments from Yamaha, trim tab controls were also fitted within easy reach. A Fusion stereo provides sound to two six inch speakers which are located in the bow area.


The Bimini Targa top also accommodates a rocket launcher above with storage for up to six rods. A large LED light bar is located on the forward section of the hardtop, providing illumination at night should you need.

Removable side clears a located either side of the helm. Easy to zip into place, they provide added extra protection from the elements. Or simply open them up to have the wind in your hair!

## ***PROVEN PERFORMER***

The Strata 750 has Smugglers well proven 27 degree deep-vee hull. Arguably the deepest vee on the market. Quite simply the boat just goes. It's the type of boat on which you can just hold the throttle down all the way, and hold on and enjoy the ride. It's a very easy boat to drive, as it does all the work for you. The harder you push it, the better it goes.

Traditionally, the Smuggler hull loves horsepower and this example is no different, with the latest Yamaha F250hp V6 four stroke on the transom and was a lively performer.



*Removable clear provide protection when underway, or simply fold them away.*





*A large 12" Simrad display dominates the helm, however there is room for two.*

*A new feature, twin Captain's chairs at the helm.*

*A live bait tank is available in the aft port corner.*

*Extra seating is available forward.*

Top speed with the single Yamaha F250 four stroke, was 50 knots @ 5800 rpm with a fuel consumption of 95 litre per hour. Drop that back to a more sedate cruise speed of 23 knots @ 3000 rpm and the fuel usage drops to a very acceptable 25lph, and giving a range of 240nm based on 300L of fuel.

We elected to cruise at a higher speed, of 32 knots at 4000rpm, and in the choppy conditions, the Smuggler deep vee hull just ate up the chop with ease.

The quietness of the Yamaha was amazing, allowing you to talk to your passengers alongside you at the helm normally, even when underway at around 4000rpm.

While it's more than capable of tackling rougher waters, it's equally at home, cruising from bay to bay with a full crew of family and friends, and all in supreme comfort. At rest, the 750 is exceptionally stable. The aft section of the tubes sit in the water and don't let the boat lean to one side. This is down to the hull featuring a flooding keel, in which around 150 litres of water is taken into a

cavern built into the bottom section of the hull, holding the boat down in the water, and thus extra stability at rest.

For a boat of its size, it's actually very light, with a trailerable weight of just 2000kg, meaning it's relatively easy to launch and retrieve with minimal effort.

Will the centre console layout suit everyone? No, but Smuggler does have a variety of other configurations for the 750, including a 'Mid Cabin' model and a 'Super Sport' which is essentially a bow-rider type configuration. And if the boat isn't big enough, the company has other models and configurations 8 metres and above.

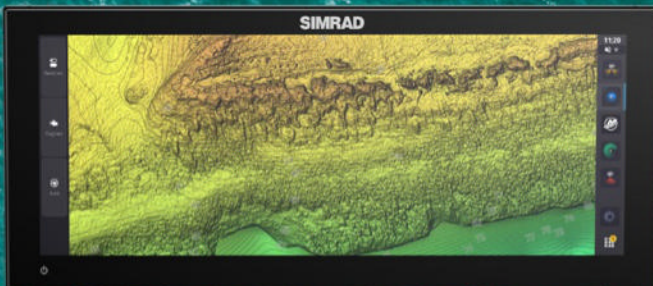
Overall, a fantastic boat for its purpose, and I can see why Smuggler have now built over 70 hulls of this configuration. Will a high level build quality, and an equally high level on performance on the water, the Strata 750 RIB should be at the top of everyone's list in this centre console RIB segment.



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‘The quietness of the Yamaha was amazing, allowing you to talk to your passengers alongside you at the helm.’



**SPECIFICATIONS**

Maker & Model Smuggler Strata 750  
Price as tested \$189,160  
Type Centre Console  
Construction GRP/Hypalon  
LOA 7.5m  
Beam 2.75m  
Deadrise 27- degree  
Height on trailer 3.61m  
Trailerable weight 1600kg  
Test Power Yamaha F250 Four-stroke  
Power options Outboard/Sterndrive  
HP Range 175hp-300hp  
Fuel Capacity 300L  
Trailer Tandem Axle  
Manufacturer Smuggler Marine  
**SMUGGLER.CO.NZ**

**PERFORMANCE DATA**

RPM	Knots	L/h	L/nm	Range
1000	5	5.2	1.100	240
1500	7	8.6	1.300	200
2000	9.6	14	1.500	180
2500	16.5	19	1.200	220
3000	23	25	1.100	240
3500	29	32	1.200	220
4000	32	40	1.300	200
4500	36	49	1.400	190
5000	41	60	1.500	180
5500	45	66	1.500	180
5800	50	95	1.900	140

A Yamaha F250 HP fours-troke outboard will deliver 50 knot performance.





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The Horizon Open  
Housecocktail evening  
was held at the Horizon  
City Marina.

# 2024 HORIZON OPEN HOUSE

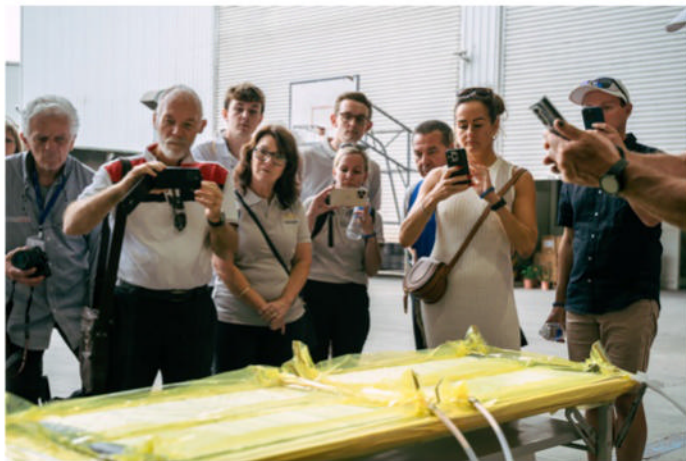
I have visited Taiwan on a couple of occasions in the last 15 years, once in 2010 for an investigation into the Taiwanese boat building industry and once for the first Taiwan Boat Show back in 2014. This year, *Pacific PowerBoat* was invited to attend the 2024 Horizon Open House. Previously, my late business partner, Barry Thompson, always jumped at the opportunity to attend the biennial Horizon Open House, and I know why!

BY DOUG DUKESON





Horizon Open House Gala Dinner

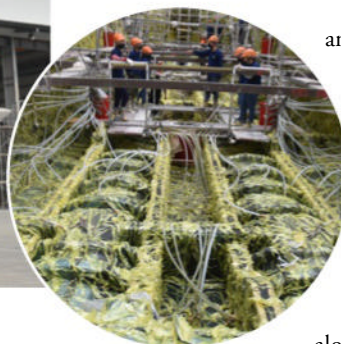


ABOVE: Vacuum Infusion Process working demonstration

BELOW: The impressive Automatic 6D Vacuum Infusion Process in action



Five models in production at the Horizon Shipyard



and investment in new technology within this company has continued with the introduction of Stereolithography (SLA) 3D printing into its manufacturing processes, introduced alongside a PAR Systems 5- Axis CNC machine

upgrade and upgraded 3D printing capabilities to further improve production efficiencies and design quality.

## 2. ATECH COMPOSITES:

Est. 2000 At half the physical size of the Shipyard, at 249,070 square feet, this part of the company develops and tests fabrics, resins, gel coats, core and sandwich composites of all sorts, emphasizing maximizing strength and minimizing weight. We had the opportunity after a short classroom session to see the Automatic 6D Vacuum Infusion Process in action. I was impressed to view and we were told the process enables Horizon to produce boats 8% lighter and uses 40% less resin than conventional boat building processes. Moving around the factory we also got to see the destructive testing pushing materials to their absolute limits. Also on view was the two very impressive non-destructive quality control processes, Infrared Thermography and Laser Shearography – two process that scans each boat once out of the mould for any imperfections. Combined with the 3D Profile Measurement Reality Capture process, which scanned the hull and compares it against the factory hull structure design drawing for absolute pin point accuracy.

The three-day biennial event brings together over 300 Horizon owners, clients, partners, international media, and family and friends from around the world, including Japan, the USA, Australia/NZ, Europe, and Thailand to observe Horizon's latest accomplishments and gain insight into the brand's strengths and capabilities as a luxury yacht builder. This includes where they are heading moving forward, including the announcement of a collaboration with Lexus to manufacture the new Lexus LY680.

The 2024 Horizon Open House event was held at Horizon's headquarters in Kaohsiung, where we enjoyed personal tours and learned more about Horizon, as a luxury yacht builder and to enjoy their showcase of the 25 different models in the 8 Horizon styles of power cats and monohulls. We experienced their shipyards in person with factory tours and were among the first press to see their latest debuts and launches, including a Horizon FD80 with a game fishing modification, due for New Zealand later this year.

In an interview with John Lu, Horizon Group CEO, he shared his growth to date and vision moving forward. He explained

that the Horizon business is all about people, with customers being the first priority. Working with clients to offer customization options and "to make owners dreams come true". With 50 designers on the payroll, they are ready to make this happen as quickly and cost-effectively as possible.

Over the three days, we covered the five aspects of the Horizon Business (with a combined 900+ permanent employees):

## 1. THE HORIZON

**SHIPYARD:** Est. 1987 Covering an area of over 462,540 square feet, the Shipyard builds the bulk of the Horizon Yacht models (up to 150ft), with a maximum of five boats in progress at any one time. During our visit, we saw five Horizons in build (there can be up to 12 boats in build at different stages at any one time), including an RP122, E75, FD 90, and two FD 80s, one being delivered to New Zealand later this year with a customized Sport Fishing cockpit option. This showcases the customization options and willingness to work with owners. All of these boats are built on-site and are designed to be water-tested in huge tanks (run-up, flotation, and overhead sprinkler testing) before being delivered by road to the port. The commitment to innovation





ABOVE: Horizon Open House Factory Tour

RIGHT: Horizon FD80



### 3. VISION SHIPYARD:

Est. 2001 This yard was developed in 2001 to build yachts up to 80 ft, this is where the new Lexus 680 will be developed and built.

### 4. PREMIER SHIPYARD:

Est. 2005 Built to be used as the delivery centre for Horizon Boats, the shipyard also offers refit services and facilities, including a 1,000-ton ship lift platform available for Horizon and outside clients.

### 5. HORIZON CITY MARINA:

Est. 2014 The latest development for Horizon, built right outside the Convention Centre to encourage local and visiting cruising vessels to Taiwan, offering a full-service marina right in the heart of Kaohsiung. In 2023, the Marina became the first marina in Taiwan to receive Superyacht Ready certification. At the marina we had the opportunity to experience the world debut of four brand-new yachts. The featured yachts shown were:- FD90, a Cor D. Rover co-designed fast displacement motor yacht, designed specifically for the Australian market offering a five-stateroom layout, including a full beam on deck master stateroom with an ensuite head. There were also two FD80 skyline models on display (similar to the model we featured in our

March/April issue) with their expansive saloon floor-to-ceiling windows and generous accommodations for up to eight guests in four staterooms, as well as four crew members.

We also had the opportunity to look through the impressive new US \$5.7m Horizon V77 CMY (Cockpit Motor Yacht), a further development on the proven V68 hull, adding a load more fish fighting space with an array of rod holders, electric reel outlets, live bait wells, and ample storage space for all the fishing gear. Even further extending the cockpit space is the addition of a hydraulic fold down transom.

### 2023 AND ONWARD....

Almost 20 new-build yachts ranging from 75 to 110 feet from the FD, V, RP, and E series were delivered to clients scattered around the world in 2023 alone. We were told that one-third of the boats on order were due for delivery to existing Horizon owners. John Lu explained that this was sometimes a problem, as many owners are so satisfied with their boat that they do not want to change. While mixing and mingling with owners at the event, I found this to be true. While 'socialising' with one Christchurch Horizon owner, who currently has his Horizon 97 RPH (Raised Pilot House) located in Croatia. He explained he

had purchased his new Horizon 97 RPH, 15 years ago and still more than happy with his Horizon, the choice of model, his time with the boat and what it offers to his life on the water, even now fifteen years later.

Speaking with Mark Western, Director of Horizon Yacht Australia, the 30% repeat business ratio is actually higher in Australasia, with the percentage being closer to 50-70% repeat business for New Zealand and Australia. With three boats already sold this year by March 2024, and another two sold at the 2024 Horizon Open House event, the Horizon Australasian family is quickly growing every year. Mark explained on business moving forward 'We have two more boats arriving for the Sanctuary Cove Boat Show in May 2024, a FD90 and FD80, the two boats that were displayed at the 2024 Horizon Open House Event. On top of that, I have just ordered two more stock boats, another FD80 Skyline and FD100 Skyline, which will be the first FD100 Skyline variant built'.

As previously mentioned, developing Horizon as an owners family, is a significant part of the Horizon philosophy. In 2023, in-person events continued to draw current and prospective clients as Horizon partners displayed the latest Horizon yacht builds in global boat shows. Three international





Horizon FD90 split-use skylounge



Horizon V77 fishing cockpit

Owners' Rendezvous were hosted in 2023, including the Horizon Yacht USA Mystic Seaport Museum Rendezvous, The Horizon Power Catamarans Rendezvous, and the Horizon Yacht Australia Airlie Beach Rendezvous. It brings John Lu and the entire Horizon family great joy to see so many Horizon owners joined together to share their build experiences and cruising stories.

While the Taiwanese boating leisure market has not taken off as it has in other countries, it is believed that this will come in future generations, as they become more comfortable spending

leisure time out on the water. The Taiwanese boat building industry in general is continuing to develop and in general going very well. With the old China-Taiwan clash still raising its head now and then, we the press, were assured nothing has developed or scaled up or down over the last 70 years, in fact, business investment right now is at an all-time high. John Lu reassures us, 'It is business as usual and there should be no concerns in having a boat build in Taiwan, the Taiwanese are still living their lives at the same pace with economic activities continuing to flourish'.

Horizon Yachts certainly work as a team, and it is little wonder they already have a full schedule and production line up in place. From a relatively small country, about the size of Tasmania, and a population of 28 million (the same as all of Australia), Horizon's open-mindedness to listen to their owner's requirements and desires has certainly helped them to develop product that has found a strong demand worldwide. 🌟

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# *Island Dreaming*

When it comes to larger single propellor boats, you wouldn't see me lining up at the clubhouse to drive one. However, the close quarters handling capabilities of the Island Gypsy 50 WB (wide-body) has me rethinking my position.

BY KYLE BARNES





**SCAN THE CODE  
TO WATCH  
THE VIDEO**

*Island Gypsy 50 WB offers  
more than just a boat  
ride, it is an adventure  
waiting to happen.*

**M**y single screw allergy was formed as a young commercial fisherman deckhand being thrust into the manhood of becoming a skipper.

The old skippers at the Houhora Wharf, such as my father, a daredevil fisherman of the 1970s, would be able to shoehorn a 28-foot fully laden fishing vessel sideways into the six-knot tide between two other boats, without the use of springers and thrusters, just horsepower and guesswork.

One minute we would be hard charging at the concrete monolith wharf and the next hear the blood curdling yell, "tie her off", and you didn't miss.

No wonder I was terrified when it came my first turn to park my father's boat, which resulted in 10 mates with fenders, mattresses and anything else that was handy to fend me off in an easy park, straight into the tide on the side of a clear wharf.

The rest is history as I have mastered all the technologies and engine configurations and have come full circle to appreciate the

simplicity of a single prop vessel with a couple of tricks up her sleeve.

Ken Larkins, the new owner and host aboard our ride, told me what he liked about the engineering of the vessel. "If you have two engines, 90 per cent of the time if one is going to stop, so is the other and generally because you have dirty fuel or water in the tank. Simplicity is the best. These days, good modern engines, especially our local Cummins serviced units, just don't tend to breakdown."





*The cream leather lux-style Jack and Jill helm chair ensemble could just as easily be at home in a Gold Class cinema.*

*The saloon is lofty with its head height a tick over the seven-foot mark.*

*The cockpit has a couple of fixed bar stools so you can keep an eye on the work of the culinary creatives in the galley.*

Owner of Island Gypsy and the brainchild architect of the brand, Brett Flanagan, says that during his years working as a boat broker there was a lot of compromise. “Nobody could seem to get exactly what they wanted, such as a good practicable boat for exploring the islands to the north. You need the functionality to live in the islands around the Gold Coast which mean lots of road bridges and this vessel can get most anywhere at three-quarter tide.”

## LINEAGE

Island Gypsy Yachts traces its roots back to over 130 years, when Halvorsen Boats were launched in Norway in 1887 by Halvor Andersen. His son, Lars joined the family business and a few years later relocated to Sydney with his family. There the Halvorsen name became synonymous with quality and style in the boat building industry. Lars died in 1936, and the business passed to his eldest son, Harold, who continued to design pleasure, commercial and military vessels. He was awarded the Order of Australia Medal in 2000 in recognition of his contribution to the war effort.

During the 1970s, Harold’s son Harvey became the new designer for the business, and in 1975 he started a venture between his family business and marine heavyweight Joseph Kong. The new project was to design, build and market a brand-new range of

pleasure boats all over the world.

Harvey started with a new 30-foot design, and while designing the vessel he began to brainstorm names for the brand. He wanted to sell a lifestyle, so began gaining inspiration from thoughts of cruising the Great Barrier Reef, and other exotic lands. He didn’t want to use the Halvorsen name in case the range was ever sold, and seemingly out of nowhere came up with the name “Island Gypsy”.

However, years later he found out that in 1948 the family business had actually built a large boat for the tourist market with the name “Island Gypsy”, to be used on the reef. At the time he was just nine, so the name had clearly stayed with him subconsciously.

## HANDLING

We were manoeuvring in the Hope Harbour Marina into an occupied double berth, no more than 20 metres from a boat ramp heaving with water traffic and using her oversized 24-volt forward and aft thrusters we made short work of the tight quarters. When going astern she was well assisted with direction by the rudder and once perpendicular to our dock things became a breeze. Short jabs on the thrusters held our position while the docking speed was controlled by the main engine and midships helm. Absolute brilliant simplicity. I wish I had that to lean on back in the day in Houhora.



## AT FIRST GLANCE

Walking aboard this spaceship conjures up emotions that the original architect behind the name must have had in mind. She is fully open from the step-aboard portofino stern (where the gunwale line sweeps down pass the flat transom onto the integral boarding platform), forward to the double leather-seated helm station - the juxtaposing state being buttoned up and ready for action when things get a little loud outside. But for now, it felt as if we were wandering around the islands with the large galley window pinned up to the ceiling of the cockpit, the double saloon doors tucked away and the helm door and hatches fully ajar.

## OUTDOOR

The cockpit is not only decked out with upscale seating both sides, but also has a couple of fixed bar stools so as you can keep an eye on the culinary creatives in the galley. And underneath this generous space is a lazarette easily capable of swinging half a dozen cats - it is less than full head-height but it makes up for that in girth and volume.

## SALOON

The saloon is lofty, which is particularly puzzling when part of the design of the vessels is to get under bridges around the Gold Coast islands, yet this is no cramped longboat. I didn't have my trusty tape measure with me, but I like to think of space and volume in terms of lifestyle not litres, and I am pretty sure the ceiling would have been a tick over the seven-foot mark. The aft portside galley has a place for everything and everything in its place, little has been missed. Something which does grind my gears in a lot of

galleys is the way the sinks have removable covers to increase bench space, but what do you do with the covers when you need the sink? Again, the innovation genie leaps out of the bottle and provides slots in the back of the sinks to place the covers so they don't wind up on the floor, or worse, on your toe.

## THE HELM

We continue across to the starboard side of the saloon where I sit down on an uber-comfy dining suite and accompanying table which is nicely highlighted by floor underlighting. This backs onto the helm station which has its own door to the starboard side walkway and is positioned around midships of the vessel. This seating arrangement is one many would think you would find on a bridge of a larger vessel with a bigger price tag but in fact, it was one of the first thing I noticed as I came onboard - with its cream leathered lux-style Jack and Jill helm chair ensemble. But as they say, wait, there is more! The helm seats also share a blue light charging box/storage for all your gear,

*The aft portside galley has a place for everything and everything in its place.*



*The design and versatility make it the perfect choice for anyone looking to make the most of their time on the water.*





*The bow deck is wide with plenty of room, functional especially at anchor, making the amount of people this boat could host easily tip over the 20-mark.*

as well as cupholders – these fabulous stylings could easily be just as at home in a Gold Class cinema. The double leather seats can either wrap you up while seated or can be configured with a flip up bolster cushion to make you comfortable while standing. The gauges and controls at the helm are harnessed in and not overcomplicated or crowded, with the diagnostic gauges being limited to a couple of large “eyes up” multifunction screens which capture all the daisy-chained electronic sensors and cameras. A smaller “eyes down” display has the engine health monitor and there’s oodles of space left on the dash for communications and post market retrofitting which can be an issue on a tight helm panel.

#### Accommodation

Forward on the port side is a very wide companionway that looks straight ahead past the day head into the guest quarters. A couple of well-placed bunks which run down both sides and meet up at the bow as an over and under layout could easily accommodate a six-footer. On the starboard side, aft of the guests digs and kind of tucked under the helm, which also makes it midships, is the master’s suite. When I say tucked, there is at least four feet above the pillows and plenty of head-height in the main chamber of the cabin. All tastefully capped off with fabulous underlighting and separate large shower and head.

### THE SEA TRIAL

With tight timelines and my editor cracking the whip from the other side of the Ditch, I can’t speak for the vessel’s seakeeping abilities outside the Gold Coast Broadwater, we had to take her as she was. We were under quarter fuel tanks with no freshwater and a lightly laden 23 tonnes (dry weight) of vessel standard engine fitment pushed along by a single 550hp

Cummins. Here is what I observed with a moderate easterly and pretty much slack water – with this vessel powered by an 800hp SCANIA engine.

Speed	Engine RPM	Fuel Consumption
5 knots	650 (Idle)	4 litres per hour
8 knots	900 (Cruise)	11 litres per hour
14 knots	1100 (Planing)	37 litres per hour
18.5 knots	23,500 (Full noise)	138 litres per hour

### ON DECK

The bow deck is wide with plenty of room for more folks to join the party, functional especially at anchor, making the amount of people this boat could host easily tip over the 20-mark. The gunwales both sides run all the way to the cockpit with plenty of room for those among us that have a larger than normal walking gate, it’s certainly not one foot in front of the other.

### INNOVATION

Brett has a few ideas in the pipeline. “I am always tweaking and making improvements to the range. For example we have dispensed with the hull and topsides being traditional gelcoat because traditionally after a while gelcoat tends to go powdery and you’re forever maintaining it. So, I decided to use a two-pack paint finish which is more expensive but lasts the distance and is easy to maintain.”

Brett has even been playing with the joinery to produce their own exclusive colour ranges - this vessel in a modern grey oak - with a tiny highlight trim around the outside once again for longevity. “Normally you find other manufacturers wrap the edge of the door all the way to the edges and after a while it tends to fray. So, the edge is there to prevent



# GIVEAWAY

# GIVEAWAY



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*Aft cockpit – Decked out with opulent upscale seating along both sides, the cockpit provides yet another social setting.*

damage and knocks which starts peeling back the laminate over time.

“The older-style original vessels we used to manufacture still have today up to 16 skin fittings, eight either side which service each drain outlet be it a shower, sink, tap...but they have become high maintenance and expensive to maintain when needing replacement. So once again for the lastingness the vessels are now plumbed like a house with 90 per cent of the drainage tracks made from PVC into one large pipe either side of the hull that flows into the single pipe that drains overboard so no skin fittings to service. An absolutely fantastic idea!”

In terms of versatility and ongoing development of the brand, Brett has a vessel under construction that makes even better use of the portofino stern which includes a wet bar with an inbuilt barbeque and fridge in the cockpit. This is a new “Yacht Fisher” style design which allows for a magnificent mezzanine deck which leads into the spacious saloon. This makes it a super functional boat and leaves the yacht fisher area for fishing, swimming, diving or what ever you like to use it for without interfering with the guests on the mezzanine level, an absolute kids’ playground. There is also another boat which has recently arrived called the 50 XL (Extra Large) where the saloon size is increased over the gunwale port side of the vessel to produce an even roomier saloon and galley. For me, Brett is the true quintessence of an “ideas man”,

putting his experience and the experience of his thousands of past brokerage buyers into action, not sitting on his innovation laurels but forever tweaking and improving them.

## SUMMARY

Island Gypsy 50 WB offers more than just a boat ride, it is an adventure waiting to happen. It's design and versatility makes it the perfect choice for anyone looking to make the most of their time on the water. It is the perfect boating choice for a small family, or couple, who like to get away from it all, or people who love to socialise, using its abundant communal areas. ⚙️

## SPECIFICATIONS

**Boat Brand** Island Gypsy

**L.O.A** 50' (15m)

**Beam** 4.65m

**Draft** 1.4m

**Fuel Capacity** 3000L

**Fresh Water Capacity** 1000L

**Engine Make** 800 HP Scania

**Fuel Type** Diesel

**BOATSINTERNATIONAL.COM.AU**





### ISLAND GYPSY 50 Wide Body

This luxurious vessel with traditional lines is gaining popularity for its impressive appearance, speed, and tremendous interior volume. It is perfect for those who love spending time on the water ready for an adventure about to happen.

- Two Cabin Layout
- Full beam master
- Two heads
- 800hp Scania
- Shaft drive

# THE NEXT GENERATION OF CLASSIC CRUISERS



### ISLAND GYPSY 40 Wide Body

The stunning Island Gypsy 40 features enough space for up to 7 guests, boasting a generous sized cockpit, a spacious saloon for easy entertaining, and stacks of innovative features complete with a luxurious twin cabin fit out.

- Diesel shaft drive
- Full keel protection
- Generator
- Air conditioning
- Bow and stern thrusters



Contact: Brett Flanagan (Director)  
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ISLAND GYPSY



# THE EVOLUTION OF THE **MARITIMO** **S-SERIES**

## Chapter 5

**M**aritimo was only a young company when its first single level vessel appeared. With the first of Maritimo's ground-breaking flybridge models attracting buyers on both sides of the Pacific, a new, sleek, European inspired C60 was distinctive for both its lack of bridge deck, and expansive entertainment spaces. The 'C' stood for Cabriolet, which was a model that demanded attention on release, and certainly time has not diminished this in any way. The Continental styling was paired with the Maritimo signature hallmark aft galley and walkaround decks, which together with the tender garage made the C60 very desirable for that era. Accordingly, they still command a high resale, on the few occasions they do come to market.

Despite a recent offer for the same handsome sum that he paid for the boat back in 2008, Bill Frier says he'll never part with his beloved C60, that sports the name 'Number One' on her transom. "It's a genuine blue water boat. That's the difference with a Maritimo – Built for distance. Built for comfort. I've got 40 feet of alfresco entertainment space when I open up the doors from the helm to the cockpit. This means I can be driving the boat and I'm still communicating with everybody," Frier added. Clearly the C60 is very much about the visual cues still held today, with its timeless styling incorporating large saloon and signature aft kitchen, all

embraced within that very open and airy environment, offering great visibility and a connection with the outside.

In many ways, the styling displayed in 2008 with the C60 was further refined in 2021 with the release of the acclaimed S55. As part of the evolution of Maritimo, they were enhanced again in 2023 when the prodigious S75 was presented to the world at the Sanctuary Cove International Boat Show. There is no doubt that the sophisticated elegance displayed throughout the evolution of the S-Series models has led to a greater following, with sales ratios of overall production doubling along the journey. One person who can definitely place it all into context is Australasian Sales Manager, Ormonde Britton. "It was a quick rollout, probably one of the fastest in the company's history, even by today's standards. There was demand there, and it was met by the C60, and then the C55 in 2008, followed by the C50 in 2009. They all had three variants, with the Cabriolet being more popular than the open and enclosed bridge versions."

"The aft garage ended up being less favoured over time, and people began asking for our M-series vessels, but without the bridge deck. This is really how the S-Series was conceived, with the S48 the first in 2015. The S-Series offered all the ruggedness, practicality, long range, and dependability people







loved, together with a traditional lazarette for all manner of gear, and the tender was on a hydraulic swim platform. The arrival of the latter item into the market was probably the main reason the garage lost favour. “The S-Series craft evolved over time from that first S48, but it was really the arrival of the S55 where the enhanced rake of the windscreen, shorter ‘brow’ or overhang out front, and elongated roof to cover the cockpit deck that created the clearest demarcation between the two variants. Naturally the hulls were the same, but foredecks and saloon layouts became more unique from that model on,” said Britton.

Paul Gibbs, a three-time Maritimo S-Series owner, certainly has experienced and enjoyed the evolution of the S-Series first hand, now owning an S55, and previously the S51 and S43 Sedan Motor Yachts. “They’ve maximised the room in the S55 within the overall width and length. The boat’s got way more volume in it over and above what the 4 extra feet should have offered,” said Gibbs. “The boat went wider in the hull, it’s more upright in the sides, than the 51 and that means the downstairs bedroom gets a flat floor all the way to the sides, making it more comfortable and accessible.”

“We loved our S51 and being able to cruise single level, instead of someone being upstairs and someone downstairs, trying to make a drink and then trying to get back up the stairs whilst moving. The S-Series with the helm next to the kitchen and the fridge is excellent. So very, very enjoyable, and so very together. I thought the S51 was going to be my last boat, but when I saw the S55 under development, the volume it offered, and the included appliances and finishes it sold itself before the boat was built. I had to also build a bigger jetty at home to fit it.” “Single level boaties also take their Maritimo far and wide, such as the client who firstly took their S70 over to New Zealand, and then around both islands.” Britton went on to add.

“By and large, the reason people choose an S-Series Maritimo is a bit like why some people drive SUVs, and others are into sportscars. Perhaps think of it as one person buys the coupé, and another gets the convertible of the same model. It is a choice thing, and we also have the Offshore Motor Yachts for those who want to have the added protection of the enclosed transom for young children or pets.” All in all it is great to either be keeping existing owners in the Maritimo family, or attracting a whole new set of boaties to come and join in,” said Britton in closing. 🌊





# THE FAMILY FUN BOAT

THAT'S EASY TO USE



**D**esigned and developed in New Zealand by Greg Sowden (since 2007), Takacat is the original NZ portable inflatable catamaran manufacturer and has since become a global success with more than 11,000 boats sold worldwide. Not only are they well known, but Takacat is also well awarded, having taken second place for the Altus Most Innovative Boat of the Show award at the 2022 New Zealand Hutchwilco Boat Show with their Takacat T640 Catamaran RIB. Not too shabby

when one considers that the awards were judged based on the most innovative boat, both international and local, exhibited at the show.

I will confess when writing this article, after being out on it for the morning on a fine autumn day at Gulf Harbour north of Auckland, that initially I really hadn't known what to expect. Having been asked to do the 4.6 boat test just before going on a three-week New Zealand road trip with friends from Canada, I had no time to do my usual pre-test research regarding

the boat. Further, now that I'm in full confessional mode, I didn't even appreciate what boat I was actually testing, other than it was a 4.6-metre-long inflatable catamaran Takacat.

As I had recently completed a boat review on a Highfield SP560 (see article on pages 156 – 160), a traditional mono hull RIB, I certainly wasn't expecting the mini-rocket craft that awaited me on the beach at Gulf Harbour! Suffice it to say, the expression "different as chalk and cheese" between the two RIBs, came to mind.



The Takacat brand has been around in New Zealand for almost two decades and over that time has gathered a strong following for its wide range of Catamaran RIBs and traditional inflatables both in New Zealand and overseas. Top features are stability and versatility.

BY **RON CZERNIAK**,  
MARINE JOURNALIST



I'll be honest, when I first saw this 'platform' sitting on the sand, I thought, "Oh, oh, maybe I should have brought my 3mm shortie wet suit along, this is looking like I might get wet". But my initial concern and surprised reaction was soon to be changed. As Paul Powney (owner of Takacat NZ) and I pushed the vessel into the water (didn't take much pushing as this is an extremely shallow draft boat) and climbed on board, I asked him to slowly motor out to our test site to demonstrate and tell me a bit about this unusual looking vessel, which at this point from my past

experience, I could only liken to a surf lifesaving type of craft.

Paul explained that their aim was to introduce an affordable family fun boat that was safe and easy to use as well as functioning as a suitable large tender. It had to be fast, efficient, and built tough (think of your teenage kids using this boat). So, the new Takacat LX-R series are built tough with performance in mind. What makes the LX-R's tough is a durable dual plate 3mm alloy deck and central 3mm alloy hull (which isn't really in the water when the

boat is up on the plane – more on this later) married to 1.2 mm TPU (Thermoplastic Polyurethane) welded inflatable tubes. The deck is finished with a durable and easy to clean composite decking material, which also adds to the aesthetics of this otherwise Spartan looking craft. With a beam of 2 metres, the oversized tubes provide exceptional buoyancy and load carrying capacity – this boat is rated to carry up to 8 passengers or a maximum load of 830kg. But what I found unbelievable, was that it is also rated to take up to a 50 HP (36.8 kW) outboard motor! More on this later as well.





*Large swim platform showing huge bow locker hatch with anchor rode and fuel tank secured against forward bulkhead.*

*Houston, we are preparing for launch*

*Optional trailer provides easy launch/retrieve capability.*

*Uncluttered, complete, easy to use package.*

With 'how to use' instructions completed; Paul swapped places with me. Him mid-ships on the starboard side tube and me towards the stern on the port side tube for easy access and use of the throttle and steering arm of the 25 HP Yamaha Four Stroke outboard motor. Speaking of motors, please recall my comment above regarding the fact that this boat is rated for up to a 50 HP motor. Suffice it to say, after playing around on the 4.6 for about an hour, with just two of us on board, the 25 HP Yamaha was more than enough, thank you! In fact, there is so much torque with this motor, that the throttle control can be somewhat 'twitchy', and a firm hand and strong arm are required when executing more 'adventurous' manoeuvres. The mind boggles as to what this boat would perform like fitted with a maximum 50 hp motor!!! Not for the faint of heart, that's for sure.

Fortunately, or unfortunately, depending on your point of view, we encountered an exceptionally beautiful, sunny, tranquil day out on the water. With a smooth sea, it was difficult to find out how this craft would perform in more tumultuous conditions, and we had to satisfy ourselves with finding wakes caused by the numerous large craft exiting the Gulf Harbour marina on this fine Easter Monday, in order to bang this boat about.

But first things first. After a few minutes of experimenting with the throttle and general steering response, I asked Paul to hold on while I executed a dead in the water to full throttle straight line acceleration run. Wow! This small performance platform got up on the plane within several seconds and as a few following runs, authenticated by Paul's handheld GPS attested, we were hitting over 20 knots in no time, and on one run hit 23 knots. Exhilarating is the expression that came to mind. Envisage excited, happy face emoji here.

Okay I hear you saying, but straight-line runs are one thing, what about agility? My exact thought dear reader. So, after asking Paul if it was okay to give it my darndest, I set out to see if I could throw both of us overboard (slight exaggeration folks) as I proceeded to put the 4.6 through as many tight as possible, high speed turns as I could manage. Both of us hanging on for dear life, this boat refused to endanger us. No matter how tight the turn, whether a tight circle or S-type zigzags, it just stuck to the water like glue, with nary a hint of sliding out of control.

Yay, yay, but what about the rough stuff? Seeing a large launch exit the entrance to the Gulf Harbour Marina and beginning to quickly accelerate, thus throwing up a large wake, we headed aft of its stern to





hammer the RIB through the substantially generated wake waves. Throwing caution to the 20 knot (self generated) wind, we hit the first wave with force and hanging on to both the throttle lever and the safety line fitted along the inflatable tube, I fully expected to have my teeth fillings loosened, but I was most pleasantly surprised by two things. One, the expected spine numbing thump didn't eventuate and two, my expectation of getting us soaking wet didn't happen. Must have been a fluke, but no. Further attempts to make visiting a spinal specialist a priority and to also seek a change into dry clothing were not necessary. How did this magic occur?

Slowing the craft down, and idling back to the breakwater where our illustrious photographer was recording our antics, I asked Paul why we were still dry and in one piece?

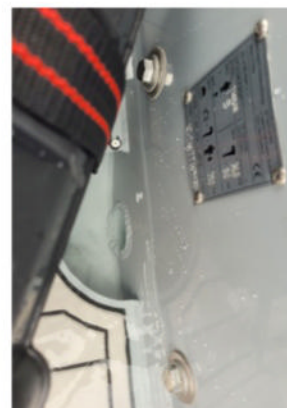
Simple. It all has to do with the design of the dual plate hull/deck design and the larger than usual inflatable tubes. You will recall that near the beginning of this article I mentioned the part about the alloy hull which isn't actually in the water when the boat is up on the plane? Therein lies the secret. When we hit the wake wave, the deep-V hull alloy deck design came into play slicing through and providing an air pocket that cushioned the wave impact and, although throwing a lot of water, the large inflatable tubes deflected most of the wave. Just so there is no misunderstanding, as I am oft accused of a certain amount of hyperbole, I would be stretching the truth in saying there was zero hard impact or a no amount of wetness. The point is, both were far less than expected and my spine was none the worse for wear and my clothing remarkably dry.

But allow me to mention a bit more about the clever dual plate hull and deck design. Suffice it to say that the 'space' between the hull and deck is, for lack of a better word, hollow. This is most easily seen if you look behind the battery box secured to the transom.

There you will see a large, 'D' shaped opening in the deck plate allowing you to observe (when the boat is riding still in the water or at anchor) water in the hull cavity beneath the deck, with a large, unbunged drain hole at the stern of the hull space. What's this all about? Well, as Paul explained, being a catamaran it's naturally stable at rest. However, for additional stability the drain port can be opened allowing water to fill the deck cavity through this stern hole, providing an exceptional amount of ballast, ensuring that the 4.6 won't tip, even with a person standing on one of the inflatable tubes. What a great feature if you are using this boat for fishing, or especially SCUBA diving, when stability exiting the boat or hefting yourself back on board is paramount. So, while divers may elect to heave themselves back into the boat over one of the tubes, an easier option on this craft is to climb in over the bow platform between the inflatable tubes (refer also below). As an inexpensive dive boat, this small inflatable is definitely worth considering and although it can take up to four divers with all their equipment (remember the 830 kg maximum load rating?), it is perfect for just two divers with a safety 'surface' person on board. When you are ready to head off again, as soon as the boat gets up on the plane, all that water ballast quickly drains out through the

*Up on the plane in seconds and hanging on!*

*(Below) Ballast water quickly drains as the 4.6 gets up on the plane.*







*Now that's stability!*

large diameter, unbunged stern outlet hole. A bung is provided with the boat for those times that you may not wish to have the hull cavity full of water.

*Shallow draft makes beach access a dream.*

One of the most popular water sports in New Zealand (as well as many other parts of the world) is sport fishing and the designers have not forgotten about our fisher folk. Rod holders abound, with four rod holders on the stern transom and two up forward, port and starboard of the anchor/storage locker. The interior of this craft is so roomy that four fishers will be able to comfortably enjoy their day without crawling all over each other. The forward locker could easily double as a fish storage tank, about which I have further personal thoughts which I will discuss later, along with the other bow features of the boat.

*Well that was fun!*

This craft has a unique bow in many ways, and I'm reminded of a manta ray, with its broad gaping mouth between mandibles designed to help it feed on small fish such as krill. Between the inflatable tubes is a large deck tread laminated bow platform that not only houses a large, multipurpose (in my mind) hatched locker, but also an extended tubular alloy rail welded to the bow platform, which serves more than one purpose. The most obvious, referring to diving, is to grab onto it before or after a dive and then utilising it to help you climb back aboard, which I feel is a much better option than climbing over either the port or starboard inflatable tubes. To this end, Paul mentioned that a ladder of sorts could also be hooked to this rail and employed to make getting back into the boat that much easier. You will note in the bow image on

Page 118, that there is also an unobtrusive, welded retrieve ring just aft and below the bow rail for your trailer winch cable to hook onto during boat launch or retrieval. Takacat provides a trailer at an extra cost – see below for details.

However, since I've already made such a big deal about it, let's look at that 'dual purpose' bow locker. Firstly, for a boat this size, the locker and latched hatch lid are comparatively monstrous! Not only is there more than ample room for an anchor and adequate length of anchor rode (anchor locker), but there is also enough room left over to store additional gear such as fishing tackle boxes and other gear (storage locker). Note also that when the lid is closed when the boat is at anchor, there is a small, curved opening on the middle of the forward hatch lid edge (that could frankly do with being a bit bigger) for the anchor rode to sit in when the hatch is closed.

But what about that water in the forward locker? Paul and I discussed this while we were motoring back to the boat ramp. The water does get in there on purpose, as the space between the hull and deck is open and, with a large drain hole at the stern, water floods when the boat is at rest to provide ballast, as explained above. I pointed out to Paul that while the bow locker can be used for storage, things stowed there do get wet. This led to the conclusion that perhaps new builds will have the forward locker sealed with a drain bung, thus completely sealing off the forward locker when desired. Therefore, allowing for the best of both worlds. Ballast when required, dryness when needed.



Before concluding, just a few other small things to be mentioned. The boat is built to ISO and CE Standards and as such, does come equipped with oars and, if needed, an optional inflatable seat can be fitted centrally athwart ships to sit on while rowing. There are two, full cockpit length 'grab ropes' installed along both the top of and inside of both inflatable tubes. With a "speed demon" craft like this, grab ropes are essential! In addition, there are three carry handles on the outside of both inflatable tubes. The 25-litre portable fuel tank is secured forward against the bow locker bulkhead and the fuel supply tube, encased in protective plastic hose guard coil, is tucked out of the way under the curve of the starboard tube. The battery (for electric outboard motor starting), housed in a strong plastic battery box comes with a BEP battery on/off switch unit mounted to one end of the box. Finally, there are a total of four substantial lifting eyes welded to the transom and the forward locker bulkhead for those owners who want to lift their 4.6 aboard their larger 'mother ship'. All these features, as well as a few more are summarised in the table below.

## TAKACAT 4.6 LX-R SERIES TECHNICAL DATA

### Standard Features

- 4.6m x 2m x 550mm
- 8 Pax or 830 kgs maximum load
- 1.2mm TPU Inflatable Tubes
- Strong welded seams
- Pressure relief valves on both tubes
- 4 x Air Chambers
- 3mm alloy deck
- 6 x Rod holders
- 2 x Tow eyes welded on the stern for pulling water toys
- Protective rubbing strips along both tubes
- Rubber keel protection
- Non-skid, hard wearing, soft composite decking
- Oars and fitted oarlocks.

### Pricing: NZD \$14,995 <sup>incl GST</sup> for standard scope of supply

- Trailer options from NZD \$3,500 <sup>incl GST</sup>
- As tested, a Yamaha 25 hp 4 stroke with electric start, trim and tilt installed NZD \$8995 <sup>incl GST</sup>
- Boat/Engine/Trailer Packages from \$27,495 <sup>incl GST</sup>

## Summary:

Takacat's large diameter tubes and catamaran hull design provide exceptional stability. When you are out on the water, whether boarding from a mother ship or enjoying a spot of fishing or diving, you will really appreciate the stability of the 4.6 LX-R Takacat. There are two other large hull variations available; a 4.2m and a 5.0m and three configurations available in the smaller hull variations, being 3m, 3.4m and 3.8m.

The light weight, low resistance catamaran hull design provides quick and level planning, exceptional stability, and fuel economy. Boasting a shallow draft with loads of buoyancy also allows for extremely shallow water navigation plus the ability to get further up the beach or boat ramp. In short, a family fun boat that's easy to use. ⚙️

Contact: Paul paul@takacat.co.nz or phone +64 21 822285 or visit

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# BOATING SAFELY

## BEING PREPARED AND WEATHER WISE

For the leisure sailors and weekend warriors of Aotearoa and its picturesque coastal areas, the allure of the sea is undeniable. The promise of tranquil waters and the thrill of navigating the sea beckon many to embark on maritime adventures. However, the beauty of New Zealand's waters is matched by their unpredictability, making weather awareness not just a skill but an essential aspect of safe boating.

***Weather or  
not to go???***



## THE CRITICAL IMPORTANCE OF WEATHER CHECKS

Before setting out on the water, one of the most crucial steps is to check the weather conditions. The sea is a dynamic environment, highly sensitive to changes in weather. Conditions that seem benign at the start of your journey can quickly become treacherous, affecting not only the pleasure of your day but also its safety. Wind strength, rain, visibility and sea state are all influenced by the weather, and being caught unprepared can lead to unpleasant and dangerous situations.

Sources such as the weather channel on your VHF marine radio can provide vital updates for mariners, offering localised weather information that is crucial for planning a safe journey. Additionally, digital tools like the Coastguard App, Windy, and PredictWind have become indispensable for boaties, providing real-time forecasts, wind maps, and tide information. These resources allow sailors to make informed decisions about when to set sail and when to stay ashore.

## WEATHER'S QUICKSILVER NATURE

New Zealand is known to have 4 seasons in one day and the maritime climate is no exception. A sunny morning can quickly give way to gusty winds and rain by afternoon. These changes are not merely inconveniences; they significantly impact boating conditions. Wind shifts can alter the course you need to steer to maintain your planned track, sudden rain can reduce visibility, and unexpected changes on the water can affect navigational plans. The chop, or small-scale waves created by wind, is particularly sensitive to weather changes. A sudden increase in wind speed can transform a smooth surface into a rough, challenging terrain for boats, especially smaller vessels. It is also important to note that tidal flow can have an affect sea state. When wind and tidal flow are in the same direction the sea state will be calm, but once the wind or tidal flow changes, so that the two forces oppose each other, the sea will become noticeably choppier.

This just highlights why it is so important to check the state of the weather on a regular basis throughout your day or weekend away. Weather patterns can change quickly and if you are a few hours away from a port you need to know what is happening on the water.

One of the easiest signals of a weather change is the sky. Being perceptive and seeing the clouds shape change can indicate a change in weather. There are four main types of cloud and they each give you an insight into the weather and any changes that may be coming your way.



**CUMULUS CLOUDS:** Often likened to fluffy cotton balls floating leisurely across a blue canvas, cumulus clouds are the epitome of a sunny day's charm. These clouds are low-level formations, typically indicate fair weather. However, when they grow taller, they can evolve into cumulonimbus clouds, heralding localised thunderstorms.

**CIRRUS CLOUDS:** High above the earth, cirrus clouds paint delicate strokes across the sky. These wispy, feather-like formations are composed entirely of ice crystals, reflecting the sunlight in breathtaking ways. Cirrus clouds are often seen as weather's artists, hinting at changes in the air currents and signalling a change in the weather.

**STRATUS CLOUDS:** The overcast skies that bring grey days are often the work of stratus clouds. These low, uniform layers cover the sky like a blanket, sometimes bringing light mist or drizzle. Stratus clouds might not boast the drama of towering thunderheads or the ethereal beauty of cirrus formations, but their presence is a familiar part of the landscape, especially in cooler, damp climates.

**NIMBUS CLOUDS:** Bearing the Latin name for "rain," nimbus clouds are the bearers of precipitation. Whether in the form of rain, snow, or sleet, these clouds are dense and dark, loaded with moisture ready to be released onto the earth below. Cumulonimbus and nimbostratus, subcategories of nimbus clouds, are particularly associated with heavier weather phenomena, including thunderstorms and continuous rain showers. Understanding weather dynamics is crucial for navigating safely. Always make sure you have a passage plan with a few options of where you might be able to anchor if the weather changes even if you are just going out for a day.



# Going Boating?

Have you done your 5 weather safety checks?

-  Weather Warnings
-  Wind Conditions
-  Water Levels and Flow
-  Changing Weather
-  Temperature



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## SEASONAL WEATHER VARIATIONS AND HYPOTHERMIA RISKS

Transitioning from summer to winter also brings a host of changes to New Zealand's coastal weather patterns. Cooler temperatures, increased precipitation, and stronger winds are common, affecting sea temperatures and overall boating conditions. For leisure sailors, understanding these seasonal shifts is essential for proper preparation.

One of the most significant risks associated with colder weather is hypothermia. Immersion in cold water can rapidly draw heat away from the body, leading to a dangerous drop in core temperature. This risk underscores the importance of having the right gear onboard and knowing what the sea temperatures are as part of your weather assessment before heading out. Wearing appropriate thermal protection and having emergency gear onboard can make a critical difference in safety.

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**Note:** This course does not include use of MF/HF - SSB radio. Refer to the Maritime Restricted Radio Operator's Certificate (MRROC) prospectus.

**COURSE DURATION:**

Online: Approx. 15 hours	Classroom Study: Approx. 1 day
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## CONCLUSION

For those who love to get out on the water, weather awareness is the cornerstone of safe and enjoyable boating. By utilising reliable weather information sources and understanding the profound impact of weather on sea conditions, boaties can navigate with confidence. ⚓

**Remember, the sea's mood is reflective of the sky above; so keep an eye on this and always check a reliable weather source!**

*To learn more about boating courses, visit:*

**BOATINGEDUCATION.ORG.NZ**

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# A TRUE ON WATER MARVEL





The New Leech 33 (1025) Semi Displacement  
Power Catamaran incorporates the latest  
thinking from designer Dan Leech.

BY **RON CZERNIAK**, MARINE JOURNALIST





*Pane windscreen with centrally located wiper and cabin top storage for inflatable and SUP board.*

*Ideally situated Plastimo compass and extra charging outlets.*

*Stern boarding ladder sits snugly concealed at aft end of the swim platform.*

*Massive cockpit area with large swim/dive platform extending between twin Honda 115 HP outboard motors.*

Recently, on a slightly overcast, but warm late February day I was invited aboard “Allez”, the new Leech Designed 33’ - 1025 power catamaran owned by Paul Spence, an ‘old sea dog’ and ex-Air New Zealand pilot. Having possessed twelve different boats, of all sizes and types (barring a sailboat) during his long boating lifetime, Paul certainly knew what he wanted when he commissioned Dan Leech to design him “Allez” – which, depending on what translation from French to English you feel is most appropriate, means: ‘Come on!’, ‘Go!’, ‘Hurry up!’, or the one that I thought was most applicable to Paul and his boat, after being out on it for the morning, was ‘You’ve got this!’. And indeed, Paul has!

When I asked Paul, why this boat at this time of his life, his answer was simple. Just that – he wanted simplicity. I liked that, having always been a proponent of the ‘K.I.S.S. (Keep It Simple Stupid) Theory’ during my rather lengthy career in the marine industry. And, although my experience on larger power catamarans has been limited, I have sailed on many a sailing catamaran. That large, vertical stick aside on the latter; what is common to all catamarans is their roominess and stability. “Allez” is no exception. A lot more on this later.

“Allez” was built for Paul in Nelson by Allspec Marine, with this new Leech design offering an incredibly soft ride while exhibiting excellent fuel efficiency and sea keeping. In part, the good sea keeping is achieved by means of the, not too narrow, semi-displacement hull form. Reasonable volume in the hulls equates to good accommodation within the hulls.

Dan is a naval architect graduate from the Westlawn Institute of Marine Technology, and a qualified boat builder, who has succeeded as a naval architect for over 20 years. Having had experience in computer 3D modelling, drawing, and creating detailed CNC cut files for a long list of boats, from high performance composite race yachts and power boats to pleasure yachts and launches as well as commercial work boats ranging in materials from composite, aluminium, steel and plywood, Dan believes that the practical experience of hands-on boat building has provided him a very good grounding for good design practice. It is, therefore, not surprising that Paul Spence chose the Leech 33 (1025) as, if not his ultimate boat, perhaps his penultimate one?

Built from full composites and with a very high-quality level of construction using e glass (epoxy resin) laminates and epoxy resin skins on either side





of a foam core, it is a very stiff and strong structure, but lightweight, enhancing the boat's performance. Using a foam core also makes it a very quiet and well insulated boat.

But before reporting on our actual 'boat test' it will be useful to keep the following in mind as this article progresses. Firstly, this craft combines innovative design with practical features, such as full standing headroom throughout the boat. Both a queen-size berth and a separate head/shower are situated forward, along with quarter berths in both the port and starboard hulls. A large galley, just inside the entrance from the cockpit, is positioned along the port side of the saloon opposite the starboard side large U-shaped settee and hydraulically adjustable pedestal table that can form an additional double berth, when required for those extra guests (grandchildren?) who are staying

onboard for the weekend. A clever feature of this settee is the backrest at the bow end, which can be 'flipped' forward or aft, providing back support to the helmsperson while underway, or a backrest for a diner at mealtime.

Getting back to the galley for a moment, one is immediately impressed with the simple (hmm, that word keeps coming up), orderly design and layout. The long galley bench contains everything you need, with nothing extraneous. Fridge at the aft end of the galley unit, a hard wearing, laminate bench top with a gas hob (which can be covered when not in use, thus providing more countertop workspace), a S/S sink and drainboard for washing up dishes and a removable wooden chopping board over the sink. There are convenient 'open' lockers behind and above the countertop for dishes, mugs, storage containers,

*Skegs designed for beaching are located on the underside of each hull, enabling the boat to rest on sand or mud when required.*

*Ports side, cockpit side door for easy entry from marina berth.*

*Convertible helm station/dining area back rest.*





*The orderly design and layout of the galley makes for easy meal preparation and clean up.*

*Single berth cabin - both Port and starboard sides*

*Master cabin with large, queen size bed.*

*Roomy, well-lit and ventilated head/shower area.*

washing up and cleaning items, etc. Below the counter are numerous, wood faced storage cupboards and drawers with push button open/close latches, ensuring they stay closed at sea and don't protrude, thereby preventing you or your clothing from getting snagged while moving about the cabin. Importantly, the aft cabin bulkhead has a gas strut supported opening window which, along with the large opening port side window above the bench and a sliding cabin door, allows the saloon to open to the cockpit, giving great indoor/outdoor air flow. Essential when cooking. The hardtop roof extends aft over the wide cockpit for sun and rain protection as well as protecting the cabin interior when the door is open.

The massive cockpit has an aft side door on the port hull for easy access from the marina berth, a considerable aft boarding platform, fishing rod locker, massive under-floor storage, saltwater wash down hose, built-in seating and the list goes on. However, I was most impressed with the cockpit side door. Keeping it simple again. Just unlatch and swing open

the solid door and step on board. How good is that? When under way, the door securely latches shut and is hardly noticeable as you scan your eyes along the smooth lines of the hull.

Entering the cockpit, you cannot help but notice the easily accessible and expansive aft boarding platform located between the twin Honda 115 Four Stroke outboards. Just swing open the dual stainless-steel gates and, hey presto, ample room as a swim platform, a place to stand and fish (rod holders abound along the cockpit topsides and there are two bait boards at the stern of the cockpit). A stainless-steel 'rocket launcher', mounted atop the stern edge of the cabin, provides for seven more fishing rod holders. And, as a long-time diver, I was mightily impressed with the great exit/entry area for SCUBA diving. The boarding ladder slides snugly below an integrated hatch lid, which is barely noticeable at first glance. Simple!

Powered by twin Honda 115hp 4 stroke outboards, (an optional foil is available for added performance).





**Electronics - Well laid out and functional helm station:**

1. Simrad NSS16 Evo3
2. Simrad AP44 Autopilot Control
3. Simrad RS20 VHF
4. Honda Twin DBW Binnacle
5. Garmin GMI20 gauge
6. BEP DC Systems Monitor
7. Honda Start/Stop
8. Honda Engine Trim Panel
9. Honda Key Switch
10. BEP DC circuit Breaker Panel
11. BEP gas sensor

The lightweight structure and efficient hull design allow small engines to be used and provide low fuel consumption.

Access to the port forward cabins is via three steps leading down on the left side, forward of the galley bench. As with all catamarans one is always impressed with the amount of room on board compared to whatever the external dimensions of the craft may be. The Leech 33 (1025) is no exception being approximately 33.1 feet (10.1 metres) in length and with a beam of approximately 12.5 feet (3.8 metres). Not a huge boat in other words, but when you go below the space seems absolutely cavernous! At the base of the three well-lit (courtesy of a strategically positioned opening portlight) deck tread covered non-slip stairs, you will find immediately to your left as you look towards the stern, the first single berth cabin tucked under the galley. Comfortable and snug but long enough for a normal height adult, it is ideal for children. Turning back around and stepping forward towards the bow, one opens a cabin door to discover a very large step-up queen-sized bed which, while somewhat filling this private master cabin, at the same time leaves the space feeling airy and light, due in no small part, to a large opening privacy tinted see through deck hatch. And, at nighttime, several, well-positioned LED reading lights provide all the light you should need. There is ample headroom above the bed and, as mentioned previously, full head room when standing up and getting undressed and

ready for bed. A convenient storage shelf is situated along the wall above the length of the bed and a clothing locker is built into the forward bulkhead, left of the bed with a storage drawer under the step up to the bed.

Climbing back up the three steps and exiting the port hull, as you wander over towards the helm station, one thing immediately stands out. There is an unexpected narrow passageway between the helm station and the forward windscreen area. Makes perfect sense once you notice it, but not the norm to say the least. However, I like it. It's clever and simple. This passage allows you access to the starboard hull cabin and head/shower area via, once again, three well-lit, (did I mention the discreetly recessed down lights on the face of each step?) deck tread protected steps. As with the port access passage, there are strategically located grab handles conveniently mounted ensuring there is little chance you'll be knocked off your feet in a heavy sea – providing you hang on as you go below.

Once down these three steps you will see, to your right, a second single berth cabin tucked fore and aft under the helm station. Directly opposite this cabin is the roomy head/shower. Once again, simple and functional comes to mind. Everything you need is there in the well laid out design. Toilet forward and facing aft with a reading light and permanent air vent above it. There is also a small opening Maxwell hatch on the cabin top. A vanity sink/cupboard unit,

mirror and shower are on the port side just past the entrance door and a storage (wet weather gear?) locker is situated behind the toilet. All surfaces are finished in smooth, white fibreglass making for easy cleaning and maintenance. A glance of the vessel schematic below will quickly reveal how all this is integrated.

Now that I've mentioned it, I realise that the entire boat gives off a feeling of being easy to clean and maintain. Simplicity once again. Which leads us to the all-important helm station.

I have to say, I don't recall a more well thought out and functional helm station. It is as though you say to yourself; "Where's the throttle control?", and there it is – exactly where it ergonomically should be – at the correct height just to the right and above the steering wheel, as you stand or sit at the helm. Navigation instrumentation? The 4060mm/16" Simrad NSS16 Evo3 MFD Screen is bang above the steering wheel exactly where it should be for you to easily glance down and read information as you need it, while keeping your eyes on the sea and land masses ahead of you. Need to file a trip report or make an emergency call? Instinctively reach out and to your right and there's the Simrad RS20 VHF radio and mike. All engine control and information instrumentation and the BEP 24-way DC circuit breaker/isolator panel appear to be naturally where they should be. Good layout design isn't that hard if you keep it simple. Besides all the things



## \*\*NEW PRODUCTION BUILDS\*\*

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## Engel 40 Litre Combi Fridge / Freezer

Engel's latest addition

This new model is a new combination Fridge and Freezer, with added features including the removable internal divider and thermostatically controlled fan. The MT45FCP gives three versatile configurations;

- option 1 Freezer 16 litres / Fridge 23 Litres (total 39 Litres)
- option 2 Freezer 22Litres / Fridge 17 litres (total 39 Litres)
- option 3 Refrigerator Only (Divider removed total 40 Litres)



Three-Year  
Warranty



This model also includes the user-friendly digital control with LED display, along with built in battery monitor. Supplied with both cords, the 12 volt cord that plugs straight into your vehicle's cigarette socket and the 240 volt lead with three pin plug, (Auto switching).

For more information visit:

**www.engelnewzealand.co.nz**

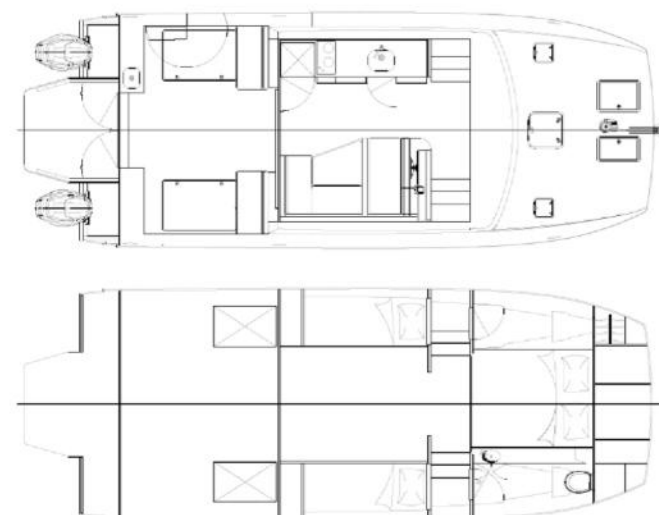
you'd expect to be in or around the helm station, there are also little things which make a big difference. Such as lots of USB type phone and tablet charging points, Fusion RA210 stereo system controls, 120/240 AC ports, convenient grab handles and the list goes on. One thing I particularly liked, in this day and age of electronic navigation, was the purposefully placed Plastimo compass. Directly in front of the helm person but mounted on the windscreen shelf across the narrow passageway in front of the helm station, where it is easy to see and read. Nice little extra touch: two charging ports sit to the port side of the compass. All in all, an extremely well thought out and constructed helm station. However, and please appreciate I am not being nitpicky about this, I felt the placement of the windscreen wiper at the base of the centre screen of the three separate windscreen panels was not ideal. When I asked Paul about this, he agreed, saying that they really wanted the wiper mounted at the base of the starboard windscreen panel, but space constraints made this difficult, so it ended up under the middle windscreen panel. One negative out of otherwise 100% positives 'isn't bad.

Wanting to investigate the anchor set up, I edged forward along the starboard side deck of the boat to the bow, the numerous grab rails and handles along the way imparting a sense of confidence that unless you were to do something totally stupid, you were unlikely to go overboard.

The uncluttered bow deck area, as you would expect by this stage, was simply and practically laid out. The Maxwell RC8 rope/chain anchor winch is partially offset to starboard, but in direct line to the substantial bow roller, allowing for a secondary "day anchor" bow roller, with convenient rope mooring cleat directly aft. Mirror image bow lockers – chain locker to starboard and storage locker to port, provide more than ample room for plenty of rope/chain rode and capacity for fenders, etc. respectively. As anchoring is controlled primarily from the helm station, Paul elected to have only an 'up' winch footswitch on the bow. The large, low-profile Maxwell main forward cabin opening hatch is positioned centrally, aft of the winch. More than adequate, high stainless-steel rails surround the bow providing a real, as well as psychological, feeling of safety when working up forward.

Standing at the bow and looking aft you will see the centre windscreen wiper I mentioned earlier, as well as noticing that Paul utilises the cabin top deck space to store his inflatable dinghy and SUP board. Aft of these craft are large solar panels which, as Paul explained, are ample for enabling the fridge to be run full time, without utilising the house batteries.

## LAYOUT





## SPECIFICATIONS

Length: (including bow sprit) 10.25m

Length: (excluding bow sprit) 10.10m

Length engines tilted up (including bow sprit) 10.475m

Waterline Length 8.85m

Beam 3.800m

Draft (engines tilted up) 0.460m

Displacement 4250 kg

Construction Epoxy / E glass (epoxy resin) laminates and PVC Foam Core

Fuel 2 x 380L petrol

Fresh Water 2 x 210L

Price when launched NZD \$700,000.00 (approximately)

Dan Leech Naval Architecture

**LEECHBOATS.COM**



*Uncluttered foredeck  
is simply laid out and  
very functional*

## PERFORMANCE

This may sound like a cop out, but you know, when it comes to power catamarans and reasonably calm seas, you kind of expect that such a craft is going to perform well. While Paul tried his hardest to fire us through self-generated wake waves, execute tight circles and S-type turns, you just knew that "Allez" was going to go, 'Oh-hum, here we go again" and effortlessly drive us through the water. And so she did. Having had a thoroughly enjoyable morning out on the Leech 33 (1025), I would love to have the opportunity to be out on her on a 'messy' sea, just to see how she'd handle it. But seriously? I think that you kind of know the answer, don't you?

In summary, the Leech 1025 promised an incredibly soft ride, fuel efficiency, and excellent sea keeping. It lived up to its promise on all counts - a true marvel on the water! ⚙️

## PERFORMANCE DATA

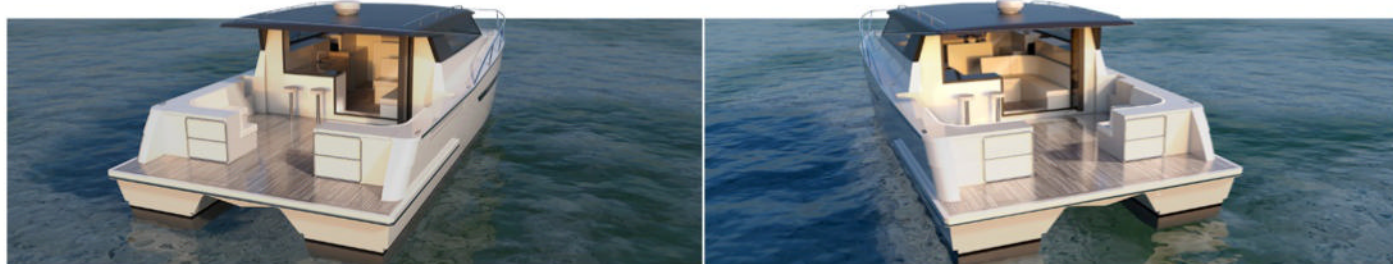
RPM	Knots	L/h	L/nm	Range
750	2.3	2.4	1.1	630
1000	3.0	3.6	1.2	580
1500	5.0	7.4	1.5	460
2000	5.8	10.0	1.8	390
2500	7.5	14.4	2.0	350
3000	10.9	21.6	2.0	350
3500	14.5	28.2	2.0	350
4000	17.3	35.6	2.1	330
4500	20.0	51.6	2.6	270
5000	22.2	72.0	3.3	210
5200	23.0	80.0	3.5	200

NOTE: Range is calculated using 90% of the stated fuel capacity  
\*Sea conditions calm to moderate with a 10-12 knot W/SW wind

## LEECH POWER CATAMARANS



Leech 38 currently under construction in Australia



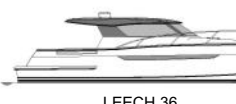
LEECH 28



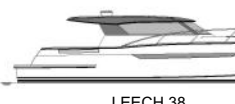
LEECH 32



LEECH 33



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# ALLOY BOAT ALLOY BOAT



## WHITE POINTER TO RELEASE **30-YEAR ANNIVERSARY MODEL**

Celebrating three decades of custom alloy boat building and craftsmanship, White Pointer Boats is releasing a new '30-Year Anniversary' model, to be released for the first time at the Hutchwilco New Zealand Boat Show, May 16-19.

"After 30 years of custom alloy boat building, and over 600 boats having left our Gisborne factory, we are excited and proud to be bringing one of our most popular models to the show that has been given a major makeover," says White Pointer Boats Managing Director, Rex Briant.

Based on the company's popular 730 Sports Cruiser model and with input from customers and the team of boat builder's at White Pointer, the new model is a culmination of 30-years of expertise and passion from Briant and his team of alloy craftsman.

"Our 730 model has been one of our most popular boats in the range, and over the years has seen every conceivable option fitted, we wanted to showcase its versatility and take it to the next level with this new model. "The 730 has been a model that people start their White Pointer journey in, and then they continue on up the range, with some now in their fifth or sixth White Pointer."

The new '745 Sport Cruiser' has been designed and built to be the perfect size for offshore game fishing expeditions as well as family water sports and just cruising and exploring in the lakes and coastlines in both New Zealand and Australia.

The 745SC is 7.45m, but will measure in at 7.8m in length overall. It will boast large external and internal dimensions with this particular one fitted with an extra-large 400L fuel tank and partnered with a modern high performance four-stroke outboard will have an impressive range.

While the exact engine is yet to be specified, the hull's power range is 225 - 350hp. A large sturdy bow rail is a great safety feature along with the transom cage that will provide extra functionality when it comes to fishing. The internal layout will be practical, roomy, yet packed with plenty of features and function ideal for family day boating or extended trips away. Seating comfort has been further enhanced and will conceal innovative features, making the most efficient use of space. Add to that, the

new 745SC has White Pointer's standard 10-year hull warranty.

Like all White Pointers, the hull shape is a key factor. White Pointer has continued its traditional method of shaping the hull skin over a predetermined interlocking frame and girder type structure. Combined with a welding sequence that can produce a rounded compound curve hull shape that squeezes the water out rather than slapping over the top.

"This process can only be achieved on a heavy steel jig as the force and technique to shape up to 8mm plate is so immense. This process is a more traditional method and not followed by the well-known production builders.

"We're so excited for this new model, especially the guys in the factory who are making this boat their own. It's not often we get to start with a clean sheet of paper, but after 30-years, we want to make this boat something really special. We're excited to unveil it in Auckland in May.

**WHITEPOINTERBOATS.CO.NZ**



# ALLOY BOAT ALLOY BOAT



## OCEANPRO BOATS NEW MODELS

Oceanpro 620 currently underway and a 535 on drawing board.

**O**ceanpro Boats are currently building a new Oceanpro 620 hardtop (keep an eye out for a full review in an upcoming issue of Powerboat magazine). They also have a new 535 Centre Console model on the drawing board. More to follow on this as it reaches build stage.

**OCEANPRO.CO.NZ**



## RACE AGAINST TIME IN **TONGA'S VOLCANIC ARCHIPELAGO**

Crucial to their work is their trusty Highfield RIB.

**D**r Patrick Smallhorn-West is working with the Tongan Ministry of Fisheries to delve deep into the unique biome of Tonga's volcanic islands, aiming to gather sufficient data to secure UNESCO World Heritage listing for the islands and protect them for future generations. These volcanic islands shocked the world in 2022 with the eruption of Hunga Tonga – Hunga Ha'apai, the largest volcanic eruption on Earth in a century.

Crucial to their daily activities is the ship's Highfield RIB. "We couldn't get anywhere without it – no diving, no data, no reporting," states Patrick. "It's our local transport - to and from islands, to and from dive sites, everything and anything to do with the project goes through this tender, so, it's important we have one that is robust to everyday use, with enough space to store fuel, safety equipment, up to three people and of course all of our dive gear! "I personally love the fuel/anchor locker, as well as the floating floor that keeps us dry. The Hypalon is also a huge gamechanger in the tropics, where the sun destroys glue faster than you can fix it."

**HIGHFIELDBOATS.COM.AU**



# TWO NEW MODEL RELEASES FOR **SENATOR BOATS**

It's set to be a bumper Hutchwilco New Zealand Boat Show for Napier's Senator Boats, with the leading aluminium boat builder announcing it will display no less than 10 models at the show – which will be held at Greenlane Show Grounds, May 16-19.

For the first time in decades, Senator Boats will have its own corporate display in Pavilion 3, site #385, where they will showcase their award winning range from 4 metre through to 7.7 metre models.

For the Napier aluminium boat builder, there will be not one, but two new model releases at this year's show, plus an exciting new innovation. Seen for the first time will be the new Senator 500 CU (Cuddy) – which includes a new cabin design for maximum protection from the elements, and an innovative 'Grip Frame' system for greater personal stability at sea. This

boat also has Senators 'Mission Modular' option system throughout which has been born out of last year's award winning design – the Senator 500 SD (side console). Senator's 'Mission Modular' option system allows owners to specify the boat however they want it, starting with a base, but allowing a very comprehensive fitout and adding features from a long list that includes a drum winch, bait board, live bait tank and washdown, hydraulic steering. Electric trolling motor mount, underfloor fuel

tank, various seating and storage options, a portable toilet, nav lights and more.

Adding to the new 500 CU, Senator will also release their new 650 Cabin Cruiser which will feature an extended lockable wheelhouse complete with overnighting capabilities – this new model is another configuration option of their very popular 650 model.

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ALLOY BOAT \_ NEWS



## PUREKRAFT IN MIDST OF **EXCITING** **EXPANSION**

Purekraft Boats is in the midst of an exciting expansion, with a focus on enhancing their current lineup with innovative new models.

Among these developments is the eagerly anticipated 990HT, featuring both a twin outboard motor option and a single diesel inboard rig for versatility and performance.

In a notable collaboration, Purekraft has continued their partnership with Sealegs & HMD to craft the impressive Sealegs 12RC model. This joint endeavor brings together the expertise of all teams, with Hall Marine Design contributing the design styling and naval architecture. Purekraft takes the lead in construction, ensuring meticulous attention to detail at every stage of production. Once assembled, the vessels make their way to Auckland, where they undergo the fitting of the hypalon tubes and the Sealegs system100.

The upcoming Hutchwilco Boat Show will feature the team's latest masterpiece, showcasing the company's unwavering commitment to craftsmanship and innovation. Boasting twin 600hp Mercury outboards, Czone switching technology, and even a luxurious rain shower integrated into the cockpit ceiling, this vessel exemplifies Purekraft's dedication to excellence.

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The Auckland On Water Boat Show in March boasted an array of cutting-edge technology and stunning watercraft on display. Personally, experiencing the innovative Rayglass 3000 on the Waitemata Harbour was a standout moment.

The event, impeccably organized, showcased numerous exhibitors and their offerings. I can't wait for the upcoming Hutchwilco New Zealand Boat Show.

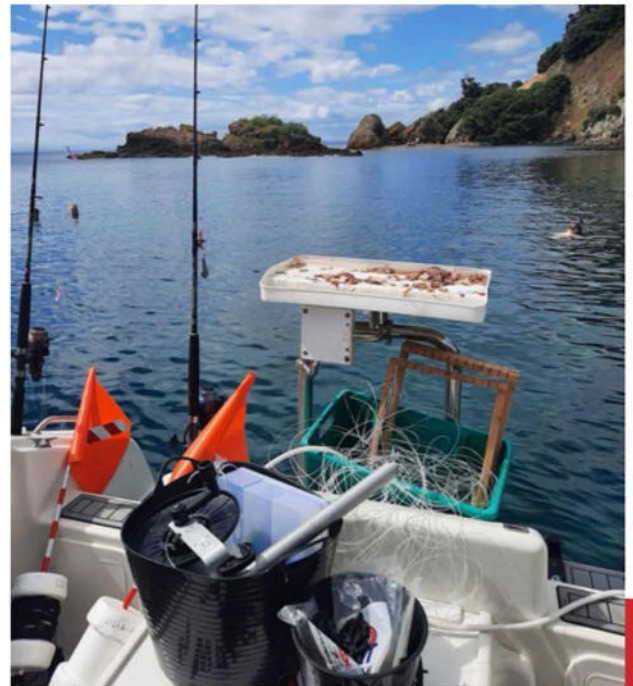


#### TIP #146

### PRACTICE FUEL MANAGEMENT

Always monitor your fuel levels and consumption. I use a simple but effective formula: allocate one-third for outbound travel, one-third for the return journey, and reserve one-third for emergencies. Additionally, adopt fuel-saving practices and remain mindful of adverse weather conditions, as rough seas can double fuel consumption, especially when battling against swells on the way back home.

**Pro Tip: Avoid using ethanol-based fuels (Bio-Fuel) in older outboards as it can cause carburettor seal failure. Ethanol is also hygroscopic which means it can draw moisture from the atmosphere, leading to water contamination in boat fuel that's been unused for a few months.**



#### TIP #147

### MAINTAIN CLEAN DECKS

Regularly clean your boat's deck to prevent slips and falls. Immediately clean up fuel or oil spills and wipe down with a good degreaser. Secure or stow away loose items like fishing rods, bait knives, and long lines to prevent hazards during rough seas.

**Pro Tip: A clutter-free deck also facilitates safe movement and provides a secure environment.**



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## TIP #149

### \$10 TURBO SHIELD

This week marked the return of my boat back from the Marine engineers, now with its brand new turbocharged tuned to perfection - lesson learned from previously installing a turbo blanket (hey, we all make mistakes sometimes), causing turbo-exhaust to generate too much heat - whoopsie. So, with a replacement turbo installed I still needed a heat shield, so I sliced up a \$10 cooking pot I got from The Warehouse and created a masterpiece of perfection with strategic fabrication via an angle grinder. The final installation looks great, but more importantly, controls the high temperature by shielding the engine from the high heat from the turbine. DIY maritime engineering at its best!

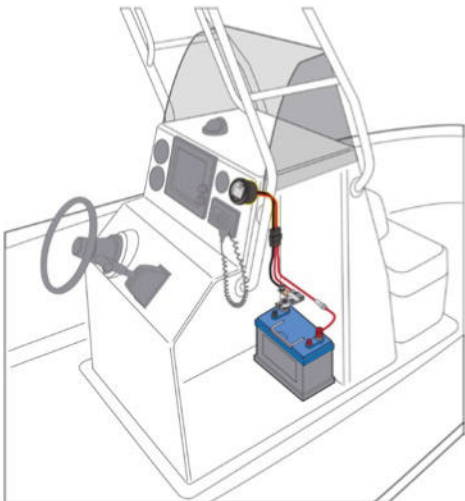


## TIP #148

### PRACTICE MAN OVERBOARD DRILLS

Be prepared for emergencies by practicing man overboard drills with your boating crew. Coordinated responses can save lives in critical situations. Develop an emergency plan that includes procedures for medical emergencies, onboard fires, and other critical situations.

**Pro Tip:** Use an old life jacket or an inflatable person-sized object for practice.

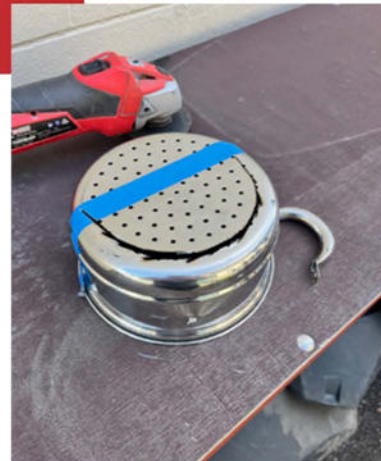


## TIP #150

### BATTERY RELIABILITY

Regularly check your boat's battery and charging system to avoid unwelcome break-downs out on the water. I highly recommend carrying a spare jump-start battery for added peace of mind. In my experience navigating the Hauraki Gulf, this precaution has proven invaluable in assisting fellow boaters facing battery issues.

**Pro Tip:** Invest in a battery monitoring system that links to your smartphone for added convenience.



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# GONE WALKABOUT

**With well over 600 boats now on the water in their 30-years of custom alloy boat building, White Pointer has always been at the forefront of the market. Freddy Foote headed to Tauranga to check out this custom 870, hull #2 from their Walkaround range.**

BY FREDDY FOOTE

If you want a hardcore fishing boat, fully custom to suit your requirements, then White Pointer should always be in the forefront of your mind. Started by Rex Briant, Rex has been building market leading custom alloy boats for 30-years, in-fact, slightly longer than that, but more on that later.

When boat owner Andrew Thompson met with Rex Briant and Tony Bourke at White Pointer Boats to start discussing the build of his 870 Walkaround, the overwhelming design parameters were that it had to be practical.

The boat didn't need all of the 'frills', but just had to be functional, easy to maintain, and most of all be practical to use.

Having had a number of other alloy boats over the years, this is Andrew's first White Pointer.

"I'd always been impressed with the build quality, and functionality of the White Pointers. But the most important thing for me was the practicality of the boat. It had to be practical," commented Andrew during our excursion out to Mayor Island off the Tauranga Coast.

This is the second 870 Walkaround to come out of the White Pointer factory in Gisborne, the first hull, launched a year ago, was powered by a Volvo Penta D4/320hp with a DPI leg.

## WIDE LOAD

One thing you need to understand immediately about the 870 WA, is that it's big, real big. It is based on White Pointers 8.40m – 8.70m platform with a wide 2.75m beam. Yep, you're going to need those little yellow flags to tow this rig down the road.

With a tow weight of around 4500KG, Andrew placed an order for a Chevrolet Silverado 2500 before taking delivery of the boat, one of the only vehicles on the market capable of towing this beast around the country. And tow it around the country he has. Exploring the coastal waters of the Far North, West Coast of the central North Island and the Coromandel.

Where things get interesting, that within this sizeable hull, White Pointer has simply dropped in the standard cabin from their 700 model. The roofline remaining much the same as the 700, albeit extended.

This makes the 870 a true walkaround, the deeply recessed bulwarks allow safe passage around the wheelhouse to the open bow area. Navigating forward and around the boat, there is plenty of room, the bulwarks are wide enough that you can actually turn around and walk back the other way, and handrails on the wheelhouse provide that extra feeling of security.



## BOAT TEST\_WHITE POINTER 870 WALKAROUND



*A prominent feature at the helm is the large 16" Furuno display.*

*The interior layout is custom, but this twin bench layout works well.*

*Plenty of room in the foredeck area to cast baits or fight a fish.*

*There are twin walk-thru's and live bait tanks in each aft corner.*

Navigate your way to the foredeck area and there is ample space to cast some lures or baits, or if you have found yourself up there having hooked a large fish from the cockpit. Aft of each bulwark is a grill and sump, so any water that does run down the side deck is expelled overboard before reaching the cockpit.

Back in the cockpit aft, there is a full width boarding platform with a safety cage all around. This adds great security when fishing in a rough sea and gives you room to fish in each corner should you wish, or for a crew member to assist with bringing aboard a large fish. There are two drop down ladders that form part of the railing on either side, with twin live bait tanks built into the walkthrough in port and starboard corners.

In the centre of the transom is a large custom bait station. However, bear in mind this is just one option, the bait station can be custom designed to suit your fishing needs.

Running below each wide cockpit coaming are long rod storage trays, with optional hinged covers that hide away the clutter, plus rod racks, a knee operated hand wash and rod /gaff holders.

Under the Boat-Deck covered cockpit sole is an extra-large kill tank with a lift-out bin. A smaller secondary

hatch means you don't have to open the entire floor panel to drop your fish in.

A fresh water system with pull out hose is mounted in the starboard side of the cockpit, which in turn is fed by a large 85L water tank.

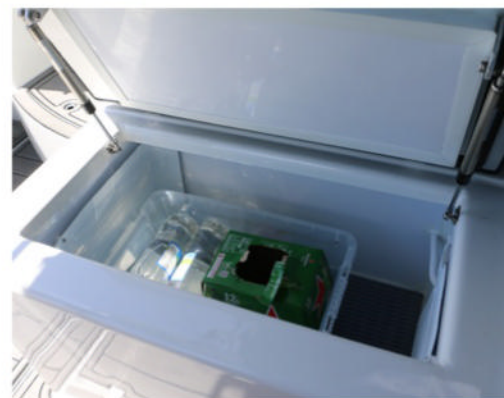
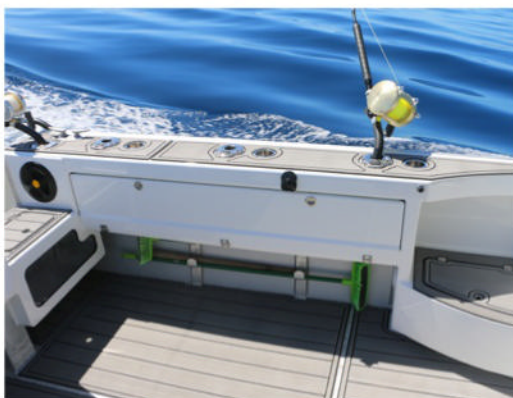
When you are in the cockpit, what was quite evident were the high cockpit sides – 750mm deck to gunwale, giving a very secure and safe feeling. Stability at rest was also exceptional.

### ROOMY WHEELHOUSE

Despite being a Walkaround model, the wheelhouse area was still surprisingly roomy. The wheelhouse features ample seating for the skipper and passengers, a fridge/freezer under the bench seat on the port side, further storage under the opposing seating area to starboard. Forward there is a comfortable captain's chair at the helm, and another one opposite for a passenger.

Large sliding side windows either side provide plenty of extra ventilation and airflow. It was a hot February day on our test, and while trolling lures, we all remained relatively cool.





Depending on your preference, the driving position is multi-purpose. Seated, bolstered or standing, you have great visibility, with sliding side windows letting in fresh air ventilation.

A 16" Furuno MFD is flanked by the Zipwake interceptor controls, Above is a VHF and Fusion sound system with 10" subwoofer.

The lockable cuddy cabin comes with a 2m v-berth and infill to make one large berth. There is storage under the squabs and a head under the forward bunk.

## TWIN OUTBOARD POWER

The power options for the 870 WA are essentially wide open. The recommended outboard is between 300hp and 500hp, this one powered by twin 250hp Suzuki's as per the owners request.

With the twin 250hp Suzuki's, the 870 WA 'Downtime' was no slouch, achieving a top speed of 47 knots. At a sedate cruise of 23 knots at 3200rpm, the boat was using 43LPH across both motors. Combine that with the 500L fuel tank, and that gives the boat a cruising range of 230 Nautical Miles.

During our test day we trolled some lures around Mayor Island off the Bay of Plenty Coast, without success in hooking up, however a glance at the Suzuki instruments saw that at 7.5knots at 1800rpm, we were using 22LPH.

Test day conditions were fairly calm, in fact you could have water-skied all the way to the Mercury Islands. However, conditions did worsen later in the day with a late afternoon breeze picking up and developing a very slight chop. However, nothing too severe that it was going to impact the comfort of those onboard.

Aboard the 870, the boat feels incredibly strong and solid. Like all White Pointers, the hull shape is a key factor in the brand. Briant has continued his traditional method of shaping the hull skin over a predetermined interlocking frame and girder type structure. Combined with a welding sequence he can produce a rounded compound curve hull shape that squeezes the water out rather than slapping over the top.

"This process can only be achieved on a heavy steel jig as the force and technique to shape up to 8mm plate is so immense. This process is a more traditional method and not followed by the well-known production builders. There are other boats out there that behave like a 'cork'

*Trolling at 7.5knots, sees the twin 250hp Suzuki's using 22L/H.*

*The starboard bench seat houses a fridge underneath.*

*Lockers close off and protect the cockpit shelves.*

*Fridge located under the port bench seat.*



## BOAT TEST\_WHITE POINTER 870 WALKAROUND



*Deep cockpit side shelves provide plentiful storage.*

*One big rig!*

*The deeply recessed bulwarks allow safe passage around the wheelhouse to the open bow area.*

*The bait station is custom, and provides plenty of room to rig baits and lures.*

*The stern section is caged, with the sections dropping down to provide boarding ladders either side.*

on the water. A White Pointer is and always will be a solid blue water performer."

"This sets us clearly apart."

Overall, I loved the 870 WA. Being a walkaround, I felt you didn't lose any internal volume in the wheelhouse, you still had a sizeable cockpit, but you also gained more 'fish fighting' real estate forward.

### 30-YEARS OF ALLOY BUILDING

White Pointer is currently celebrating 30-years of alloy boat building, well almost.

The company will be releasing a new '30-Year Anniversary' 745 Sport Cruiser model, to be released for the first time at the Hutchwilco New Zealand Boat Show, May 16-19.

However, it's not quite a 30-year model.

"The boat was intended to be released two years ago, but we've been so busy building other customer boats, we had to put it on the back burner, so you could say it's actually our '32-Year Anniversary' model," quipped Rex.

"After over 30 years of custom alloy boat building, and over 600 boats having left our Gisborne factory, we are excited to do something a little bit special."

"We're so excited for this new model, especially the guys in the factory who are making this boat their own. It's not often we get to start with a clean sheet of paper, but after 30-years, we want to make this boat something really special. We're excited to unveil it in Auckland in May."

I think that summarises owning a WhitePointer. 30+ years of passion for boat building, and craftsmanship. White Pointer is a boat brand that people aspire to own. I have friends who have bought them over the years and

it always comes with an essence of pride and excitement to own one.

What's more, a second generation of Briant has recently joined the family business, with Rex's son Angus now working day to day in the factory and set to lead the business into the coming decades.

You can check out the 870 Walkaround 'Downtime' at the upcoming NZ Boat Show in May, along with the '32-year 745 Anniversary' model. ⚙️

### SPECIFICATIONS

**Maker & Model** White Pointer 870 WA

**Price as tested** \$474,983

**Type** Walkaround

**Construction** Aluminium

**LOA** 8.7m

**Beam** 2.75m

**Deadrise** 18- degree

**Trailerable weight:** 4500kg

**Test Power** 2 x Suzuki 250 Four-stroke

**Power options** Outboard/Stern drive

**HP Range** 300hp-500hp

**Fuel Capacity** 500L

**Trailer** Tandem Axle

**Manufacturer** White Pointer

**WHITEPOINTERBOATS.CO.NZ**

### PERFORMANCE DATA

RPM	Knots	L/h	L/nm	Range
1800	7.5	22	3.000	150
3200	23	43	1.900	230
5800	47	170	3.700	120





Anglers will love the Walkaround layout.

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**“Take a beanie to  
keep the head warm  
and a quality pair  
of fishing gloves is a  
good idea.”**

*Winter often provides flat  
calm conditions to get  
out, just remember to take  
a beanie and several layers  
of clothing!*



# WINTER FISHING OPTIONS

The colder temperatures might deter many anglers, but top fishing awaits those who head out on the water in wintertime.

BY MATHEW HEWETSON

There are many anglers who put the boat and tackle away in storage over winter, as their idea of an enjoyable day on the water is with the warm sunup high in the sky and coming home with daylight savings still running over the summertime.

There are, however, multiple benefits of fishing in winter and I will cover these and what some of your best fishing options are to consider in the cooler months ahead.

## CLOTHING

Before heading out on the water the first thing you must sort is your clothing. Keeping warm and dry is vital to be comfortable and enjoy your time fishing.

Wearing layers is of course the best way to keep warm, with thermals ideal but it all starts with an 100% waterproof jacket.

A water-resistant jacket can be treated with a waterproof coating and have a waterproof membrane but still not be fully waterproof. For a jacket to be 100% water, all the seams need to be tapered. The tapered seams are heat sealed seams that prevent water coming through the stitching. So, make sure your winter jacket employs “waterproof/breathable” technology to fully protect you from the wet conditions.

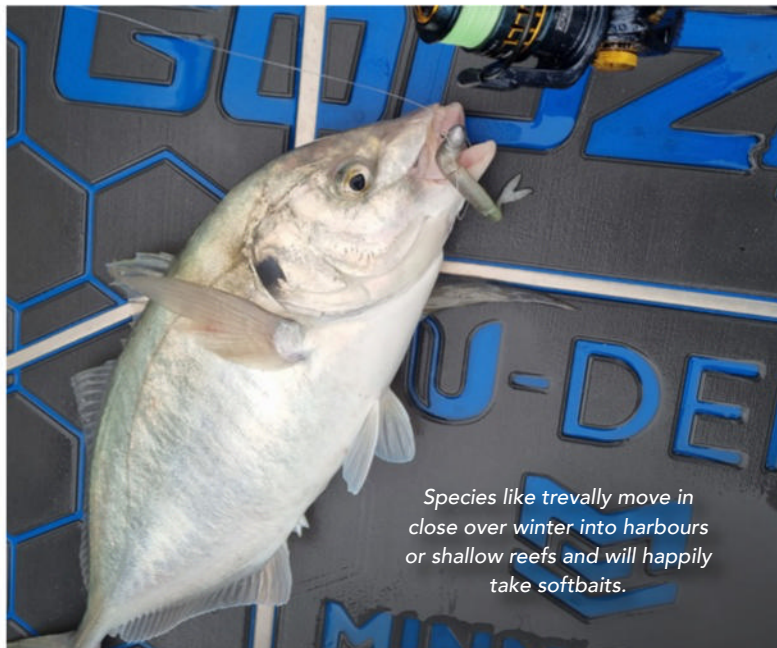
Take a beanie to keep the head warm and a quality pair of fishing gloves is a good idea on those cold early starts as you hold

onto the freezing boat on the way out and handle wet fish. Those numb fingers make retying lines difficult, so the gloves are welcome relief.

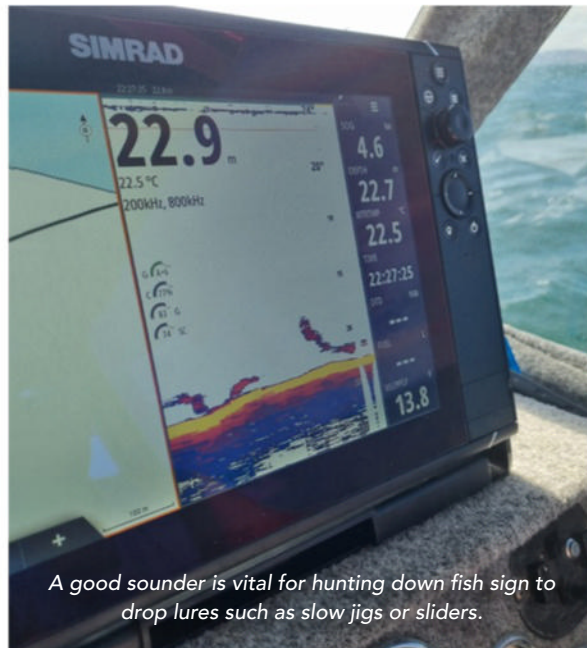
## GOING LOCAL

In wintertime the number of boat traffic is considerably less, and this means you can often have places close to the ramp or those favourite spots to yourself. This can result





Species like trevally move in close over winter into harbours or shallow reefs and will happily take softbaits.



in better fishing with less pressure and if you have a reef or spot nearby, fish have often settled back into these places after the busy summertime rush is over. "Fishing your feet" is a phrase that is surprisingly effective in winter.

Snapper will take up residence in such places with a bit of foul or trevally often

move into harbours or on the reefs and will take softbaits cast around the shallows (under 10m). I like to softbait in harbours over winter over the high tide and drifting across sandbanks that are only 2-3m deep away from the deeper channels as the fish will usually be up on top feeding on crabs or shellfish and the fights are epic as the fish

power off to reach the deeper water.

Make sure you use lighter jig heads under ½ oz and try the 4" sized softbaits if you aren't getting any hits on the bigger 5" sizes. Going down to 15lb leader is also a good option when fishing shallow in sandy or muddy harbours to get more strikes.

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A large photograph showing two Oceanpro aluminium boats on the water. The boat in the foreground is a 620 model with a Suzuki outboard motor. The boat in the background is a 535 model. Both boats are white with blue accents.

New Oceanpro 620 & 535 coming soon

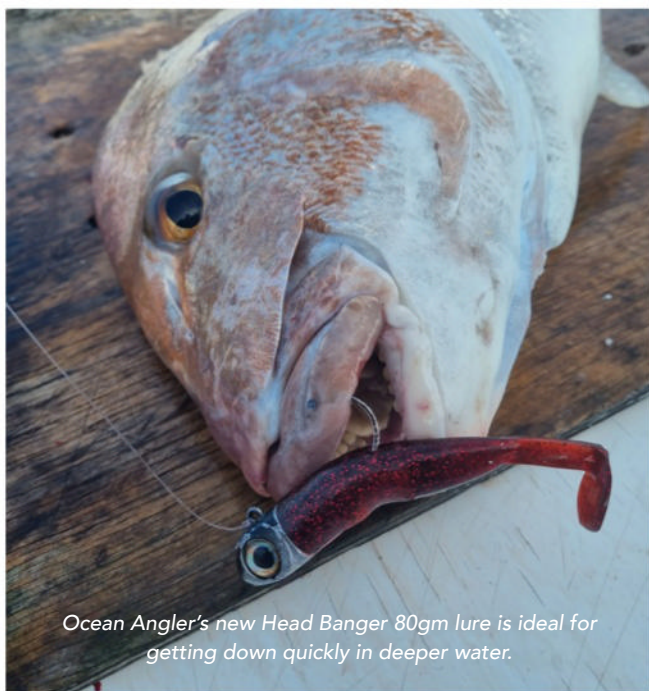
Two small inset images showing the Oceanpro 620 and 535 boats from different angles.

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Ocean Angler's new Head Banger 80gm lure is ideal for getting down quickly in deeper water.

## DEEPER WATER

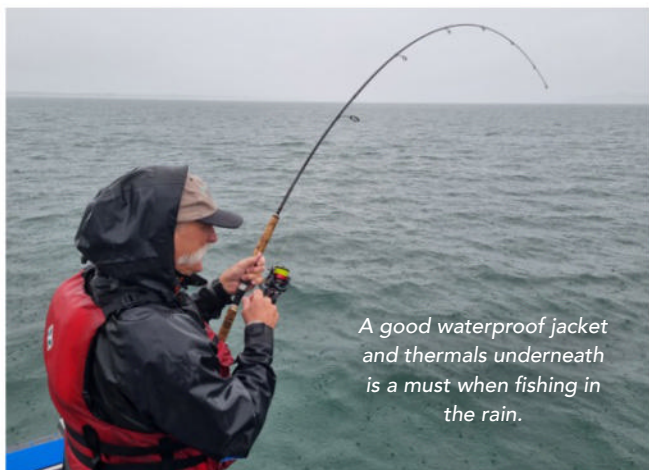
Fishing in shallower water early until the sun climbs higher to about 11am, I would then look to move out to deeper water (over 20m), to look for sign on the sounder to drop jigs/lures down.

You might think of winter as rough seas with big swell and waves making for difficult fishing, but there are often more flat, calm days to enjoy than spring and summer where cyclones and equinox winds are prevalent.

If the conditions allow and you can get out on the water at short notice, I would take the chance to head out deeper to use your sounder and find good fish sign to target. Using lures in winter works just as good in summer, sliders, slow pitch jigs or softbaits on heavier jig heads such as the new Ocean Angler Head Bangers will perform well in deeper water.

Find the fish sign on the bottom or baitfish and drift through these areas and work your lures until you get hits or fish. Drifting is best and move back to the start of the drift if you stop getting interest in your lures.

If the fishing is quiet, try adding some Secret Sauce to your jigs or lure skirts to help entice interest. Workups still occur in winter and with less traffic on the water, you can often have them all to yourself and the fishing underneath can be first class. Keep an eye out for working gannets, terns, or shearwaters as the birds to look for when out wide.



A good waterproof jacket and thermals underneath is a must when fishing in the rain.



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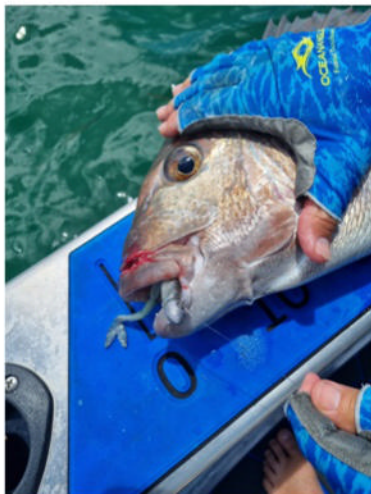


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*Wearing gloves for handling fish and repelling the icy water is a good idea.*



*Golden panko crumbed snapper caught in winter will never taste so good with fish often in top condition with fat slicks over the filleting knife.*

## COOKING

Another key benefit of fishing in winter is the prime fillets you get for cooking. The fish have put on good condition in autumn after the summer spawn and with a drop in water temperatures, they need fat to help keep warmer too. When filleting you will notice the fat slicks on the blade of your knife and in the bucket of water when you dip your knife or hands in to clean while you work.

This means the pan-fried fish will be even better than the fish caught over summer, it is hands down the best time to eat snapper in my opinion due to the higher fat content. Dipping your fillets into a beaten egg, then coating with panko crumbs, and cooking in oil and a bit of butter, it doesn't get much better! ☼



*Head out wide in wintertime on those clear, calm days and pack a Thermos for a hot coffee or soup to help warm up.*




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560 CUDDY CABIN AMPHIBIOUS  
560 CENTRE CONSOLE AMPHIBIOUS  
700 HARDTOP  
600 HARDTOP  
560 CUDDY CABIN  
560 CENTRE CONSOLE  
535 CENTRE CONSOLE  
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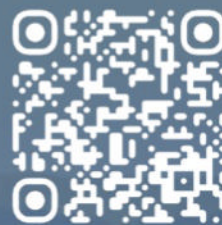
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*Highfield's SP560 Sport  
is the ideal family day  
boat that is both safe  
and exhilarating.*



SCAN THE CODE  
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# LOADED & VERSATILE

Back in October last year I reported on the Highfield E Jet 330, a collaboration between Highfield Boats; arguably the world's number one in the RIB (Rigid-hull Inflatable Boat) tender sector and a global player in the 5 metre plus sector, with over 27,000 boats delivered world-wide since the brand's inception in 2011, and the New Zealand company ZeroJet, to create the Highfield E Jet 330 powered by ZeroJet.

BY RON CZERNIAK, MARINE JOURNALIST





Easily accessible chilly bin slides under helm station seat when not in use

Ergonomically designed and functional helm station.

Those that have read that article (Pacific Powerboat November/December 2023) will recall that I was mightily impressed. So, when asked to test and review the new Highfield SP560 Sport, I will confess to a certain amount of, “Oh hum, here we go again, yet another Rigid (hull) Inflatable Boat (RIB) being introduced to an already overcrowded inflatable market sector”.

But despite my strong feeling of ennui as I drove up to Gulf Harbour on the Whangaparaoa Peninsula north of Auckland, where we were set to sea trial and report on this ‘new’ vessel, I will confess (spoiler alert) that from first glimpse to final haul out at the boat ramp, I was rapt with the SP560 Sport. “But hey”, I hear you say, “You’re a marine journalist Czerniak, of course you are going to say nice things about this boat”. Not so dear reader. When the guys at Pacific Powerboat magazine initially asked me to undertake boat tests for them several years ago, I said straight up, it’s got to be honest journalism. Otherwise, what’s the point? – every boat is a great boat, and we all know that’s not true!

I met Jonathan Tuboeuf, the director of Highfield operations in New Zealand, at the Gulf Harbour boat ramp on a gorgeous Auckland summer day. Sunny, clear blue skies and hardly a breath of wind. Fortunate and unfortunate, as a bit of a rough sea really tells you how good a performer any given craft is out on the water. And, as this vessel is touted as a family boat, the ability

to handle rough seas should be a given. However, with relatively smooth seas, once out on the water, we tried to create our own turbulent sea conditions. But, before we get to that part of our day, let’s start at the beginning – the launch at the boat ramp and the initial inspection of the boat alongside the pier.

First impressions, rightly or wrongly, generally tend to be the ones that stick in your mind. So, what were mine? A few quick, one-word answers in no particular order of importance. *Loaded. Innovative. Clever. Spacious. Attractive. Comfortable. Quality.* Those are the positive first impressions. On the flip side? OTT (**O**ver **T**he **T**op. Yes, yes that’s actually three words — but acronyms only count for one, ok?). *Expensive.* Kind of a weighted view towards the positive, accordingly let’s see why.

**LOADED:** There isn’t much missing on this craft. However, for me the most obvious, for a family day boat, was the lack of a toilet. I’ve harked on this a few times in past reviews of other smaller boats, but sorry; if you want to convince mom (never mind the kids) that they are going to be out on the water all day and the only option is ‘bucket and chuck it’ you’re going to be pushing the proverbial (pun intended) uphill. To Jonathan’s credit, when I mentioned this, he immediately engaged me in a conversation as to how this amenity could be supplied. The solution, as it turned out, was dead simple. There is ample space in





the forefront of the helm station for a porta-potty unit, and so now that will be added to the options sheet (see image). I suspect it will fast become a standard item. But if the lack of a toilet on this test boat was the only exception, what made me think 'loaded'? Although my list is fairly long, by referring to the spec sheet at the end of the article, you will find that it covers most features. One that isn't mentioned here, really belongs under the "Clever" heading, but here's a hint: fire prevention. Innovative: Simply meaning a new idea, device or method definitely applies to the onboard fire suppression system. Simple in design, but effective and easy to use. The one place where a fire is most likely to break out is where all the electrics and batteries are housed, i.e. in the helm station console. And while there is an easily accessible hatch, often the last thing you want to do in the case of a fire is give it more oxygen by way of opening the large hatch. Solution, a small opening with a rubber valve in the side of the helm station. If a fire breaks out, simply grab the readily accessible fire extinguisher, poke the nozzle through the rubber valve and operate the extinguisher as normal. The contents of the extinguisher flood the space and job done.

**CLEVER:** By which I mean, ingenious or slick. Examples? The swim platform for starters. A glance at the image says it all. Slanting the platform away from the outboard allows for a much larger and unobtrusive platform, without compromising the design and performance of the boat. The retractable boarding ladder, while not innovative, is slick. Then there is the 'chilli bin', cleverly thought out and incorporated in a very logical position under the double person helm station seat. The list goes on, but so must I.

**SPACIOUS:** Just look at some of the images contained in this article. Need I say more? Probably not, but here goes anyway. The centre helm station console, with clear access to the bow area, almost makes this 5.6 metre vessel qualify as a bowrider craft, allowing it to live up to the claim of being a family day boat. But not only is there ample space up forward, but there is also room for two people to comfortably sit at the helm station and behind that, yet another wide cushioned bench seat with sufficient room for two big adults or three kids.

**ATTRACTIVE:** Beauty, as the saying goes, is in the eye of the beholder. And only you can be the judge as to what you find attractive. But speaking for myself, I

*Huge extra storage behind the helm console forward hatch cover with provision for a porta-potty.*

*Removable comfortable sun deck cushions up forward.*

*Twin swim platforms with boarding ladder to port of Mercury 115 Hp Pro X5 Outboard.*





*Jonathan hangs onto the convenient grab handle/lateral seat support as Ron does a sharp turn to port.*

really like the clean lines of the SP560 which exemplifies that this boat design follows the age-old principle that form follows function. Everything looks well thought out and integrated. From the helm station sun shield tower to the transom tower/roll bar, which houses the stern navigation lights as well incorporating large, sturdy grab handles to ease getting in and out of the boat, to the uniquely patterned, non-slip deck tread and to simple things like the little cushioned back rest in the bow – it all works.

**COMFORTABLE:** Absolutely! Whether sitting at anchor, or banging through waves, this craft is comfortable. As mentioned earlier, on the day of the test we had to find our own waves, either by creating them ourselves with several tight, consecutive turns or by utilising the wake of a few large craft leaving or entering the Gulf Harbour marina entrance. Firstly, sitting at anchor. I've mentioned the ample seating throughout this craft. I didn't mention how comfortable all the well cushioned seats are. Suffice it to say, they are very comfortable.

The only small complaint I had was regarding the double person helm station seat. Although more than adequate to accommodate two large adults, with a seating position that makes this boat easy to steer from either a standing or sitting position, when one is sitting the tubular port and starboard side supports could use a bit of padding. In typical fashion, when I mentioned this thought to Jonathan, he said, "That's a good idea, I'll look into that". I really appreciate when any product supplier seriously takes on constructive customer feedback. This ethos seems to be very much a part of Highfields DNA, and probably contributes hugely to

the reason why they are arguably the world's number one RIB manufacturer. Listening to your customer is imperative for success.

But back to the helm seat side padding. This need only becomes apparent when you are executing tight manoeuvres or crashing through waves, saving your hips and thighs from taking a bruising on the bare metal tubes. Before reporting on the performance of the SP560 Sport, let's address my remaining positive impression – quality.

**QUALITY:** You don't get to be one of the largest manufacturers in your product sector unless you make a quality product. I learned this first hand during my 22 years as the sales manager at Maxwell Marine, especially when supplying to Superyacht clients. The smallest imperfection or lack of attention to detail, pointed out by the captain or owner of the vessel, and your days of continuing to supply to the builder of that particular Superyacht were in jeopardy. One of the hallmarks of quality is attention to detail, and the SP560 exemplifies this to the nth degree. Get on board and have a look for yourself. Whether it be the clean welds on the hull and aluminium superstructures or little things like the smart phone wireless charging pad at the helm – and I could go on and on - this boat epitomises quality and attention to detail.

Before concluding this list of first impressions, you will recall that I mentioned there was a flip side to my initial reactions. Those being as follows.

**OTT (OVER THE TOP):** When I first saw the boat sitting alongside the boat ramp pier I thought,





“Seriously? This thing screams overkill”. And it does, but in a good sense. Once you spend time on her you realise that everything about the boat is there for a reason, and if it isn’t there yet, and there is perhaps a good reason for having it, Highfield is probably already thinking about it. Case in point, when Jonathan and I discussed making the Bimini sun shield tower a bit more rigid; turns out that’s already on Highfields “to do” list.

**Expensive:** Yes, the SP560 Sport, costing over NZD \$80,000.00 as tested, is expensive. But relative to what? A quick search on the internet reveals that ‘similar’ RIBs or comparable alloy craft in the 5.5 to 6 metre range are, on average, about \$15 to \$20 thousand cheaper. However, if you drill deeper and try a closer “Granny Smith” to “Royal Gala” apples comparison, one soon discovers that there is a lot more on offer in the SP560 Sport package. In the end, as always, it comes down to how much ‘bang for the buck’ are you getting?

**PERFORMANCE:** The performance of the SP560 Sport is as stirring as my list of first impressions. Over many years out on the water and spending numerous

times on both RIB’s and standard inflatable craft of all sizes, one comes to expect a certain standard of good performance from RIBs, especially in the 3 to 9 metre range. The SP560 not only met this standard, but in my opinion, especially considering that it is touted as a ‘family boat’, exceeded it. During the time on board, putting this craft through its paces, at the back of my mind was safety. You hope that any boat you are on is ‘safe’, but particularly so on a family boat. With dad driving, mom alongside and the kids securely seated on the aft bench, if I were dad, would I feel confident putting the SP560 through the same extreme manoeuvres as we did on test day? Absolutely! Careening off the wake generated by a large launch that had powered up after leaving the marina, I tried extremely hard to make this RIB lose control, but to no avail. Under full power, helm hard over and the boat heeling dramatically, there was only the barest hint of the stern losing its grip on the water and, in truth, this was most likely because this manoeuvre was so extreme, I had created prop cavitation in the air infused wave top. No water, no grip! But within a millisecond, as soon as the prop on the Mercury 115 hp outboard found solid water again, the SP560 carried

*The SP560 quickly gets up on the plane with a touch of the throttle.*

*Innovative fire protection. Insert nozzle of the provided fire extinguisher through circular red rubber valve opening and operate extinguisher to put out fire.*

*Clean and functional bow area with bow roller, navigation lights, ‘pop-up’ anchor/mooring cleat, padded seat and grab handles.*

*Attractive blue LED deck lights provide subtle lighting at nighttime.*





The SP560 is easy to tow, launch and retrieve from its custom trailer.

on as though nothing had happened. Thinking back, I also realised this is a very dry boat. It was only when Jonathan and I purposely slammed head on into a reasonably large wave, that we got any spray whatsoever, and behind the full helm station screen, hardly a drop hit us.

Summing up, the SP560 sport is a perfect family boat for day use or for your next exploration adventure. The heavy duty 24-degree deadrise alloy hull combined with the 115hp Mercury outboard and built-in under deck 105 litre (23 gallon) fuel tank, provides a smooth ride to your closest beach or gets you home safe when conditions get rough. In rough conditions there is more than one driving position due to the flip up standing bolster seat. Additionally, other little details make a big difference: an alcove in the seat designed especially for your cool bag combined with the flip down table behind the seat lets you enjoy a picnic without taking up valuable space.

The upright console with a tall, tinted windscreen and grab rails accommodates an 18-centimetre (7") Simrad MPS chart plotter. There is a wide bow boarding step with roller and cleat for easy anchoring and while at anchor, lots of room to hang out in the wide comfortable bow seating area. The bow area can be converted easily to a lounging sun deck and in the stern, there is another seating area with folding table and cup holders for lunch. For watersports there is an optional removable ski pole or towing arch and a huge and flat rear transom area with telescopic boarding ladder. All deck surfaces feature comfortable, uniquely patterned EVA which won't get hot and is so soft on the feet. There are four dry storage compartments including an extra deep rear seat area, and all include hydraulic pistons to hold up lids for easy stowing. Rated for 12 persons and 115hp, and incorporating a built-in fuel system, the New Sport 560 has everything you need for a great day on the water. Due to its nimble size the SP560 is incredibly easy to tow making this model perfect for those who wish to take their boat with them on road trips to explore further afield. In essence, one of the most versatile medium sized RIBs in its class. ⚙️

HIGHFIELDBOATS.COM.AU

PERFORMANCE DATA

RPM	Speed in Knots
700	1.9
1000	3
1500	4.5
2000	6.2
3000	11.5
4000	21.5
5000	28
5900	35.5

Note: Fuel Consumption was 1.1 NML at 23 knots and 1.35 NML at 20 knots

FEATURES

Standard Features

- High tensile chromated & powder coated aluminium hull
- NEW High-Performance 24° deadrise hull with welded lift stakes
- ORCA® Hypalon or Valmex® PVC tube - Welded seams (PVC)
- Integrated transom supports
- Flush mount non-return air valves
- Self-draining cockpit deck
- Swim platform with ladder
- Cooler bag (chilli bin)
- Sundeck
- Integrated rear seat with cushion
- Double diamond stitch cushions with carbon fabric upholstery
- Extra wide bow boarding step, with anchor line bow roller
- Recessed stainless steel folding cleats/davit lifting points (4)
- Deluxe console with tinted windshield and grab rail
- Roll bar
- Carbon finished dashboard fits a flush mount 18-centimetre (7") MPS chartplotter
- Integrated Under Deck installed 105L/28-gal EPA Fuel System
- Three (3) storage compartments with hydraulic assist lids
- EVA brushed foam teak finished deck
- Welded direct to hull towing bridle points (2)
- LED deck lights
- Six (6) LED lit panel switches
- Electrical pack including bilge pump & lights for boat & console
- Heavy duty splash guard rubbing strake
- Full length durable keel guard
- Highfield dry bag
- Foot pump, paddles, repair kit

Optional Features

- 6 Colour options available by special order
- Boat Cover
- T-top
- Fire extinguisher
- Porta-potty toilet unit

SPECIFICATIONS

Overall Length	5.86 m	19' 3"
Internal Length	3.96 m	13' 1"
Overall Width	2.50 m	8' 3"
Internal Width	1.31 m	4' 3"
Dead Rise	24°	
Tube Diameter	42-52 cm	16.5-20"
# of Air Chambers	6	
Maximum Load	1375 kg	3031 lb
Maximum People	12	
Boat Weight (Includes console & driver's seat)	682 kg	1502 lb
Maximum Power	115 hp	
Engine Shaft	XL	
Fuel Tank	105 l	23 gal
Design Category	C	





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The Sport 700 is a boat that is as at home for a day relaxing at anchor as it is when the weather gets up. The proven 26 degree deadrise hull eats the chop and keeps you and your family dry, comfortable and secure in all conditions.

14 | 719cm | 285l | 250hp



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# ALLOY BOAT LISTING 2024

Make/Model	LOA	Beam	Hull Const	Type
<b>AIRCAT</b>				
Aircat 625	5.90m	2.35m	4mm	CC
<b>ALLENCO</b>				
4.6 Runabout	5.20m	1.86m	6mm	RU
5.00 Runabout	4.70m	2.17m	6mm	CC
5.3 Cuddy	5.70m	2.17m	6mm	CA
5.5 Cuddy	5.80m	2.27m	6mm	CA
5.9 Cuddy	6.28m	2.27m	6mm	CA
6.25m	6.50m	2.50m	6mm	HT/CA
6.60m	6.90m	2.50m	6mm	HT
6.70m	7.00m	2.50m	6mm	HT/CA
6.80m	7.10m	2.45m	6mm	HT/CA
7.50m	7.80m	2.50m	6mm	HT
8.00m	8.30m	2.50m	6mm	HT
8.50m	8.80m	2.50m	6mm	HT
9.00m	9.40m	2.80m	8mm	HT
<b>AMC</b>				
AMC 3.1	3.10m	1.60m	4mm	Tiller
AMC 4.3	4.30m.	2.00m	4mm	Tiller/CC
<b>AMF</b>				
580 Pro Sport	5.80m	2.25m	6mm	CC/CA/RU
610 Pro Sport	6.10m	2.35m	6mm	CC/CA/RU/HT
660 Pro Sport	6.80m	2.45m	6mm	CC/CA/RU/HT
Viper 720	7.20m	2.50m	8mm	HT
720 Hardtop	7.20m	2.50m	6mm	CC
Cobra 750	7.50m	2.50m	8mm	HT/CA
770 Hardtop	7.70m	2.50m	6mm	HT
Viper 770	7.70m	2.50m	8mm	HT
Cobra 850	8.50m	2.50m	8mm	HT
<b>BLADERUNNER</b>				
5m Cat	5.00m	2.45m	4mm	CC
5.5m	5.00m	2.45m	4mm	CA/HT/CO
6m Cat	6.00m	2.45m	4mm	HT/CA
6.5m Cat	6.50m	2.50m	5mm	HT / CC
7.0m Cat	7.00m	2.50m	5mm	HT / CC
7.5m Cat	7.50m	2.50m	5mm	HT / CC
8.5m Cat	8.50m	3.10m	5mm	HT
8800	8.8m	2.7m	5mm	HT
9.0m Cat	9.00m	3.10m	5mm	HT
Flybridge Twin Diesel	12500	4.2m	6mm	HT FBG
<b>BLUEFIN</b>				
Bluefin 535 Pursuit	5.25m	2.25m	5mm	CC/C
Bluefin 600 Profish	6.00m	2.30m	5mm	C
Bluefin 620CC	6.20m	2.30m	5mm	CC
Bluefin 620HT	6.20m	2.50m	5mm	HT
Bluefin 650HT	6.50m	2.45m	5mm	HT
Bluefin 665HT	6.65m	2.50m	5mm	HT
Bluefin 700HT	7.10m	2.50m	5mm	HT
Bluefin 720HT	7.20m	2.50m	5mm	HT
Bluefin 720 WK	7.20m	2.50m	5mm	HT
Bluefin 769HT	7.69m	2.50m	5mm	HT
Bluefin 769 WH	7.69m	2.50m	5mm	HT
<b>BLUEWATER</b>				
Bluewater 5.4	5.90m	2.30m	5mm	CA
Bluewater 550	5.60m	2.30m	5mm	CA
Bluewater 5.8	6.00m	2.30m	5mm	CA
Bluewater 5.9	6.40m	2.50m	5mm	HT
Bluewater 6.1	6.60m	2.50m	5mm	HT
Bluewater 6.5	6.70m	2.50m	5mm	HT
Bluewater 6.8	7.00m	2.50m	5mm	HT
Bluewater 7.0	7.30m	2.50m	6mm	HT
Bluewater 7.3	7.50m	2.50m	5mm	HT
Bluewater 7.5	7.70m	2.50m	5mm	HT
Bluewater 7.7	8.00m	2.50m	5mm	HT
Bluewater 8.0	8.30m	2.50m	6mm	HT
Bluewater 8.2	8.50m	2.50m	6mm	HT
Bluewater 8.5	8.70m	2.50m	5mm	HT
Bluewater 8.9	9.10m	2.50m	5mm	HT
Bluewater 9.3	9.50m	2.80m	5mm	HT
<b>CIRCA</b>				
Circa 660	6.60m	2.45m	8mm	HT
Circa 790	8.00m	2.45m	8mm	HT
Circa 850	8.70m	2.65m	8mm	HT
Circa 950	9.50m	2.85m	8mm	HT
<b>COAST CRAFT</b>				
560	6.00m	2.25m	4mm	CA
Rapid Runner 460	4.60m	1.84m	4mm	RU
<b>DIYNO KITSET</b>				
361	3.65m	1.67m	3mm	RU
501	5.05m	1.93m	4mm	CA
601	6.06m	2.13m	4mm	HT
701	7.12m	2.43m	5mm	HT
801	8.13m	2.48m	6mm	HT
<b>DICKEY</b>				
Custom 750/XS	7.88m	2.48m	6mm	HT
Custom 800	8.72m	2.48m	6mm	HT
Custom 850	8.9m	2.48m	6mm	HT
Custom 950	10.00m	2.80m	6mm	HT
Semifly 28	8.82m	2.80m	6mm	HT
<b>DREADNORT</b>				
V4000	4.00m	1.81m	4mm	TILLER
D4000	4.00m	1.81m	4mm	CC
V4250	4.25m	1.94m	4mm	CC
V4500	4.50m	2.05m	4mm	CC
V5500	5.65m	2.40m	5mm	CC
V6000	6.00m	2.45m	5mm	HT
V6500	6.50m	2.50m	5mm	HT
V7500	7.50m	2.65m	6/5mm	HT
V8000	8.00m	2.92m	6/5mm	HT

Make/Model	LOA	Beam	Hull Const	Type
V8500	8.50m	3.10m	6/5mm	HT
V10000	10.00m	3.25m	6/5mm	HT
V11750	11.75m	3.80m	6/5mm	HT
<b>DOMAIN</b>				
475	4.75m	2.07m	4mm	CU/CC
550	5.50m	2.07m	5mm	CC/CA
 www.dnaboats.co.nz - 03 542 3977				
<b>DNA</b>				
531 Sport Fisher	5.30m	2.02m	5mm	CA
551 Sport Fisher	5.50m	2.28m	5mm	CA
621CC	6.15m	2.41m	5mm	CC
721 HT	7.21m	2.50m	5mm	HT
761 HT	7.61m	2.50m	6mm	HT
821 HT	8.21m	2.50m	6mm	HT
850 HT	8.50m	2.50m	6mm	HT
941 HT	9.41m	2.50m	6mm	HT
<b>EVERYMAN</b>				
470	4.70m	1.86m	4mm	CA/CC
565	5.65m	2.05m	5mm	CU/CC/HT
595	5.95m	2.35m	5mm	CU/CC/HT
635	6.35m	2.35m	5mm	CU/CC/HT
650	6.50m	2.45m	6mm	CA/CC/HT/WA
690	6.90m	2.50m	6mm	HT/CC
720	7.35m	2.50m	6mm	HT
750	7.65m	2.50m	6mm	HT
820	8.20m	2.60m	6mm	HT
840	8.40m	2.60m	6mm	HT/WA
850	8.65m	2.70m	6/8mm	HT
950	9.47m	3.00m	8mm	HT
1080	11.00m	3.05m	8mm	HT
<b>EXTREME</b>				
1770 Enduro	5.50m	2.05m	5mm	TS/SC
545 Sportfisher/Console	5.50m	2.10m	5mm	CA/CC/SC
605 Gameking/Sportfisher	6.07m	2.34m	5mm	CA/CC
616 Gameking	6.16m	2.34m	5mm	HT
646 Gameking/Sportfisher	6.46 m	2.50m	5mm	CC/HT
695 Gameking	7.00m	2.50m	5mm	HT
745 Gameking/Walkaround	7.43m	2.80m	5mm	CC/HT/WA
795 Gameking/Walkaround	7.93m	2.80m	5mm	CC/HT/WA
885 Gameking	8.85m	2.80m	6mm	CC/HT
915 Gameking/Walkaround	9.15m	2.82m	6mm	CC/HT/WA
985 Gameking	9.85m	2.94m	6mm	HT
1185 Gameking	11.80m	3.10m	8mm	HT
 WWW.FCBOATS.CO.NZ FISH CITY HAMILTON 265 KAHIKATEA DRIVE, HAMILTON 07 846 6675 EXT 3				
<b>FC BOATS</b>				
FC430	4.30m	2.02m	4mm	TS/SC
FC Freedom	4.40m	2.00m	4mm	TS
FC465	4.65m	2.00m	4mm	SC/RU
FC535	5.35m	2.05m	4mm	CC
FC560	5.60m	2.25m	5mm	CC/CU
FC600	6.00m	2.35m	5mm	HT/CC/AMPH
FC700	7.05m	2.50m	6mm	HT/CC/AMPH
<b>FLYFIN</b>				
150GT	4.75m	1.90m	4mm	TL
1700	5.10m	2.07m	4mm	CC/CA
1900	5.60m	2.25m	4mm	CC/C/HT
2100	6.50m	2.55m	6mm	HT
810 AMPH	8.10m	2.75m	6mm	WA/CA/HT/Amph
<b>HAURAKI</b>				
4500CC	4.50m	1.93m	4mm	CC
Katana Cat	5.50m	2.50m	4/5mm	CC
6750 Centre Cab	6.75m	2.50m	6/5mm	Centre Cab
7400 Centre Cab	7.40m	2.50m	6/5mm	Centre Cab
<b>HERLEY</b>				
Elite 8	8.19m	2.50m	6mm	HT
Elite 8 Captain	8.19m	2.50m	6mm	HT
Elite 9	8.90m	2.80m	6mm	HT
Explorer 11	10.90m	3.20m	6mm	HT
<b>HYDRO</b>				
7600	8.20m	2.85m	6mm	HT
8600	9.20m	2.85m	6mm	HT
 www.innovisionboats.co.nz - +64 021 407000				
<b>INNOVISION</b>				
IV 515	5.25m	2.35m	5mm	HT/CU/CC
IV 555	5.65m	2.40m	5mm	HT/CU/CC



# ALLOY BOAT LISTING 2024


Make/Model	LOA	Beam	Hull Const	Type
IV 585	5.95m	2.45m	5mm	HT/CU/CC
IV 616	6.25m	2.50m	6mm	HT/CU/CC
IV 656	6.56m	2.55m	6mm	HT/CU/CC
IV 707	7.15m	2.60m	6mm	HT/CU/CC
IV 757	7.65m	2.65m	6mm	HT/CU/CC
IV 808	8.15m	2.70m	6mm	HT/CU/CC
IV 858	8.65m	2.75m	6mm	HT/CU/CC
IV 909	9.15m	2.80m	6mm	HT/CU/CC

## IMAGE

5.8 Elite	6.10m	2.30m	5mm	CA
6m Elite	6.50m	2.35m	5mm	HT
6.4 Elite	6.40m	2.35m	5mm	CA/HT
7.45 Fishfinder	7.45m	2.50m	6mm	HT
7.5 Fishfinder	7.50m	2.50m	6mm	HT
8.25 Fishfinder	8.50m	2.50m	6mm	HT
8.25 Fishmaster	8.50m	2.50m	6mm	HT
8.25 MasterJet	8.73m	2.80m	6mm	HT
8.75 Fishmaster	9.00m	2.70m	6mm	HT
9.0 Fishmaster	9.25m	2.80m	6mm	HT
10.4 Cruisemaster	10.50m	3.10m	6mm	HT
11.3 Cruisemaster	11.30m	3.05m	6mm	HT

## KINGFISHER

370 Minicat	3.70m	1.80m	4mm	TL
390 Minicat	3.90m	1.80m	4mm	TL
410 Minicat	4.10m	1.95m	4mm	TL
450 Minicat	4.50m	2.07m	4mm	CC/SC/CU/TL
Kingfisher 535	5.10m	2.08m	5mm	CA/CC
510 Minicat	5.10m	2.33m	4mm	CC/SC/CU/TL
Kingfisher 595	5.80m	2.33m	5mm	CU/CC
Kingfisher 570 Powercat	5.70m	2.33m	4mm	CC
Kingfisher 620 Powercat	6.25m	2.49m	4mm	HT/CA
Kingfisher 670 Powercat	6.75m	2.49m	5mm	HT/CU
Kingfisher 725	7.00m	2.47m	5mm	HT
Kingfisher 795	7.95m	2.50m	5mm	HT
Kingfisher 820 Powercat	8.20m	3.00m	5mm	HT
Kingfisher 925	9.25m	3.05m	5mm	HT



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Rangiora 7400  
sales@kwikraft.co.nz  
kwikraft.co.nz

## KWIKRAFT

470	4.70m	1.93m	3mm	CU
535	5.37m	2.10m	4mm	CU/HT
585	5.95m	2.18m	5mm	CU/HT
615	6.45m	2.38m	5mm	HT
665	6.97m	2.43m	5mm	HT
740	7.40m	2.58m	5mm	HT
795	7.95m	2.70m	5mm	HT

## LAZERCRAFT

490 Ski	5.00m	2.00m	5mm	RU
580 Divemaster / CC	5.80m	2.30m	5mm	RU/CC
600 GT	6.00m	2.35m	5mm	CA
650 Limited / Sportfisher	6.50m	2.30m	5mm	CA/HT
700 Limited / Sportfisher	7.00m	2.25m	5mm	HT

## MAKAIRA

Makaira Gen3 750	7.5m	2.47m	8mm	HT
Makaira Gen3 800	8.0m	2.73m	8mm	HT
Makaira Gen3 850	8.6m	2.87m	8mm	HT
Makaira Gen3 900	9.0m	2.87m	8mm	HT
Makaira Gen3 950	9.5m	3.06m	8mm	HT
Makaira Gen3 1000	10.0m	3.06m	8mm	HT

## MACHINA

Machina 551	5.73m	2.0m	5mm	CA
Machina 661	6.80m	2.40m	6mm	HT
Machina 701	7.25m	2.40m	6mm	HT
Machina 731	7.50m	2.40m	6mm	HT
Machina 771	8.00m	2.50m	6mm	HT



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## MARCO

400 Tiller	4.00m	1.90m	4mm	TS/CO
420 Tiller	4.20m	1.90m	4mm	TS/CC/RU
440 Angler/Thresher	4.40m	2.10m	4mm	CC/CA/RU/TS/CO
480 Angler/Thresher	4.90m	2.10m	4mm	CC/CA/RU/TS/CO
520 Angler/Thresher	5.20m	2.10m	4mm	CC/CA/RU/TS/CO
550 Striker	5.20m	2.25m	5mm	CC/CA/RU
600 Striker/Souwester	6.00m	2.20m	5mm	CC/CA/HT
625 Striker/Souwester	6.25m	2.33m	5mm	CC/CA/HT
650 Souwester	6.50m	2.49m	6mm	CC/HT/WA
700 Souwester	7.40m	2.49m	6mm	CC/HT/WA
725 Souwester	7.80m	2.49m	6mm	CC/HT/WA
750 Souwester	8.20m	2.65m	6mm	CC/HT/WA
800 Souwester	8.80m	2.70m	6mm	HT
880 Souwester	9.30m	2.90m	8mm	HT
950 Souwester	10.0m	3.0m	8mm	HT



www.mclayboats.co.nz - 03 417 8135

## MCLAY

Fortress 491 Wide Body	4.90m	2.20m	5mm	TS/CO
Fortress 531 Wide Body	5.30m	2.20m	5mm	TS/CO
Fortress 601	6.10m	2.20m	5mm	CO
Sportsman Package 461	4.60m	1.85m	5mm	RU
Sportsman Package 521	5.18m	2.00m	4mm	CA
Sportsman Package 551	5.50m	2.08m	4mm	CA
Sportsman Package 571	5.65m	2.20m	4mm	CA
Sportsman Package 591	5.95m	2.20m	5mm	CA/HT
Sportsman Package 591XL	6.15m	2.20m	5mm	HT
CrossXover 561	5.60m	2.08m	5mm	CA
CrossXover 581	5.80m	2.20m	5mm	CA
CrossXover 601	6.00m	2.28m	5mm	CA
CrossXover 611	6.10m	2.28m	5mm	HT
CrossXover 651	6.60m	2.30m	5mm	HT
Cruiser 701 Gen 11	7.05m	2.35m	5mm	HT
Cruiser 751 Gen 11	7.50m	2.45m	5mm	HT
Cruiser 801 Gen 11	8.01m	2.48m	6mm	HT
Raptor Amphibious 741	7.40m	2.35m	6mm	HT
Walk Round 1100	11.40m	3.09m	6mm	HT

## MIDWEST

420	4.20m	1.57m	3mm	TL/CC
7500	7.50m	2.49m	8mm	WA/HT

## OCEANCRAFT

7.1 Alloy	7.75m	2.30m	5mm	HT/AMPH
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## OFFSHORE

650 Pro Dive	6.50m	2.50m	8mm	CU
Offshore 650	6.50m	2.50m	8mm	HT
Offshore 750	7.50m	2.50m	8mm	HT

## ORCA

3.8	3.80m	1.60m	3mm	TS
4.5	4.50m	2.05m	4mm	TS/CA/CC
5.4	5.40m	2.33m	5mm	C
6	6.00m	2.40m	5mm	CA/HT/CC
7	7.00m	2.40m	5mm	CA/HT/CC
7.0 Party	7.00m	2.40m	3mm	PB
8.0 Party	8.00m	2.50m	3mm	PB
Seablade 19	6.52m	2.25m	5mm	CC
Seablade 22	6.70m	2.43m	5mm	CC
Seablade 24	8.29m	2.65m	5mm	CC
Orca 6200 Walkaround	6.20m	2.40m	5mm	CA

## PINNACLE

Pinnacle 720	7.22m	2.50m	6mm	HT
Pinnacle 830	8.30m	2.50m	6mm	HT
Pinnacle 930	9.30m	2.80m	8mm	HT



www.purekraftboats.co.nz - 07 282 7188

## PUREKRAFT

480 Centre Console	4.95m	1.97m	5mm	CC
560 Centre Console	5.80m	2.16m	5mm	CC
600 Centre Console	6.15m	2.33m	5mm	CC
650 Cross Cab	6.67m	2.40m	6mm	XCAB/CC/HT
700 Hardtop	7.20m	2.50m	6mm	HT
750 Centre Console	7.70m	2.60m	6mm	CC/CAB/HT
850 Cross Cab	8.70m	2.75m	6mm	CAB/HT/CC

## QUINTREX

310 Dart	3.20m	1.41m	1.6mm	TS
350 Explorer	3.58m	1.45m	1.6mm	TS
350 Dart	3.64m	1.49m	1.6mm	TS
370 Explorer	3.75m	1.50m	1.6mm	TS
370 Dart	3.80m	1.58m	1.6mm	TS
390 Explorer	3.85m	1.79m	1.6mm	TS
400 Dart	4.00m	1.69m	1.6mm	TS
420 Busta	4.21m	2.09m	3mm	TS
420 Renegade	4.43m	2.08m	3mm	SC
460 Renegade	4.48m	2.22mm	3mm	SC
430 Fishabout	4.57m	2.14m	3mm	RU
450 Fishabout Pro	4.78m	2.14m	3mm	RU
490 Renegade	5.17m	2.25m	3mm	SC

## RADIAN

6 HT Vanguard	5.50m	2.55m	6mm	HT
6.7 HT Nordarc	6.70m	2.55m	6mm	HT
7.0 HT Vanguard	7.50m	2.55m	6mm	HT
7.7 HT Nordarc	7.70m	2.55m	6mm	HT
8 HT Vanguard	8.50m	2.55m	6mm	HT
8.7 HT Nordarc	8.70m	2.55m	6mm	HT

## RAMCO

4750 Prelude / Sportsman	4.75m	2.05m	4mm	CA
5050 Prelude / Sportsman	5.05m	2.10m	4mm	CA
5450 Prelude	5.45m	2.10m	4mm	CA
5800 Interceptor	5.80m	2.25m	5mm	CA



# ALLOY BOAT LISTING 2024

Make/Model	LOA	Beam	Hull Const	Type
6020 Fisherman	6.02m	2.20m	5mm	HT
6250 Fishmaster	6.25m	2.33m	5mm	HT
7010 Provider	7.01m	2.50m	5mm	HT
7450 Seahunter	7.45m	2.50m	5mm	HT
8450 Ultimate	8.45m	2.50m	5mm	HT
9000 Ultimate XL	8.95m	2.85m	6mm	HT

## SCORPION

360 Dinghy	3.60m	1.80m	3mm	TS
400 Dinghy	4.10m	1.90m	3mm	TS
440 Runabout	4.40m	1.90m	3mm	RU
470 CC	4.70m	2.17m	4mm	CA/CC
500 Bowrider	4.80m	2.17m	4mm	RU
525 Cuddy/Profish	5.35m	2.20m	5mm	CA/CC
620	6.10m	2.30m	5mm	CC/HT
650 Hardtop	6.50m	2.45m	5mm	HT
665 Hardtop	6.65m	2.50m	5mm	HT
700 Hardtop	7.00m	2.50m	5mm	HT
670 Wheelhouse	6.70m	2.40m	5mm	HT
720 HT	7.20m	2.50m	5mm	HT
780 HT	7.80mm	2.50m	6mm	HT
890 Wheelhouse	8.89m	2.80m	6mm	HT

## SEASPRAY

SLM370	3.70m	1.50m	3mm	TS
SLM430T	4.30m	1.70m	3mm	TS
SLM430W	4.30m	1.70m	3mm	RU
SL450T	4.65m	1.90m	3mm	RU



## SEABOSS

550	5.50m	2.42m	5mm	CA
620	6.20m	2.42m	5mm	CA/HT
670	6.70m	2.42m	5mm	CA/HT
700	7.00m	2.50m	5mm	CA/HT/CA

## SENATOR

Typhoon 760	8.0m	2.5m	6mm	HT
Typhoon 800	8.35m	2.7m	6mm	HT
Typhoon 920	9.3m	2.7m	6mm	HT

## SOUTHERN

XP646 / XF 646	6.85m	2.50m	5mm	HT
XF735	7.35m	2.50m	5mm	HT
XP696	7.35m	2.50m	5mm	HT
XF726 / XP726	7.65m	2.50m	5mm	HT
XP746	7.75m	2.50m	5mm	HT
XP776	8.15mm	2.50m	6mm	HT
XP756	8.10m	2.50m	6mm	HT AMPH
XP816	8.55m	2.50m	6mm	HT
XP856	8.95m	2.90m	6mm	HT
XP896	9.00m	2.90m	6mm	HT

## STRYDA

600C	6.43m	2.58m	5mm	HT
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## SURTEES

495 Workmate	4.95m	2.01m	4mm	CA/CC
540 Workmate	5.4m	2.19m	5mm	CA/CC/HT
575 Workmate	5.75m	2.15m	5mm	CA/CC/HT
610 Workmate	6.10m	2.26m	5mm	HT/CC/CA
650 Workmate	6.50m	2.37m	6mm	HT/CC/CA
700 Workmate	7.00m	2.37m	6mm	HT/CC/CA
610 Game Fisher	6.10m	2.26m	5mm	HT
650 Game Fisher	6.50m	2.37m	5mm	HT
700 Game Fisher	7.00m	2.37m	6mm	HT
750 Game Fisher	7.50m	2.50m	6mm	HT
800 Game Fisher	8.00m	2.70m	6mm	HT

## ULTIMATE

Ultimate 14	4.0m	1.8m	4mm	TS/CC
Ultimate 16	5.10m	2.05m	6mm	SC/CC/CA
Ultimate 18	6.05m	2.30m	5mm	CA/CC/SC/HT
Ultimate 21	6.35m	2.45m	6mm	HT/CC
Ultimate 21 Elite	6.35m	2.45m	6mm	HT/CC
Ultimate 25 Elite	7.25m	2.55m	6mm	HT/CC/SC
Ultimate 27 Elite	8.50m	2.80m	6mm	HT

## WHITE POINTER

6.20 Sports Hard Top	6.20m	2.35m	6mm	HT/CA
660 Sports Hard Top	6.60m	2.45m	6mm	HT/CA
7m Sports Hard Top	7.20m	2.45m	6mm	HT/CA
7m Sports Cruiser	7.20m	2.45m	6mm	HT/CA
730 Sports Cruiser	7.40m	2.45m	6mm	HT/CA
750 Custom Cruiser	7.60m	2.50m	6mm	HT/CA
8m Sports Cruiser	8.20m	2.50m	6mm	HT/CA
840 Pro Sportsman	8.40m	2.75m	6mm	HT/CA
840 Sports Cruiser	8.40m	2.75m	6mm	HT/CA
840 Pro Sportsman	8.40m	2.75m	6mm	HT/CA
870 Sport Cruiser	8.70m	2.75m	6mm	HT/CA
870 Pro Sportsman	8.70m	2.75m	6mm	HT/CA
850 Sports Cruiser	8.80m	2.50m	6mm	HT/CA
850 Custom Cruiser	8.80m	2.50m	6mm	HT/CA
920 Custom Cruiser	9.20m	2.90m	6mm	HT/CA
940 Pro Sportsman	9.40m	2.90m	6mm	HT/CA
970 Pro Sportsman	9.70m	2.90m	6mm	HT/CA
1050 Pro Sportsman	10.50m	3.10m	6mm	HT/CA

All models available in 8mm

Make/Model	LOA	Beam	Hull Const	Type
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## ALLOY BOAT PONTOON

### ADVENTURE

Adventure 1430	4.30m	1.45m	3mm	TS
Adventure 1450	4.50m	1.75m	4mm	TS/CC/CA

### AQUALINE

435	4.35m	1.95m	3mm	TS
495	5.07m	2.02m	4mm	CA
545	5.52m	2.18m	4mm	CA
565	5.65m	2.32m	4mm	HT
595	5.95m	2.40m	4mm	HT
645	6.47m	2.45m	5mm	HT
705	7.20m	2.50m	5mm	HT
780	7.77m	2.50m	5mm	HT
860	8.55m	2.50m	5mm	HT
890	9.00m	2.80m	5mm	HT
1080	10.80m	3.10m	6mm	HT

### ASSAULT

672 APB	6.72m	2.40m	5mm	HT
692 APB	6.92m	2.50m	5mm	HT

### BLUEFIN

420 APB	4.20m	1.87m	3mm	TS
480 APB	4.80m	1.87m	3mm	TS

### COMMANDO

3.1 Trooper	3.10m	1.72m	3mm	TS
3.6 Trooper Delux	3.60m	1.72m	3mm	TS
3.6 Trooper	3.60m	1.72m	3mm	TS/CA
3.9 Trooper	4.20m	1.72m	3mm	TS/CA
3.9 Trooper Sport	4.20m	1.72m	3mm	CA/CC
5.4 Trooper	5.40m	2.22m	4mm	CA/CC
5.8 Wide Body	5.80m	2.26m	5mm	CA
7.5 Silverado	7.50m	2.48m	6mm	CA
8.5 Trooper	8.50m	2.58m	6mm	CC

### DNA

300 D	3.03m	1.01m	3mm	TS
420	3.90m	1.71m	3mm	TS/CC
440 JetX	4.40m	1.71m	4mm	CC
450	4.50m	1.71m	4mm	CC/CA
480 XC	4.60m	2.02m	4mm	CA
480 JetX	4.80m	2.05m	5mm	CC
515 CCX	5.15m	2.13m	4mm	CC/CA
535 XC	5.35m	2.15m	4mm	CA
570 XHT	5.70m	2.27m	4mm	HT
660 XHT	6.60m	2.47m	5mm	HT
680 XHT	6.80m	2.47m	5mm	HT
730 XHT	7.30m	2.50m	6mm	HT

### DREADNORT

V4000	4.00m	1.81m	4mm	TL
D4000	4.00m	1.81m	4mm	CC
V4500	4.50m	2.05m	4mm	CC
V5500	5.65m	2.40m	5mm	CC
V6000	6.00m	2.45m	5mm	HT
V6500	6.50m	2.50m	5mm/6mm	HT
V7500	7.50m	2.65m	5mm/6mm	HT
V8500	8.50m	3.10m	5mm/6mm	HT



### FREWZA

4.1	4.10m	1.75m	3mm	TS
F14	4.40m	1.75m	3mm	CA/CC/TS
F15	4.85m	2.00m	4mm	CA/CC/TS
F16	5.15mm	2.00m	4mm	CA/CC/TS
F18	5.75m	2.25m	4mm	CA/CC/HT
F21	6.30m	2.30m	5mm	HT/CA/CC
F22	6.80m	2.30m	5mm	HT

### IMAGE

7.08	7.08m	2.36m	6mm	HT
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### KIWI KRAFT

470	4.70m	1.93m	3mm	CU
535	5.37m	2.10m	4mm	CU/HT
585	5.95m	2.0m	5mm	CU/HT
615	6.45m	2.38m	5mm	HT
665	6.97m	2.40m	5mm	HT
740	7.40m	2.50m	5mm	HT
795	7.95m	2.70m	5mm	HT

### MIDWEST

580	5.80m	2.47m	5mm	HT
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### OCEANPRO

460	4.60m	1.83m	3mm	TS/CC
460HD	4.60m	1.83m	4mm	CC
470	4.70m	1.83m	4mm	CU
520	5.20m	2.07m	4mm	CC/CC
530	5.30m	2.07m	4mm	HT



# ALLOY BOAT LISTING 2024

Make/Model	LOA	Beam	Hull Const	Type
<b>ORCA</b>				
3.8	3.80m	1.60m	3mm	TS
4.5	4.50m	2.05m	4mm	TS/CA/CC
5.4	5.40m	2.33m	5mm	CA
6	6.00m	2.40m	5mm	CA/HT/CC
7	7.00m	2.40m	5mm	CA/HT/CC
7.0 Party	7.00m	2.40m	3mm	PP
8.0 Party	8.00m	2.50m	3mm	PP



www.osprey.co.nz - 03 548 7887

## OSPREY

Osprette 380E/S/SC/FS	4.00m	1.68m	2.5mm	TS/CO/CA
Osprette 420E/S/SC	4.50m	1.95m	3mm	TS/CO/CA
450C/CC/SC	5.00m	2.15m	4mm	TS/CO/CA
495C/CC/SC	5.20m	2.25m	4mm	CC/CA
520C/CC/SC	5.20m	2.25m	4mm	HT
565C/CC/HT	5.65m	2.25m	4mm	CA/CC/HT
590C/CC	5.90m	2.25m	5mm	HT/CA
610HT	6.10m	2.25m	5mm	HT
650HT/WR	6.50m	2.50m	5mm	CA
Classic / Plus 700	7.00m	2.50m	5mm	CA/HT
Classic / Plus 750	7.50m	2.50m	6mm	HT
Plus 800HT	8.00m	2.50m	6mm	HT
Plus 850HT	8.50m	2.50m	6mm	HT
Plus 750HT WIDE	7.50m	2.80m	6mm	HT
Plus 800HT WIDE	8.00m	2.80m	6mm	HT
Plus 850HT WIDE	8.50m	2.80m	6mm	HT
Plus 890HT WIDE	8.90m	2.80m	6mm	HT
Plus 980HT WIDE	9.80m	2.80m	6mm	HT

## PROFILE

1401	4.30m	1.74m	3mm	TS/CC/CA
465C	4.65m	1.80m	4mm	CA
545C	5.45m	2.00m	4mm	CA
585C	5.85m	2.14m	5mm	CA
585CC	5.85m	2.14m	5mm	CC
585H	5.87m	2.14m	5mm	HT
600H	6.00m	2.25m	5mm	HT
635H	6.40m	2.30m	5mm	HT
735H	7.35m	2.31m	6mm	HT
750HW	7.50m	2.60m	6mm	HT
780HW	7.80m	2.66m	6mm	HT
940HW	9.40m	2.73m	6mm	HT



**SENATOR**

www.senatorboats.com - 0800 SENATOR

## SENATOR

IS 400	4.10m	1.80m	3mm	TS
RC 450	4.74m	1.87m	4mm	CA
RC 480	5.04m	1.87m	4mm	CA
RC 500	5.30m	1.52m	4mm	CA
RC 520/RCC 520	5.50m	1.98m	4mm	CA/CC
RC 540	5.70m	1.98m	4mm	CA
RC 580	6.12m	2.18m	5mm	CA
RCC 580	6.13m	2.20m	5mm	CC
RH 580	6.13m	2.20m	5mm	HT
RH 620	6.45m	2.38m	5mm	HT
RH 650	6.75m	2.38m	5mm	HT
RH 690	7.13m	2.49m	6mm	HT
RH 770	7.93m	2.49m	6mm	HT
RH 780	7.97m	2.70m	6mm	HT
RH 860	9.90m	2.70m	6mm	HT
RH 770 Stealth	8.24m	2.49m	6mm	HT/AMPH
RH 690 Stealth	7.50m	2.49m	6mm	HT/AMPH

## SCORPION

392	3.92m	1.90m	4mm	RU
Oceanpro 460	4.60m	1.83m	4mm	CC
455	4.55m	1.90m	4mm	CA
530	5.30m	1.90m	4mm	CA
600	6.00m	2.30m	5mm	CA/HT

## STABICRAFT

1450 Explorer	4.42m	1.89m	3mm	TS
1450 Frontier	4.42m	1.89m	3mm	SC
1550 Frontier	4.72m	2.02m	4mm	SC
1550 Fisher	4.72m	2.02m	4mm	CA
1850 Fisher	5.40m	2.16m	4mm	CA
1850 Supercab	5.60m	2.40m	4mm	HT
2050 Supercab	6.27m	2.31m	5mm	HT
2100 Supercab	6.40m	2.30m	5mm	HT

Make/Model	LOA	Beam	Hull Const	Type
2250 Ultra Centrecab	6.85m	2.54m	4mm	HT
2250 Ultracab WT	6.85m	2.54m	4mm	HT
2400 Supercab	7.32m	2.30m	6mm	HT
2500 Ultracab XL	7.62m	2.55m	6mm	HT
2750 Ultra Centrecab	8.38m	2.49m	6mm	HT

## JET BOATS

### COAST CRAFT

560	6.00m	2.20m	6mm	CA
720	7.50m	2.50m	6mm	HT

### HAMILTON MARINE

HJ 132	4.20m	1.80m	5mm	RU
HJ 141	4.55m	1.90m	5mm	RU
HJ 151	4.60m	1.90m	5mm	RU
Jet 470	4.70m	1.50m	5mm	RU
HJ 152	4.60m	1.75m	5mm	RU
HJ 161	5.00m	1.90m	5mm	RU
HJ 191	5.90m	1.90m	5mm	RU

### JETTEC

JT320	3.20m	1.53m	5mm/12mm	RU
JT360	3.60m	1.53m	5mm/12mm	RU
JT385	3.85m	1.53m	5mm/12mm	RU
JT400	4.00m	1.53m	5mm/12mm	RU
JT420	4.20m	1.53m	5mm/12mm	RU
JT440	4.40m	1.68m	5mm/12mm	RU
JT460	4.60m	1.68m	5mm/12mm	RU
JT580 Crusade	5.80m	1.85m	5mm/12mm	RU
JT580 Viking	5.80m	1.85m	5mm/12mm	BR



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## KEELOW

Riverwild 320	3.20m	1.37m	5mm	RU
Riverwild 380	3.20m	1.37m	5mm	RU
Riverwild 420	4.20m	1.45m	5mm	RU
Riverwild 450	4.50m	1.50m	5mm	RU
Riverwild 480	4.80m	1.54m	5mm	RU
Riverwild 560	5.60m	1.80m	6mm	RU
Voyager 560	5.60m	1.80m	6mm	CA
Highlander 470	4.70m	1.47m	5mm	HT

## KWIKKRAFT

460 Performer	4.60m	2.1m	8mm	RU
470 Performer	4.70m	2.2m	8mm	RU
500 Adventurer	5.00m	2.30m	8mm	RU
5500 SL	5.50m	2.35m	8mm	RU
5800 RL	5.80m	2.35m	8mm	RU

## MACKRAFT

Adventure 480	4.80m	1.65m	8mm	RU
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## RAPID RUNNER

RR 420	4.20m	1.82m	10mm	RU
RR 440	4.40m	1.84m	10mm	RU
RR 460 Wide Body	4.60m	1.92m	10mm	RU
RR 460	4.60m	1.88m	10mm	RU

## SCOTT

3.30 Puddle Hopper	3.30 m	1.46 m	10mm	RU
3.55 Puddle Hopper	3.55 m	1.46 m	10mm	RU
3.55 Scud	3.55 m	1.46 m	10mm	RU
3.70 Puddle Hopper	3.70 m	1.46 m	10mm	RU
3.70 Scud	3.70 m	1.46 m	10mm	RU
3.90 River Boat	3.90 m	1.53 m	10mm	RU
3.70 Scud	3.70 m	1.46 m	10mm	RU
4.30 River Boat	4.30 m	1.64 m	12mm	RU
3.70 Scud	3.70 m	1.46 m	10mm	RU
4.45 River Boat	4.45 m	1.64 m	12mm	RU
4.45 Cross Over	4.45 m	1.64 m	12mm	RU
4.55 Scud	4.55 m	1.64 m	12mm	RU
4.60 River Boat	4.60 m	1.64 m	12mm	RU
4.60 Cross Over	4.60 m	1.64 m	12mm	RU
4.60 Scud	4.60 m	1.64 m	12mm	RU
5.10 Sea Scud	5.10 m	1.96 m	12mm	RU
6.50 Sea Scud	6.50 m	1.96 m	12mm	RU
13' 6" Sprint Boat	13' 6"	1.35 m	5mm	RU

## WATTSCRAFT

3m	3.05m	1.54m	6mm	RU
3.3m	3.34m	1.60m	8mm	RU
3.6m	3.59m	1.76m	10mm	RU
3.8m	3.81m	1.88m	10mm	RU
4.3m	4.28m	1.87m	10mm	RU
4.6m	4.58m	1.94m	12mm	RU

CC = CENTRE CONSOLE

CO = CONSOLE

CA = CABIN

CU = CUDDY CABIN

RU = RUNABOUT

TS = TILLER STEER

HT = HARDTOP

PP = PARTY PONTOON





# MARITIMO

## FOUNDED ON A COMPETITIVE SPIRIT

### Chapter 6



The spirit of competition has always been at the very core of everything that Maritimo creates. Competition is not just about winning; competition runs much deeper than that. It's about creating an environment and a culture that strives to bring out the very best in the individual, the team and the organisation as a whole. Winning can be the ultimate reward, but there are many other benefits to be attained from this competitive attitude. Maritimo's Founder Bill Barry-Cotter loved to compete right from his earliest days. A chance to sail on Sydney's Pittwater in his teens kindled a passion for being on the water and not long after, at the age of 16, a boat building apprenticeship commenced. Bill sailed competitively in dinghies out of the BYRA Sailing Club at Bayview, Pittwater until the mid-60's as the Mariner brand was firmly established and growing.

Although Mariner was renowned for their motorboats Bill's underlying passion for sailing saw the factory produce many a sailboat too, notably half ton and three-quarter ton boats for the International Offshore Classes, in which he competed along with his brother, Kendall. "I wanted to build a powercat. So, I brought Michael Peters out from the USA. He was the best designer in the world. He had built most of the winners. We started there. You know you are developing

all the time – looking for a competitive edge. The next couple of boats I designed were smaller again, but they were running the same engines, the Detroit Diesels. Then it was onto another new boat, new engines, the Lamborghinis and it had to be smaller. It was effectively a wing flying!" Recalled Bill.

With the establishment of Maritimo the company and Maritimo Racing in the early 2000s there was an even greater focus on Offshore Power Boat Racing Class 1 and both Bill and his son Tom competed together at the highest level both abroad, and at home. Legendary names in power boat racing, such as Ross 'Rosco' Willaton and Peter 'Muddy' McGrath have been woven into the fabric along the way and certainly engraved deeply into the silverware.

On the home front, Maritimo have celebrated more Championship wins than any other team in history with 16 Australian Offshore Superboat 'AUS1' Championships. Internationally, the Maritimo Racing team of Tom Barry-Cotter and Ross Willaton has also beaten the world's best having been crowned the UIM XCAT World Champions and XCAT Pole Position World Champions in 2019. Other accolades include the UIM World Championship and the APBA World Championship at Key West. "Tom pushes every





aspect of the design. He's been working around boats since he was seven years old – his passion for racing, development and boat design and building is immense. The instant he got in a boat with me to go racing he was trying to alter it! He perseveres with every detail, no matter how small," Bill added.

Maritimo Racing's sail programme really kicked off with the complete and detailed restoration of Katwinchar, which had been the Barry-Cotter family vessel when Bill and his brother Kendall were just boys. She subsequently entered in the famous Sydney to Hobart yacht race and won the Grand Veterans division. Her elapsed time was 4 days 6 hours 27 minutes 47 seconds, which is very handy for a 32-foot ketch, let alone one that is 119 years old. Still, considering she sailed from England to Australia back in 1951, it would seem anything is in her stride.

There's a long pedigree in yachting for Bill, who was actually part of the Australian Champion  $\frac{3}{4}$  tonner crew in 1975, in a campaign that included other luminaries like the great Ken Beashel. Accordingly, it is no wonder that Barry-Cotter's sights were set even higher after Katwinchar, and Skipper Michael Spies was tasked with finding a larger, faster, and more comfortable vessel. Cue the famous Schumacher 54 from San

Francisco, which after a birthday refit came out in the famous white and black Maritimo Racing livery, and took out races like the very hardy Westcoaster from Melbourne to Hobart in 2022, as well as Line Honours in the Brisbane to Gladstone race, and most recently her division at the Festival of Sail in Geelong.

The search for speed continued, and soon the ex-Patches TP52 penned by the famous Reichel/Pugh team and built by Green Marine joined the fold. She too would have a birthday as part of her commissioning into the fleet, and just recently took out the Surf to City race (Southport to Brisbane) and was just on one hour ahead of nearest rivals. It is no wonder she is the current IRC Champion in Queensland.

Bill is still very much in love with sailing, and the need for something even cruiser has led to the acquisition of an Oyster 100. Very much more down the line of superyacht, there is a distinct pedigree there that will mean 250 nautical mile days are assured in both cruise and passage race modes. It will be most competitive against the other lifestyle vessels around, and will relish the trade winds of the Whitsundays, Auckland's Millennium Cup, the Hong Kong to Vietnam sleigh ride, Malaysia's Raja Muda, and even Sardinia, when there is good wind. ⚓



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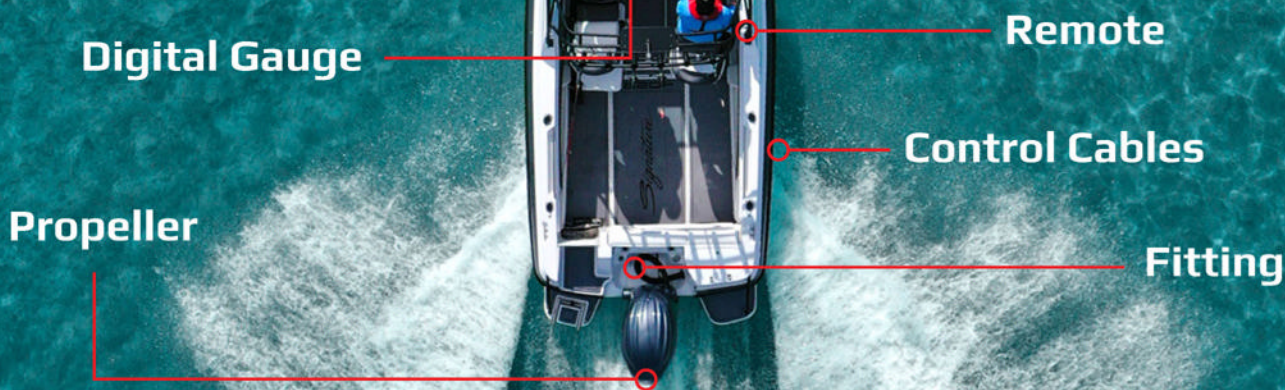
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